

National workshop on OPRC Level 3 Training Course to review the National Oil Spill Contingency Plan

Freetown, Sierra Leone
5 – 9 August 2013

Global Initiative for Western, Central and Southern Africa

Introduction P.4

Objectives P.4

Activities P.7

Conclusion P.18

Hosted by:

Sierra Leone Maritime Administration (SLMA)



NOTE

This document has been prepared within the framework of the Global Initiative for West, Central and Southern Africa as a contribution to the implementation of the biennial action envisaged for this Initiative. The designations employed and the presentation of the material in this document do not imply the expression of any opinion whatsoever on the part of the IMO or IPIECA concerning the legal status of any State, Territory, city or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

This document can be downloaded from www.giwacaf.org and for bibliographic purposes should be cited as follows:

IMO/IPIECA. 2013. Report of the National workshop for the finalization of the sensitivity mapping project. 44 Pages.



Executive summary

The purpose of this National workshop was to facilitate national capacity building and strengthening of oil spill preparedness, response and co-operation in Sierra Leone. At present a number of offshore oil and gas exploration drilling operations are in progress and transportation of oil to and from Sierra Leone and in some countries of the Gulf of Guinea, has experienced a marked increase over the last decade. The Ministry of Transport and Aviation and the Sierra Leone Maritime Administration have agreed to a major review and up-date of the National Oil Spill Contingency Plan in order to meet the latest national development with regard to the increased risk of oil spills.

The workshop discussed issues such as international, national and local oil spill preparedness, response and co-operation, including contingency planning, response management and organization, response policy, media relations, claims and compensation. The first session concluded with the execution of a table top exercise based on a shipping scenario. The second half of the workshop was dedicated to a review of the National Oil Spill Contingency Plan. The workshop considered designation of responsibilities, organizational structure and command issues. Special attention was given to the development of a national policy for the use of dispersant, sensitivity mapping and guidelines for management and disposal of oil waste.

The participants, representing government agencies, local authorities, the mining industry and local companies had the right background knowledge and experience to receive maximum benefit of the issues under consideration. A good understanding of the issues surrounding the National Oil Spill Contingency Plan was demonstrated during the Workshop by many relevant questions asked and the seriousness by which the various issues were considered.

The Workshop noted that Sierra Leone is Party to the most important International Conventions related to oil spill preparedness and response including: OPRC 1990, CLC 1992, Fund 1992 and MARPOL 73/78. Sierra Leone is also Party to the regional Abidjan Convention and its Protocol concerning Co-operation in Combating Pollution in Cases of Emergency, both from 1981.

The main recommendation of the Workshop was for the Sierra Leone Maritime Administration (the National Competent Authority), to amend the National Oil Spill Contingency Plan with the amendments that were identified and agreed during the syndicate work. In this regard it was also agreed that the Sierra Leone Maritime Administration should consider establishing a National Working Group comprising of the key stakeholders to undertake a comprehensive review of the National Oil Spill Contingency Plan.



Contents

EXECUTIVE SUMMARY	2
1. PRESENTATION OF THE GI WACAF PROJECT	4
2. INTRODUCTION	5
3. OBJECTIVES OF THE WORKSHOP	6
4. PROGRAMME OF THE WORKSHOP	6
5. LOCATION, DATES, AND PARTICIPANTS	6
6. ACTIVITIES AND PROCEEDINGS.....	7
7. COURSE ASSESSMENT	17
8. CONCLUSION	18
9. RECOMMENDATIONS	18
ANNEX 1 – LIST OF ABBREVIATIONS.....	20
ANNEX 2 – PROGRAMME.....	21
ANNEX 3 – LIST OF PARTICIPANTS.....	25
ANNEX 4 – WELCOME ADDRESS BY THE EXECUTIVE DIRECTOR OF THE SIERRA LEONE MARITIME ADMINISTRATION	28
ANNEX 5 – OPENING STATEMENT BY THE IMO/IPIECA	31
ANNEX 6 – STATEMENT BY THE EXECUTIVE CHAIRPERSON, SIERRA LEONE ENVIRONMENTAL PROTECTION AGENCY	33
ANNEX 7 – OPENING SPEECH BY THE ACTING MINISTER OF TRANSPORT AND AVIATION	35
ANNEX 8 – ASSESSMENT FORM	37
ANNEX 9 – ASSESSMENT FORM	40
ANNEX 10 – PICTURES.....	42



1. Presentation of the GI WACAF Project

The Global Initiative for West and Central Africa (GI WACAF) is a partnership between the International Maritime Organisation (IMO) and the International Petroleum Industry Environment Conservation Association (IPIECA) to enhance the capacity of countries to prepare for and respond to marine oil spills. A key innovative feature is the emphasis on the promotion of public/private partnerships to ensure an 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 West, Central and Southern Africa through the establishment of a local partnership between the oil industry and the 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 members (BP, Chevron, ENI, ExxonMobil, Marathon, PERENCO, Shell and Total) through IPIECA, the Global Oil and Gas Industry Association for Environmental and Social Issues.



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

The GI WACAF project is based on an effective management system comprising of 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 Conventions.
- **Goal 2:** Contingency plan: Develop National Contingency Plans for all the countries of the region.
- **Goal 3:** Designation of authority: Obtain clarity on roles and responsibilities of all stakeholders.
- **Goal 4:** Regional agreements: Promote the exchange of information and the provision of mutual assistance for oil spill incidents.
- **Goal 5:** Training: Ensure that training and exercises are delivered in the participating countries on a regular basis.
- **Goal 6:** National capabilities: Support participating countries in developing their own national response system.

2. Introduction

The International Maritime Organization (IMO) has, since 1996, in collaboration with the International Petroleum Industries Environmental Conservation Association (IPIECA) under the Global Initiative for West and Central Africa (GI WACAF), provided support for the development of a modern national and regional oil spill contingency plan for the West and Central African States. In parallel, IMO and IPIECA have also supported the development of a regional framework on co-operation in cases of major oil spills under the United Nations Environment Programme (UNEP), Regional Seas Programme for West and Central Africa.

The first National Oil Spill Contingency Plan for Freetown and Environs, Sierra Leone, was developed by an Oil Spill Planning Working Group established by the Department of Transport and Communications in June 1993 under the Chairmanship of Shell. The Working Group presented a draft National Oil Spill Contingency Plan to the Authorities in November 1994. However the National Oil Spill Contingency Plan was never implemented. In 2006 the Ministry of Transport and Communication instructed the Sierra Leone Maritime Administration (SLMA) to review the 1994 Plan and prepare a Plan of Action for re-drafting the National Oil Spill Contingency Plan, taking into consideration the current and expected future development at the Governmental and industrial developments.

Sierra Leone has ratified the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990, but not yet it's HNS Protocol of 2000. Sierra Leone is party to the International Convention on Civil Liability for Oil Pollution Damage by Ships, 1992 (CLC 1992) and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (FUND 1992).

Sierra Leone is Party to Annexes I - VI of the International Convention on the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78).

Sierra Leone is also party to the Convention for Co-operation in the Protection and Development of the Marine and Coastal Environment of the West and Central African Region (Abidjan Convention 1981) and its Protocol concerning Co-operation in Combating Pollution in Cases of Emergency (Emergency Protocol (1981)). Sierra Leone has actively participated in meetings of IMO and in the regional activities under the Abidjan Convention.

Recent developments including offshore oil and gas exploration drilling operations and the transportation of oil to and from Sierra Leone and some countries of the Gulf of Guinea which has experienced a marked increase over the last decade. This has necessitated a call for immediate steps to review and update the NOSCP.

