

Sub-regional workshop on handling and administration of claims from oil pollution damages

Cape Town, South Africa

22 - 24 July 2025

REPORT



Hosted by South Africa



NOTE

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Presentation of the GI WACAF Project

The Global Initiative for West, Central and Southern Africa

Launched in 2006, the GI WACAF Project is a partnership between IMO and Ipieca, the global oil and gas industry association for environmental and social issues, to enhance the capacity of partner countries to prepare for and respond to marine oil spills.

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

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

GI WACAF operates and delivers activities with contributions from both IMO and seven oil company members of Ipieca, namely Azule Energy, BP, Chevron, ExxonMobil, Eni, Renaissance Africa Energy Company, Shell and Total Energies.



More information is available on the Project's website: www.giwacaf.net

Executive summary

Title of the event: Sub-regional workshop handling and administration of claims from oil pollution damages

Date of the event: 22 to 24 July 2025

Type of event: Sub-regional workshop

Number of participants: 38

Venue: Capital 15 on Orange Hotel, Cape Town, South Africa

Summary:

This workshop gathered national authorities from the Gambia, Ghana, Liberia, Namibia, Nigeria, Sierra Leone and South Africa, to provide training to relevant national authorities on handling and administration of claims from oil pollution damages.

The main objectives of the workshop were to:

- enhancing participants' understanding of international compensation conventions;
- providing practical tools for preparing claims, documenting evidence, conducting impact assessments, and managing negotiation processes; and
- clarifying the role of organizations such as the IOPC Funds, ITOPF, and P&I Clubs in the claims system.

Contents

Presentation of the GI WACAF Project.....	5
Executive summary	6
Introduction	9
Context of the workshop.....	9
Objective of the Workshop.....	9
Agenda, venue, participants.....	9
Opening ceremony	9
Activities and presentations	10
Day 1	10
Presentation of the GI WACAF Project, introduction of workshop objectives	10
Session 1: Role of Stakeholders: P&I Clubs, IOPC funds, Legal framework for oil pollution	10
Session 2: Legal framework for other ship - source	11
Session 3: Review of the causes of oil pollution & impacts of oil on marine and coastal resources	11
Day 2	12
Session 4: Claims for clean-up, preventive measures and property damage	12
Session 4: Claims for consequential / pure economic loss.....	12
Session 5: Claims for environmental damage	12
Session 6: Claims for consequential / pure economic loss.....	13
Session 7: Case studies and practical exercises	13
Day 3.....	13
Session 8: ITOPF tabletop exercise	13
Closing ceremony	14
Recommendations from GI WACAF	14
Overall appreciation.....	14
Conclusions.....	15
Annex 1: Opening speeches.....	17

Annex 2: Programme.....	20
Annex 3: List and contact of participants.....	23
Annex 4: Closing speech.....	25

Introduction

Context of the workshop

The risk of oil pollution incidents has significantly risen in West African maritime sectors due to increased exploration activities and vessel traffic. The region's dependency on its maritime sector for economic growth and resource management underscores the critical importance of adopting robust liability and compensation frameworks. Conventions such as the International Convention on Civil Liability for Oil Pollution Damage (CLC), the International Oil Pollution Compensation Funds (IOPC), the International Convention on Civil Liability for Bunker Oil Pollution Damage (BUNKER), and the Hazardous and Noxious Substances (HNS) Convention provide essential legal safeguards. These instruments ensure victims receive timely compensation while funding response efforts in case of pollution incidents.

Objective of the Workshop

This workshop gathered national authorities from the Gambia, Ghana, Liberia, Namibia, Nigeria, Sierra Leone and South Africa, to provide training to relevant national authorities on handling and administration of claims from oil pollution damages.

The main objectives of the workshop