In addition, in order to realize the objective of the National Oil Spill Contingency Plan in general, Sierra Leone considered the urgent need for further capacity building and thus invited IMO and IPIECA to assist in organizing a National Workshop on National Oil Spill Contingency Planning to be held from 05 to 09 August 2013 in Freetown, Sierra Leone.



3. Objectives of the workshop

- To deliver an OPRC Level 3 training course in order to provide a broad range of technical information to the participants.
- To review the National Oil Spill Contingency Plan drafted in 1994, in order to consider amendments that need to be introduced in order to ensure that the Plan reflects the current and future situation in Sierra Leone.
- To provide training on the development of coastal sensitivity maps.
- To agree to a Plan of Action for the drafting, finalising and implementation of a revised NOSCP, based on the findings of the Workshop.

4. Programme of the Workshop

The programme of the workshop can be found on Annex 3.

5. Location, dates, and participants

The workshop was organised by the Sierra Leone Maritime Administration with technical and financial support provided by the IMO and IPIECA under the auspices of the GIWACAF Project.

The experts in charge of the workshop were:

- Ms Gail Nxumalo; IPIECA Consultant
- Mr Benjamin Jeanne; IMO/ IPIECA GIWACAF Project Consultant

The following individuals provided support during the table top exercise and NOSCP Review:

- Captain Dallas Lareya; IMO Regional Coordinator for West & Central Africa (Anglophone)
- Mr Ronald Moore; Acting Head of Shipping and Environmental Division; SMLA

The workshop was held at the Sierra Leone Maritime Administration Maritime House, Government Wharf, Freetown, Sierra Leone. A total number of 41 delegates representing various government departments; the mining industry and academic institutions participated in the workshop.

A full list of all delegates, their parent organisations and their contact details can be found in Annex 3.



6. Activities and proceedings

6.1. Course programme

The workshop programme comprised of presentations and syndicate groups where delegates worked together and exchanged ideas on specific issues. A table top exercise was executed to encourage delegates to put into practice the knowledge that they have gained from the presentations.

Most of the presentations were in relation to the level of oil spill preparedness in Sierra Leone. More specifically, the topics presented included the following:

- Introduction to the OPRC 90 and the GI WACAF Project
- Regional Cooperation – the Abidjan Convention
- National Oil Spill Contingency Planning
- Sierra Leone National Oil Spill Contingency Planning
- Claims and Compensation Framework
- Oil Spill Risk Assessment
- Sensitivity Mapping for Oil Spill Preparedness and Response
- Response Strategies –Issues and Limitations
- Development of a National Dispersant Policy and the Issues

The detailed programme of the workshop can be found in Annex 2.

6.2. Opening ceremony

The Welcome Address was delivered by Mr. A.W. Jalloh, Executive Director, Sierra Leone Maritime Administration, Ministry of Transport and Aviation. The Welcome Address is attached as Annex 4. The IMO Opening Remarks were delivered by Captain Dallas Lareya; IMO Regional Coordinator for West & Central Africa (Anglophone). The Opening Remarks are attached as Annex 5. A Statement was delivered by the Executive Chairperson from the Sierra Leone Environmental Protection Agency. The Statement is attached as Annex 6. The Opening Address was delivered by the Hon. Deputy Minister of Transport and Aviation. The Opening Address is attached as Annex 7.



6.3. Proceedings of the National Workshop

DAY 1 Monday, 05 August 2013

Session 1: Presentation of the workshop and its objectives

Benjamin Jeanne, IMO/ IPIECA GI WACAF Project Consultant

Mr Jeanne presented the workshop and its objectives. He recalled that the workshop would take place in the conference room located in the offices of the Sierra Leone Maritime Administration.

Mr Jeanne then went through the workshop programme for the week.

Session 2: Introduction to the OPRC 90 and the GI WACAF Project

Benjamin Jeanne; IMO/ IPIECA GI WACAF Project Consultant

Mr Jeanne presented the OPRC 90 and its different articles to the participants of the workshop. He recalled that the OPRC 90 was developed by IMO after the Exxon Valdez incident which took place in 1989 and then explained the obligations of the Parties, at a national level as well as at an international level.

Under the Article 9 of the OPRC on technical co-operation, Mr Jeanne introduced the Global Initiative and the different Projects around the world. He then focused on the GI WACAF Project and provided details on the objectives for the next biennium.

Session 3: Regional Cooperation – the Abidjan Convention

Benjamin Jeanne; IMO/ IPIECA GI WACAF Project Consultant

Mr Jeanne introduced the Abidjan Convention, its emergency protocol, and the commonalities with the OPRC 90 Convention.

He then presented the outcomes of the Conference of Parties 9, regarding the development of a regional contingency plan, and the establishment of a regional emergency centre.

Session 4: National Oil Spill Contingency Planning

Gail Nxumalo; IPIECA Consultant

Ms Nxumalo provided an overview of the main types of contingency plans, including the key components and main topics to be considered in the development of the Plan. The initial response actions and suggestion for a basic response organization and how this organization might be expanded in case of a major incident were described. The presentation also considered the issues associated with managing the incident during the initial or critical phase and described the factors that would be involved in commanding and controlling a response to an oil spill. Ms Nxumalo then went on to look at issues to be considered when establishing a command centre and the main



elements of logistics support. Matters to be considered in connection with response planning were also described as well as the factors relating to the provision for the needs of the response teams.

Session 5: Sierra Leone National Oil Spill Contingency Planning

Ronald Moore; SLMA, Acting Head of Shipping and Environmental Division

Mr Moore of SLMA explained that the first National Oil Spill Contingency Plan for Freetown and Environs, Sierra Leon, was developed by an Oil Spill Planning Working Group established by the Department of Transport and Communications in June 1993 under the Chairmanship of Shell. The Working Group presented a draft National Plan to the Authorities in November 1994. With the background of the existing NOSCP, an overview of the content of the existing National Oil Spill Contingency Plan was provided. The presentation focused on operational matters including alerting and notification procedures, assessment of the incident, mobilization of response teams and resources, organization on spill site(s) and National organization in charge of incident management.

The presentation of the NOSCP was considered as an introduction to the syndicate work to be initiated later during the Workshop.

Session 6: Claims and Compensation Framework

Gail Nxumalo; IPIECA Consultant

Ms Nxumalo provided the background to the international liability and compensation regimes for oil spills from tankers: the Civil Liability, the Fund Conventions and the Supplementary Fund (CLC 92, FUND 92 and Fund Protocols of 2000 and 2003). The compensation regimes provided a broad spectrum of the damages that can be compensated. The role of the Protection and Indemnity (P & I) Clubs and the IOPC Fund was explained. Examples were provided explaining the factors affecting the admissibility of clean-up claims based on past spill case studies.

DAY 2 Tuesday, 06 August 2013

Session 7: Oil Spill Risk Assessment

Gail Nxumalo; IPIECA Consultant

Ms Nxumalo provided an overview of the risk assessment process. She mentioned that undertaking a risk assessment is the first stage of the planning process. This involves the assessment of the frequency and size of spills and the type of oil likely to be involved for a specific geographical area or a particular operation (e.g. offshore platforms, marine terminals, etc.). She reminded participants that a number of factors should be taken into account when undertaking a risk assessment. These include historical oil spill incidents, source and causes of, incident oil types, volume of oil. The development of oil spill scenarios should be based on realistic probabilities for potential incidents as this provides a means of identifying the potential risk for a geographic area or facility. Response systems (i.e. response strategies, resources, etc.) should be developed on the basis of these scenarios.



Session 8: Sensitivity Mapping for Oil Spill Preparedness and Response

Gail Nxumalo; IPIECA Consultant

Ms Nxumalo provided an overview of the sensitivity mapping process. The process should be undertaken during the planning phase to ensure that time is not wasted during an incident, debating over which resources should be given a priority rating for protection. She reminded the participants that the prioritisation of resources (environmental and socio-economic) should be done through a process of consultation with all the stakeholders concerned. She outlined the mapping requirements in detail and talked through the use of GIS (its benefits and limitations) as a tool for developing sensitivity maps.

Session 9: Response Strategies –Issues and Limitations

Gail Nxumalo, IPIECA Consultant

Ms Nxumalo provided an overview of the main response strategies employed offshore and onshore during oil spill incidents. The presentation also considered the benefits, the operational limitations and some of the important issues that may arise with regard to these response strategies. The issues related to offshore (monitor and evaluate, containment and recovery, chemical dispersants) and shoreline clean-up operations (shoreline types, management, logistics), the setting of standards for clean-up efforts, 'how clean is clean', termination of response and waste management were highlighted.

Session 10: Development of a National Dispersant Policy and the Issues

Gail Nxumalo, IPIECA Consultant

Ms Nxumalo described in detail, the basic principles of how dispersants work (chemical treatment of oil), the types of dispersant available and the various application methods used to apply the dispersants. Participants were also reminded of the need to obtain approval for dispersant use from the appropriate authorities before they can be applied and that many countries will only permit the use of dispersants that have passed toxicity tests relevant to the area in which they are to be used. To enable such process the need of a National Dispersant Use policy was emphasised.

The participants were then introduced to the benefits of dispersing oil by the use of chemical dispersants as a means to remove oil from the sea surface by dispersing it into the sea, as opposed to the disadvantages of leaving untreated oil in the environment. The likely environmental impacts of dispersant usage were also described and highlighted, using examples of dispersant applications at previous incidents around the world.

DAY 3 Wednesday, 07 August 2013

Session 11: Tabletop Exercise

Gail Nxumalo, IPIECA Consultant

Benjamin Jeanne, IMO/ IPIECA GI WACAF Project Consultant

Captain Dallas Lareya, IMO Regional Coordinator for West & Central Africa (Anglophone)

A tabletop exercise was conducted following the delivery of the OPRC level 3 course presentations. The aim of the exercise was to encourage delegates to put into practice the knowledge that they have gained from the presentations. The objectives of the tabletop exercise were as follows:

- To raise awareness of interface between the various regulatory bodies/ stakeholders during the management of a Tier 3 oil pollution incident.
- To develop an understanding of the challenges faced by regulators in dealing with affected communities.

The information provided, combined with their personal experience, assisted delegates in addressing issues such as dealing with a shipping incidents. The exercise lasted approximately five hours over two days (extended to the morning session on Wednesday 7th August).

Methodology

Exercise planning consists of four separate chronological phases, which collectively describe the process for developing and running exercises. These phases are illustrated *Figure 1* and discussed in more detail below.



Figure 1: Exercise Planning Process

Design

An initial preparatory meeting was held with the SLMA Focal Point to establish their expectations for the development of the scenario and delivery of a tabletop exercise.

Develop

The scenario was based on a hypothetical shipping incident in the territorial waters of Sierra Leone.

Scenario

“At 0400 am on 6 August 2013 a Korean flagged cargo vessel ‘Dong Astrea’ inbound to Pepel, loses power and drifts into an outbound bulk carrier ‘Somang’. The bulk carrier is damaged and some light pollution has been seen in the vicinity of the vessel. The Master of the bulk carrier is investigating the damage to the vessel and trying to ascertain the volume of oil released.”

Conduct

The delegates were divided into three groups. The composition of these groups was established to ensure representation from all organisations. The groups were provided with a sequence of Information Sheets, which summarised the circumstances as the incident developed. Additional information was displayed on a projector screen. Copies of the National Oil Spill Contingency Plan including a coastal sensitivity map were provided to the delegates.

The groups reconvened and the spokesperson for each group summarised the main points of their strategy to the audience.

Review and Feedback

The Consultant facilitated a debrief session upon completion of the table top exercise. The feedback collated from all delegates are summarised in the sub-sections below.

Notification Procedures

The exercise highlighted the need for uniform notifications procedures for all spills in the territorial and EEZ waters of Sierra Leone. Currently all shipping related incidents are reported to the Harbour Master who will inform the major stakeholders. The reporting procedures for oil spills from offshore installations are unclear. There is also a need for the development of a Pollution Reporting Form (POLREP) which will ensure consistency in the type of information that is relayed to the Incident Commander.

Organisation and Management of Tier 3 Incidents

The exercise highlighted that there is no mechanism in place for the escalation of oil spill incidents emanating from offshore installations. It was pointed out that the Harbour Master will fulfil the role of the Incident Commander in the event of all shipping related incidents, however it was not clear if this will be case in the event of an oil spill from offshore installations.

Training and Capacity Building

The delegates recognised that members of the Incident Management Team require a good understanding of the role(s) designated to him/ her. They felt that there is a need for a pool of dedicated trained personnel. It was suggested that a request should be made to the oil and gas operators to invite government officials to participate in their training and exercise programmes.

National Stockpile of Resources

The SLMA pointed out that the government recognised the need for dedicated in-country response resources. The delegates suggested that the SMLA should engage in discussions with the oil and gas operators to establish if their resources could be made available in the event of an incident. The mobilisation of resources was also highlighted as a potential logistical constraint which could potentially impede response operations. It was suggested that the SLMA should consider visiting National Response Centres of countries abroad or in the region with the view to replicate these models in Sierra Leone.

Prioritisation of Environmental and Socio-economic Resources

The need for the development of coastal oil spill sensitivity maps was highlighted. These maps would assist with identification of priority areas for protection.

Involvement of Coastal Communities

The delegates highlighted the need to communicate with affected coastal communities during an incident. The need for a mechanism to provide funding to those coastal communities (e.g. fishermen) could potentially be involved in a shoreline response was also raised.

Session 12: Review of the National Oil Spill Contingency Plan

Gail Nxumalo; IPIECA Consultant

Ronald Moore; Acting Head of Shipping and Environmental Division; SLMA

In order to review the 1996 version of the Sierra Leone NOSCP, the SLMA initiated syndicate work that was to be implemented during the Wednesday afternoon session. Three groups were established and tasked with the following:

- Group 1: Review of the Legal Framework; Incident Management System; Policies (Dispersants, In-situ burning; Waste Management.
- Group 2: Review of Finance (Claims and Compensation); Response Guidelines; Response Resources; Emergency Contact Directory.
- Group 3: Review of Risk Assessment; Sensitivity Mapping; Interface with Local Plans.

In the Plenary session that took place on Friday morning the three Groups presented their main findings.

From the Plenary session it became clear that there are still a number of issues that require further consideration. Not only were a number of editorial issues identified, but also recent changes within the Government and different stakeholders of the Plan makes it necessary to initiate a critical review of the entire Plan.

It was agreed that SLMA would set up a National Working Group comprising all the major stakeholders who will be responsible for a comprehensive review of Plan, which will include all the amendments that were identified during the syndicate work.

DAY 4 Thursday, 08 August 2013

Thursday, 08th August was declared as a national public holiday to celebrate Eid ul-Fitr in the Republic of Sierra Leone.

DAY 5 Friday, 09 August 2013

Session 13: Video – Erika the Black Tide

Gail Nxumalo, IPIECA Consultant

A 30 minute video was shown which portrays the story of the tanker 'Erika' which sank off the French coast and spilled a huge quantity of oil into the sea. The impact on local communities and businesses were highlighted and the extensive clean-up operation designed to bring the coastline back to normal was described. The claims and compensation issues associated with the incident was also highlighted.

Session 14: Development of an Action Plan

Gail Nxumalo, IPIECA Consultant

Ronald Moore, SLMA, Acting Head, Shipping & Environmental Division, SLMA

The main objective of session was to develop an Action Plan to identify priority items for updating the National Oil Spill Contingency Plan (NOSCP). It was also a good opportunity for the delegates to interact with colleagues from other departments and the industry. The delegates were divided into three groups. The composition of these groups was established randomly in order to ensure representation from all organisations including industry.

Working groups were requested to identify priority actions for updating the NOSCP. The responsible organisations and the timescales for the implementation of the priority items were identified.

The priority items identified by the delegates are as follows:

Oil Spill Risk Assessment

- Undertake a detailed risk assessment for shipping related activities and oil exploration operations, including the development of credible scenarios. This should involve consultation with the relevant stakeholders.

Sensitivity Mapping

- Develop an oil spill sensitivity map. This should include identification of biological and socio-economic resources (those that are sensitive to oil pollution) and the ranking of the shoreline using international best practice.

Interface of the NOSCP with Local Plans

- The interface of the Oil Spill Contingency should be addressed with input from relevant stakeholders (e.g. oil and gas industry, port authority, terminal operators)

Oil Spill Management System

- Membership of existing Incident Management System should be extended to include stakeholders that are not represented.
- The reporting and alerting system should make provision for the reporting of oil spills from the oil and gas operators. Develop a Pollution Reporting Form (POLREP) to ensure that the information relayed is consistent for all incidents.
- Develop a communications strategy for dealing with the public and media.

Legal Framework

- The provisions of the Conventions related to oil pollution (OPRC 1990, CLC 1992 and FUND) should be translated into National Legislation.

Policy

- Develop a National Dispersant Policy in consultation with the relevant stakeholders (e.g. SLEPA, Fisheries and Marine Resources Department, etc.).
- Extend the existing Waste Management Policy to include waste generated from oil spills offshore /near shore. Develop guidelines for the temporary storage and final disposal of oily waste.
- Investigate the feasibility of using in-situ burning as a response strategy.

Finance

- Develop claims and compensation procedures.
- Develop procedures for taking oil samples for use as evidence.
- Develop a mechanism for requesting interim emergency funding from central government.
- Set up an Oil Pollution Fund. This proposal has already been tabled by the Hydrocarbon Committee and the mechanism for financing such a Fund requires further deliberation.

Response Guidelines

- Update existing response guidelines (monitor and evaluate, containment and recovery, dispersant application, in-situ burning, shoreline protection, shoreline clean-up).

Response Resources

- Develop a national inventory of response resources including resources held by the oil industry and the marine sector.

- Develop a procedure for the mobilisation of response resources.

Emergency Response Directory

- Develop an emergency response directory (stakeholders, oil operators, suppliers/contractors, neighbouring country focal points, etc.).
- Update the emergency response directory on an annual basis.

Training and Exercises

- Develop a National Policy for implementation of the plan through training and exercises in collaboration with the oil and gas industry.

Bilateral/Multilateral Agreements

- Conclude bilateral /multi-lateral agreements with neighbouring countries under the provisions of the OPRC 1990 and Abidjan Convention of 1986.
- Conclude bilateral agreements with the oil and gas industry.

Refer to Annex 8 for the responsible organisations and the timescales for the implementation of the priority items identified by the syndicate groups.

6.4. Closing ceremony

Mr Alhaji Jalloh, Executive Director of SLMA, acted as Chairman during the closing ceremony. He thanked the delegates for their active participation in the Workshop. He mentioned that the outcomes of the three syndicate groups will be considered by the SLMA.

SLMA will consider establishing a National Working Group comprising of the key stakeholders of the NOSCP who will be responsible for updating the Plan. SLMA will run a Workshop to discuss the amendments required to update NOSCP in order to achieve full national acceptance of the Plan. All suggestions for amendments to the NOSCP, will be included, as appropriate. When this work has been finalized, the revised Plan will be submitted to all stakeholders for review.

Mr. Jalloh expressed his appreciation for the assistance provided by IMO and IPIECA and thanked the external Consultants for their support.

The Workshop Certificate and a USB stick containing all Workshop materials and documentation was then distributed to all participants.

7. Course assessment

The GIWACAF Evaluation Questionnaire was handed out to the participants at noon on Friday. Figure 2 below provides an overview of the workshop evaluation results.

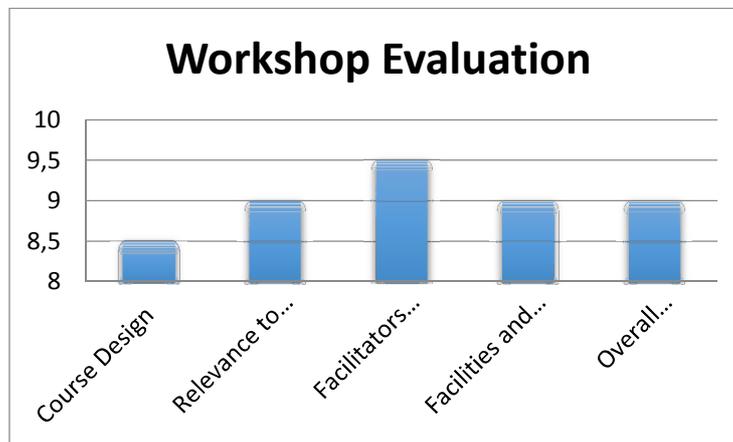


Figure 2: Workshop Evaluation Results

Based on the 29 Evaluation Questionnaires returned, the following general comments can be made:

- The course design and content of the presentations, the clarity, the technicality and comprehensiveness were considered excellent.
- The presentations and performance of the facilitators was considered excellent.
- The organization of the Workshop, the facilities, the equipment used and the venue for the Workshop were considered excellent.
- There was general agreement that all expectations to the Workshop were fulfilled.
- Several participants found that the workshop materials should have been distributed well in advance of the Workshop in order to facilitate the discussions during the Workshop.
- A few participants suggested including topics related to deep-water spills from offshore installations.
- The majority of the participants were of the opinion that the workshop was very timely and wanted to see the implementation of the actions agreed in a timely manner.
- The participants requested on-going support from the IMO and IPIECA.

8. Conclusion

The Workshop assisted the participants from a wide range of authorities and private entities within Sierra Leone to obtain a better understanding on issues to be considered in connection with national oil spill preparedness, response and co-operation.

The OPRC Level 3 model course during the first half of the Workshop provided a broad range of technical information to the participants. During the second part of the Workshop the external lecturers acted as resource persons and facilitated thus the work of the established syndicate groups.

The draft NOSCP for Sierra Leone was developed in 1996, however it was never officially adopted. The current offshore oil and gas exploration operations and the increase in transportation of oil to and from Sierra Leone and in some countries of the Gulf of Guinea over the last decade, necessitate substantial amendments to the Plan. The Workshop recommended that SLMA include all major stakeholders in the revision work and consultation with all stakeholders should take place before the revised Plan is finally adopted.

The Workshop further requested the Consultants to recommend that the IMO and IPIECA continue its support for the revision and implementation of the NOSCP for Sierra Leone.

9. Recommendations

- Translate the provisions of the oil spill preparedness Conventions (OPRC 1990, CLC and Fund 1992) into domestic legislation and reinforce the legal status of the SLMA's position as the National Competent Authority.
- Set up a National Working Group (comprising of all major stakeholders) for the review and update the NOSCP under the auspices of the Joint Maritime Committee.
- Develop a mechanism, which clearly defines when the Competent National Authority (SMLA) will take charge of the management of pollution incidents, which emanate from offshore installations.
- Develop a National Dispersant Use Policy in consultation with the relevant stakeholders (e.g. SLEPA, Fisheries and Marine Resources Department, etc.).
- Develop a National Oil Spill Coastal Sensitivity Mapping Atlas to complement the National Oil Spill Contingency Plan.
- Conduct a national audit of available response resources including resources held by the oil industry.

It is further recommended that the IMO and IPIECA under the auspices of the GIWACAF Project continue to support the further development, updating and implementation of the NOSCP of Sierra Leone.

Annex 1 – List of abbreviations

Abbreviation	Description
Abidjan Convention 1981	Convention for Co-operation in the Protection and Development of the Marine and Coastal Environment of the West and Central African Region, and its Protocol concerning Co-operation in Combating Pollution in cases of Emergency
CLC 92	The 1992 International Convention on Civil Liability for Oil Pollution Damage
EEZ	Exclusive Economic Zone
FUND 92	International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992
GI-WACAF	Global Initiative for West and Central Africa
IMO	International Maritime Organization
IPIECA	International Petroleum Industry Environmental Conservation Association
JMC	Joint Maritime Committee
MARPOL 73/78	International Convention on the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto
NGO	Non-Governmental Organization
NOSCP	National Oil Spill Contingency Plan
OPRC 1990	International Convention on Oil Spill Preparedness, Response and Co-operation, 1990
OPRC-HNS	Protocol to the OPRC 1990 Convention on Preparedness, Response and Co-operation on Spills from Hazardous and Noxious Substances, 2000
OSCP	Oil Spill Contingency Plan
SLEPA	Sierra Leone Environmental Protection Agency
SLMA	Sierra Leone Maritime Administration
SLPA	Sierra Leone Ports Authority
UNEP	United Nations Environment Programme

Annex 2 – Programme

DAY 1: MONDAY 05 AUGUST: OPENING CEREMONY - REVIEW OF NATIONAL OIL SPILL RESPONSE ARRANGEMENTS IN SIERRA LEONE

09:00 Welcoming of participants / Registration		
09:30 – 10:00	Opening ceremony	National authorities – IMO - IPIECA
10:00 – 10:15	Coffee Break	
10:15 – 10:45	Presentation of the workshop and its objectives	IMO - IPIECA
10:45 – 11:15	Introduction to the OPRC Convention	IMO - IPIECA
11:15 – 11:45	Regional Cooperation (GCLME, etc.)	IMO - IPIECA
11:45 – 12:30	National Oil Spill Contingency Planning: importance and issues (including media and compensation issues)	Consultant
12:30 – 13:30	Lunch	
National arrangements: Sierra Leone NOSCP and cooperation with the oil industry		
13:30 – 14:30	Presentation of the National Oil Spill Contingency Plan of Sierra Leone (NOSCP)	National Authorities
15:30 – 16:30	Oil industry: Oil Spill Contingency Planning for offshore operations	TOTAL
16:30 – 16:45	Coffee Break	
16:45 – 17:30	Compensation of oil spill incidents: CLC and Fund 1992 Conventions. Practical aspects and national organization for addressing related issues.	Consultant

DAY 2: TUESDAY 06 AUGUST 2013: OPRC LEVEL 3 TRAINING AND TABLETOP EXERCISE

Oil Spill Strategy Development		
09:00 – 09:45	Oil Spill Risk Assessment	Consultant
09:45 – 10:30	Sensitivity Mapping: Identification of Sensitive Sites ESI Methodology Maps and Users	Consultant
10:30 – 10:45	Coffee Break	
10:45 – 11:45	Oil Spill Response Strategies: an overview of oil spill response strategies	Consultant
11:45 – 12:30	Development of a National Dispersant Policy	Consultant
12:30 – 13:30	Lunch	
Tabletop Exercise		
13:30 – 13:45	Exercise Briefing - Introduction of Scenario; Overview of exercise rules Group Formation and presentation of Group task	Consultant
13:45 – 16:00	Group Work	All
16:00 – 16:15	Coffee Break	
16.15 – 17.30	Tabletop Exercise Debrief	All

DAY 3: WEDNESDAY 07 AUGUST or THURSDAY 08 AUGUST: REVIEW OF NOSCP

Tabletop Exercise		
09:00 – 11:00	Continuation of Tabletop Exercise	Consultant
11:00 – 11:15	Coffee Break	
Review of National Oil Spill Contingency Plan		
11:15 – 11:30	Group Formation and Presentation of Group Task	SLMA
11:30 – 12:30	Group Work: Phase 1	3-4 Groups
12.30 – 13.30	Lunch	
13:30 – 16:00	Group Work: Phase 2	3-4 Groups
16.00 – 17.30	Group Presentations	All

DAY 4: FRIDAY 09 AUGUST 2013: PRESENTATIONS OF GROUP WORK. DEVELOPMENT OF AN ACTION PLAN

Development of a National Action Plan		
9:00 – 10:45	Development of Action Plan and Discussions	Group Work
10:45 – 11: 00	Coffee Break	
11:00 – 12:30	Presentation of Group Works and Discussions	All
12:30 – 13:30	Lunch	
13:30 – 14:30	Comments on suggested improvement of the NOSCP and drawing an Action plan for its implementation	Discussions facilitated by consultants
14:30	Closing ceremony of the workshop	National authorities, IMO/IPIECA

Annex 3 – List of participants

Ref	NAME	ORGANISATION	DESIGNATION	TEL	EMAIL
1.	Robert B. Koroma	SLPA	Environmentalist	076-257171	rbkoroma@yahoo.com
2	Makuta Kamara	SLMA	Engineer	076-554559	sinkura1988@gmail.com
3	Cremelda Vincent	SLMA	Engineer	078-242760	cremeldav@yahoo.com
4	Hartwell williams	SLMA	Engineer	076-635585	hartwellwilliams@yahoo.com
5	Jacob M. Kargbo	SLP Marine	Admin./Ops	077-428573	kargbojacob@yahoo.com
6	Alfred Kefason	SLMA	Safety Inspector	078-396403	kefasona@yahoo.com
7	Bai Bangura	MET Dept.	MET Sup.	078-842032	
8	Abubakarr Kanu	SLMA	Safety Supervisor	076-730967	abubakarr-kn@yahoo.co.uk
9	Roland Coker	SLMA		078-972793	cokerndandvcta@yahoo.com
10	Lt. PSB Tairu	Maritime Wing	Nav. Officer	078-455046	bembasahr@yahoo.co.uk
11	Abdul Kamara	SLMA	Maritime Overseer	078-532054	
12	Dauda M. Kamara	SLMA	Overseer	078-630083	
13	Belinda A. Musa	PDSL	Geologist	078764023	Agnescampbell63@yahoo.com
14	Mustapha Tarawally	Petroleum Directorate	Geologist	078-323969	mustaphatarawally2@gmail.com
15	Paul A. Lamin	EPA-SL	Snr. Env. Officer	078-699316	plamin2007@gmail.com
16	Komrabai Kamara	Sierra Mineral Holdings Ltd	Env. Field Officer	078-218856	Kamara.komrabai@yahoo.com
17	Tunji Coker	SLMA	Ship Registration Officer	076-623510	tunredco@yahoo.com
18	Lamin U. Kanu	SLMA	Engineer	078-084525	laminukanu@yahoo.com
19	Ansumana Massaquoi	SLMA	CRO	078-449174	massaquoi@gmail.com

Ref	NAME	ORGANISATION	DESIGNATION	TEL	EMAIL
20.	Abdul Aziz Kamara	SLMA	Overseer - South	078-547184	abdulaziz@yahoo.com
21.	A. Richard Alpha	SLMA	SAM	076-624886	Ndoej4@yahoo.com
22.	Sahr F. Mondeh	MTCA	AS	077-240899	
23	Lt Cdr H.J. Conteh	Sierra Leone Navy	OPS Officer JMC/S02 Admin.	076-653069	hj68-aug@hotmail.com
24.	Nathaniel K. Kamara	DMD/ONS	Assit. Desk Officer	078-552552	natkaimara@yahoo.com
25.	Johnny A. S. Musa	ONS	Snr. Case Officer	033-771215	Johnnymusa70@yahoo.co.uk
26.	Amara B. Conteh	ATU	Tech. Specialist	076-615425	deenconteh@hotmail.com
27.	Bashiru Coomber	MOTA	Assist. Sec. II	076-725028	Bashiru.coomber@yahoo.com
28.	Edward Bendu	MLCP&E	SEO	076-749024	edwardpbendu@yahoo.co.uk
29.	Aiah Morsieray	NPA	Station Head	076-622014	aiahmor@yahoo.ca
30.	Andrew Johny	Statistics	Director, GIS	076-830333	andrewgroms@yahoo.com
31.	Ansumana Jabati	SRL	EHSM	076-606022	ajabati@sierra-rutile.com
32.	Victor H. Kargbo	MFMR/JMC	Head fisheries Protection	076-576417	kargbovictorh@yahoo.co.uk
33.	Fanta Morgan	London Mining	Administrator	076-635084	fmorgan@londonminingsl.com
34.	Mohamed Wuroh Timbo	Cemmat Group SL Ltd	Civil/Env. Engineer	076-806634	mohtimbo@yahoo.com
35.	Vandi Bockarie	National Petroleum	Operations Engineer	076-322146	npsl@nplimited.sl
36.	Capt. Dallas E. Laryea	IMO	Consultant	+233- 24283334	dlaryea@imo.org
37.	Benjamin Jeanne	IMO	Consultant	+44(0)758091 3902	bjeanne@imo.org
38	Gail Nxumalo	IMO/IPIECA	Consultant	+4475002201 85	gmn35@btinternet.com

Ref	NAME	ORGANISATION	DESIGNATION	TEL	EMAIL
39.	Ronald Moore	SLMA	Ag. Head Shipping & Environmental Protection	033-364654	
40.	Ibrahim L. Wurie	SLMA	Ag. Head Maritime Safety & Security	076/033-312315	wu1078@yahoo.co.uk
41.	Simon Johnson	SLMA	Project Engineer	078-581133	Simodj79@yahoo.com

Annex 4 – Welcome Address by the Executive Director of the Sierra Leone Maritime Administration

Mr. Chairman, Rtd Captain Bob Jones

The Chairman, SLMA Board and all other Board Directors Present

The Chairperson EPA

The DG PD

The General Manager, SLPA

The Lead IMO Consultant

Representatives of Oil Companies

Members of the esteemed fourth Estate

Ladies and Gentlemen

All protocols observed

First of all let me welcome you to the SLMA Headquarters, which will be the venue of the workshop on the OPRC level 3 to review the National Oil Spill contingency plan

I would like to thank the International Petroleum Industry Environmental Conservation Association (IPIECA) and the International Maritime Organization (IMO), for the continuous support they have been providing to Sierra Leone in preparing to combat oil spills.

These organizations have chosen to focus on Sierra Leone, with the hosting of this workshop on combating oil spills and also by providing Technical assistance for this workshop.

Ladies and Gentlemen,

This reminds us that the development of the National Oil Spill Contingency Plan is in line with the national policy for the protection of various ecosystems within the Sierra Leone territory and which is of concern to Stakeholders.

Indeed, the transportation of oil to and from Sierra Leone and in some countries of the Gulf of Guinea, has experienced a marked increase over the last decade. These activities are potential sources of pollution of terrestrial and marine environments, and the impact on the environment and the coastal communities can be catastrophic in the absence of prevention and mitigation measures.

Prevention and management of these disasters are implemented by the countries concerned through national plans to combat the accidental release of oil.

In this context SLMA made a request to the IMO for technical assistance to review the existing National Oil Spill Contingency plan to fit into modern day standards and techniques, to strengthen the capacity in managing environmental projects in the oil sector.

We are aware that loaded tankers of varying sizes that come in and out of our ports are relatively small compared to many other West African States. However, we are faced with a constant threat of a major oil spill from one of the many tankers that are navigating past our coast on their way to and from Europe and North America. A collision or an incident involving one of these tankers could have serious consequences for our environment and the livelihood of many of people living close to or working on the sea.

The big advantages of being party to OPRC 1990 is that Sierra Leone, in the case of a major oil spill, can call on government assistance from more than 80 countries around the world. Most of these countries have advanced oil spill contingency systems in place.

Sierra Leone has ratified the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990. Sierra Leone is also party to the International Convention on Civil Liability for Oil Pollution Damage by Ships, 1992 (CLC 1992) and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (FUND 1992).

Sierra Leone is Party to Annexes I - VI of the International Convention on the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) and Sierra Leone is also party to the Convention for Co-operation in the Protection and Development of the Marine and Coastal Environment of the West and Central African Region (Abidjan Convention 1981) and its Protocol concerning Co-operation in Combating Pollution in Cases of Emergency (Emergency Protocol(1981).

Sierra Leone has actively participated in regional activities under the WACAF Convention. In order to facilitate a wider understanding on matters related to oil spill preparedness, response and co-operation and the further development and finalization of the National Oil Spill Contingency Plan for Sierra Leone, the IMO was invited to assist in organizing this Workshop on the OPRC level 3 to review the National Oil Spill Contingency Plan.

The key objectives of the 1990 International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC 1990) is to develop national response systems and to facilitate international co-operation and mutual assistance. This is made possible through the NOSCP. However, there should be a national organization and a responsible administration to provide assistance when needed, and a 24-hours accessible communication point. All oil handling facilities and ports should have their individual oil spill contingency plan (OSCP) and there should also be a legal requirement to report all oil spill incidents.

Ladies and Gentlemen,

You would therefore agree with me that whilst promoting the exploitation of oil whose contribution to the development of Sierra Leone is undeniable, it is necessary to protect our environment against

the possible pollution related to these activities, with the contribution of all: Government, oil companies, nongovernmental organizations, coastal communities.

It essential that these different groups that I have just mentioned work together in the effective implementation of the National Oil Spill Contingency Plan.

In this regard I would like to urge oil companies involved in the exploitation and transportation of oil to incorporate in their daily activities the culture of managing the risks of oil spills, but also prevent these risks because prevention is better than cure.

This workshop which will run for four days is a forum for the exchange of information, which should allow for a significant advance in the collective management of oil pollution in Sierra Leone.

I must however add that we are not here to find fault or to put any institution or individual person(s) on the spot. It is an effort to find out whether collectively we are on the right track. If not, what do we do to be on track? If we are on track, what do we do to improve the system we are building? This is our task for the next (4) days. We believe that we have assembled the right people for the task, for the institutions that you represent thought that you are the right person for the assignment.

I wish you success in your work and want to thank all stakeholders present for this workshop.



Annex 5 – Opening Statement by the IMO/IPIECA

Before I commence with the speech please indulge to introduce my colleagues I am here with, they are in the persons of Mr. Benjamin Jeanne (IMO rep for IPIECA and the GIWACAF Project) and Ms Gail Nxumalo (IPIECA External consultant).

Mr. Chairman

The Acting Minister of Transport and Aviation

The chairman, SLMA Board of Directors and other Directors present

The Executive Director SLMA

The Executive chairperson, Environmental Protection Agency

The Director General, Petroleum Directorate

Distinguished Ladies and gentlemen

All protocols observed.

It is for me a great pleasure to be in Freetown, the Capital of Sierra Leone, for the first time.

It is also with a great honour that, on behalf of, His Excellency, Mr Koji Sekimizu, the Secretary-General of the International Maritime Organization, I would like to welcome all of you to this National Workshop on OPRC Level 3 Training course to review the National Oil Spill Contingency Plan.

I would also like to thank the Government of Sierra Leone and in particular the Sierra Leone Maritime Authority for hosting this Workshop. The IMO and IPIECA is happy in supporting this important workshop with consultants and facilitation at the request of the SLMA. The IMO has already been involved with the development of your contingency plan, notably through the organisation of a national workshop in 2006.

The development and the updating of the National Oil Spill Contingency Plan for Sierra Leone is a new issue to be initiated and an issue, which have been given high priority in IMO.

IMO knows from experiences that the national contingency planning process is a complex process, but we hope that by a common effort it will possible to develop a modern and up-to-date national plan within a reasonable time in the foreseeable future.

Sierra Leone has already ratified a number of Conventions relating to marine pollution, namely MARPOL 73/78, OPRC 90, CLC 92 and the Fund 92. However the maximum benefits of being party to these conventions cannot be realised without a robust national contingency planning framework. The big advantages of being party to OPRC 1990 is that Sierra Leone, in the case of a major oil spill,



can call on governmental assistance from more member countries around the world. Most of these countries have advanced oil spill contingency systems in place.

Being party to the CLC and Fund conventions mean that significant financial resources are available in the event of an oil spill from a tanker.

Freetown's economy revolves largely around its fine natural harbour, which is the largest natural harbour on the continent of Africa. Sierra Leone is potentially facing a constant threat of a major oil spill from one of the many tankers that are navigating in this natural harbour and those that navigate past the coast on their way to and from Europe and North America. A collision incident involving one of these tankers could have serious consequences for your environment and the livelihood of many of people living close to or working on the sea.

Sierra Leone is also party to the Convention for Co-operation in the Protection and Development of the Marine and Coastal Environment of the West and Central Africa and its Protocol concerning Co-operation in combating Pollution in Cases of Emergency – the Abidjan Convention.

Both the international OPRC Convention and the Regional Abidjan Convention requires that Sierra Leone has in place a National Oil Spill Contingency Plan.

It is IMO's hope that the present National Workshop will provide you with sufficient information that will facilitate the development and implementation of a National Plan and the necessary associated national legislation.

As you may be aware, the purpose of national oil spill contingency planning is to establish a framework for cooperation between the various authorities involved in a major oil spill and between the authorities and the private sector, most likely, the national and international oil industry in case of a serious oil spill incident.

Experiences gained during major oil spills around the world have again and again demonstrated the need for careful planning on action to be taken, should a spill occur. Similar experiences have demonstrated that it is impossible to respond effectively to a major oil spill without prior comprehensive planning.

There is therefore the need to develop a national plan and have it adopted, but a much more complicated issue, is to implement the plan to ensure that it is operational on the day when an accident occurs.

The Plan outlines a number of prior agreements and intentions.

Such as setting out the administrative and operational frameworks for co-operation and communication at regional, national and local levels, as well as providing strategies on how to respond to an oil spill. But the plan as such does not provide the means for making the right decisions or for the physical response to an oil spill.

There are many issues that have to be considered and agreed before the National Plan becomes operational.

First: The Government has to provide sufficient funding and necessary national legislation;

Second: The necessary oil spill response equipment has to be provided for;

Third: The National Plan should provide the necessary planning tools to ensure that the resources you have available are used in an efficient and cost-beneficial manner; and

Fourth: The National Plan should provide for adequate educated and trained personnel.

Only by securing the necessary continuous support for the development and full implementation of the National Plan, initiated by this National Workshop, will it be possible to ensure that Sierra Leone is fully prepared to respond to a major oil spill incident if it should happen.

This National Workshop will focus on the basic principles of oil pollution response and national oil spill contingency planning. It is our hope, that on Friday, we will have agreed on an Action Plan that will ensure that your National Oil Spill Contingency Plan can be updated and officially adopted within a foreseeable future, and that you all will be keen to take an active part in this process.

Once again, on behalf of IMO, welcome to this National Workshop and my best wishes for a fruitful outcome.

Thank you.

Annex 6 – Statement by the Executive Chairperson, Sierra Leone Environmental Protection Agency

Mr. Chairman, Rtd Captain Bob Jones

The Chairman, SLMA Board and all other Board Directors Present

The Executive Director, SLMA

The DG PD

The General Manager, SLPA

The Lead IMO Consultant

Representatives of Oil Companies

Members of the esteemed fourth Estate

Ladies and Gentlemen

All protocols observed



Many of us cannot imagine life without oil, since it has revolutionized our ways of life. However important as oil is to mankind, its exploration and use are not without problems. Oil spills are a major contributor to the degradation of the land and marine ecosystems.

In addition to killing marine life, oil spills can also impact the health of those that survive. Oil modifies invertebrate feeding habitats, and cause slow suffocation. Fish affected by oil spills experienced impeded growth and the survival rates for offspring are low. Oil spills not only thwart plant development, but they can also spur the growth of certain algae populations.

Oil spills can cause suffering and devastation to affected communities. In the Delta region of Nigeria, communities have dealt with nearly 50 years of oil production and water contamination. The much acclaimed United Nations Environmental Assessment of Ogoniland commissioned by the Nigerian Government, highlights the complex and devastating impacts of the oil industry. Many communities are faced with dangerous levels of carcinogens. Families are exposed to drinking water with high levels of benzene at concentrations 900 times that is considered safe. The horrific spill has so far killed tens of thousands of people, as well as livestock and is estimated to cost 1 billion dollars to clean up.

The case of Ogoniland in Nigeria is instructive: available statistics support the fact that fifty percent of oil spills in Nigeria has been due to corrosion of oil infrastructure and 21% to oil production operations. The Niger Delta region has experienced in this year alone a total of 588 oil spills, what is even more startling is that 70% of these spills remain unrecovered and the sites are either not cleaned up at all or not remediated.

It is also instructive to note that according to the UNEP Report on Ogoniland, one of the biggest hurdles to oil spill management in Nigeria is the fact that those whose interest is in the business of oil profit were saddled also with the regulation and monitoring of the environment. This is an anomaly. The international best practice has shown that it is wrong to place in the hands of the petroleum regulator the charge of policing the environment.

The truth is that as regulatory agencies we lack the requisite capacity to provide quality self-reliant regulation of the system. We must be in a position to provide logistics to visit impacted sites, provide data on impact size and determine where the responsibility for a spill lies. Of equal importance is to ensure the regulatory framework for oil spills must be devoid of any jurisdictional overlap, state unequivocally the lead authority and eliminate any conflict or potential conflict with each other.

It is also incumbent therefore to set specific goals for ourselves so as to have a certain level of preparedness for management of an oil spill. Some of these goals are: the development of an environmental sensitivity map for the entire coast of Sierra Leone. We need to develop a policy on the use of dispersants in our marine environment. Draft and adopt guidelines on the importation and use of dispersants, guidelines on management of oily waste generated as a result of an oil spill, and it is imperative that there is continuous capacity building and simulation exercises.

Distinguished Ladies and Gentlemen,

Oil spill disaster preparedness is not a onetime event, but a continuous process, the launching of a contingency plan is an important first step. However we cannot rest on our laurels, we cannot afford

to be complacent, and we must continue to challenge our understanding and planning to keep pace with the evolving technologies and the complexity of oil spills. That is why, as important stakeholders in this process, we must continue to work in close collaboration.

The EPA believes in continuing to develop existing and new avenues of cooperating with innovative thinking, comparative analysis with places like Brazil, Canada and Saudi Arabia, and the USA enabled us to develop a draft Bill with emphasis on creating a framework that can stand the test of time and based on international environment best practice.

We all aim to ensure adequate safety regimes risk assessments and mitigation measures to deal with potential spills, no single agency can achieve this on its own, and in this area of business it is team work, shared information, investment and collaboration that will yield the best prospects for success.

Thank You.

Annex 7 – Opening Speech by the Acting Minister of Transport and Aviation

Mr. Chairman

The Chairman, SLMA Board of Directors and other Directors present

The Executive Chairperson, Environmental Protection Agency

The Director General, Petroleum Directorate

The General Manager, SLPA

Representatives from Oil Companies and other Agencies

Members of the esteemed fourth estate

Distinguished Ladies and Gentlemen

All protocols observed

It is indeed a great honor and pleasure for me to be here this morning to participate in the official opening of this workshop on the OPRC 90 to review the National Oil spill contingency plan on behalf of the Minister of Transport and Aviation who is coincidentally attending a meeting with the Delta Airlines Management in Atlanta to finalize an initiative of His Excellency the President for commencement of Delta Airlines to Freetown shortly.

In this regard on behalf of my Minister, Leonard Balogun Koromaa, I want to warmly extend our profound greetings to the Secretary General of the IMO for having provided the Consultants/facilitators for this oil spill workshop. In addition let me take this opportunity to thank the IMO for the number of seminars and conferences the SLMA has benefitted from over the years.



At this juncture let me assure you that we are certain that this long standing relationship between the IMO and Sierra Leone will be sustain for the mutual benefits of both parties.

Mr. Chairman, Distinguished Ladies and Gentlemen,

There can be no other better opportune time for this workshop. Considering the increase ship traffic the country is now experiencing, it is good that Sierra Leone has its National Oil Spill contingency Plan. In this way oil spill incidents whether accidental or operational can be controlled and to a larger extent minimized.

The Government is well aware of the social impact of an oil spill on any country's coast and we cannot afford to sit and see the livelihood of our people being affected. Nevertheless, as we are quite certain of the strive the Country is making to sustain our current marine organisms and our ecosystem, this workshop will further set the stage to prevent any loss to this valuable natural resources. This is why when the SLMA informed the Ministry that they have requested for this workshop to the IMO, we wasted no time in giving the SLMA the green light.

I have no doubt that the present SLMA management headed by the Executive Director together with the Chairman and SLMA Board of Directors are poised to move the Administration to higher heights. The Ministry attaches great confidence in the Management of this viable institution under the leadership of His Excellency the President.

The Ministry is of the belief that all stakeholders here present for this workshop will participate fully and contribute immensely for the production of a quality report on the outcome of this workshop.

We want to assure you that all the recommendations that will come out this deliberation will be implemented to the fullest. The Ministry of Transport and Aviation will make sure that we provide the necessary political will and enabling environment for the SLMA and partners to succeed.

Having said all of the above, I hereby thank all stakeholders namely:

SLEPA, Petroleum Directorate, SLPA, TOTAL, and SHELL the Ministry of Fisheries and Marine Resources and all of you here present for participating in this workshop.

Mr. Chairman, distinguished ladies and Gentlemen it is now my singular honor to declare this workshop on the Oil Pollution Response and Cooperation level 3 for the review of the National Oil Spill Contingency Plan formally open.

I thank you all for your attention.

God Bless Sierra Leone.

I wish you all a happy Eid in Advance.



Annex 8 – Assessment form

N°	Actions	Coordinator In Charge	Dead line
1	<p>Oil Spill Risk Assessment</p> <p>Undertake a detailed risk assessment for shipping related activities and oil exploration operations, including the development of credible scenarios. This should involve consultation with the relevant stakeholders.</p>	Joint Maritime Committee	End of October 2013
2	<p>Sensitivity Mapping for Oil Spill Response</p> <p>Develop an oil spill response sensitivity map. This should include the identification of biological and socio-economic resources (those that are sensitive to oil pollution) and the ranking of the shoreline using international best practice.</p>	EPA	End of December 2013 (first draft)
3	<p>Interface of the NOSCP with Local Plans</p> <p>The interface of the Oil Spill Contingency should be addressed with input from relevant stakeholders (e.g. oil and gas industry, port authority, terminal operators).</p>	Joint Maritime Committee for the review of the NOSCP	End of November 2013
4	<p>Response Management System</p> <p>Membership of existing National Working Group should be extended to include stakeholders that are not represented in the NOSCP. The National Working Group would be responsible for updating the NOSCP.</p> <p>The reporting and alerting system should make provision for the reporting of oil spills from the oil and gas operators. Develop a Pollution Reporting Form (POLREP) to ensure that the information relayed is consistent for all incidents.</p> <p>Develop a communications strategy for dealing with the public and media.</p>	Joint Maritime Committee for the review of the NOSCP	End of November 2013
5	<p>Legal Framework</p> <p>The provisions of the Conventions related to oil pollution (OPRC 1990, CLC 1992 and FUND, Abidjan) should be translated into National Legislation.</p>	Ministry of Justice	End of 2014

N°	Actions	Coordinator In Charge	Dead line
6	<p>Response Policies</p> <p>Develop a National Dispersant Policy in consultation with the relevant stakeholders (e.g. EPA, Fisheries and Marine Resources Department, etc.).</p> <p>Existing Waste Management Policy to be extended to include waste generated from oil spills offshore /near shore. Develop guidelines for the temporary storage and final disposal of oily waste.</p> <p>Investigate the feasibility of using in-situ burning as a response strategy.</p>	EPA, Ministry of Fisheries and Marine resources, Ministry of Health and Sanitation, Institute of Marine Biology and Oceanography	End of 2014
7	<p>Finance</p> <p>Develop claims and compensation procedures.</p> <p>Develop procedures for taking oil samples for use as evidence.</p> <p>Develop a mechanism for requesting interim emergency funding from central government (at a later stage).</p> <p>Set up an Oil Pollution Fund. The mechanism for financing such a FUND will require extensive deliberation and consultation with all stakeholders concerned.</p>	Joint Maritime Committee	End of November 2013
8	<p>Response Guidelines</p> <p>Update existing response guidelines (monitor and evaluate, containment and recovery, dispersant application, in-situ burning, shoreline protection, shoreline clean-up).</p>	Joint Maritime Committee	End of November 2013
9	<p>Response Resources</p> <p>Undertake a study to determine what resources are available in-country</p> <p>Develop a procedure for the mobilisation of response resources.</p>	Joint Maritime Committee	End of November 2013
10	<p>Emergency Response Directory</p> <p>Develop an emergency response directory (stakeholders, oil operators, suppliers/ contractors, neighbouring country focal points, etc.).</p>	Joint Maritime Committee	End of November 2013

N°	Actions	Coordinator In Charge	Dead line
	Update the emergency response directory on an annual basis.		
11	<p>Training and Exercises</p> <p>Develop a National Policy for implementation of the plan through training and exercises in collaboration with the oil and gas industry.</p>	Joint Maritime Committee	Start Q1 2014
12	<p>Bilateral/Multilateral Agreements</p> <p>Conclude bilateral /multi-lateral agreements with neighbouring countries and the oil and gas industry to facilitate access to response resources.</p>	Ministry of Transport and Aviation, Ministry of Foreign Affairs and International Co-operation	Q2 2014

Annex 9 – 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.

Course Design	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>											
Relevance to objective	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 its objectives</i>											
<i>c. The workshop was relevant to my job</i>											
<i>Any specific comments about relevance to objectives</i>											
Facilitators Overall	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>											

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

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

General Comments and Suggestions;

Annex 10 – Pictures

Syndicate Work - Table top Exercise



Development of an Action Plan



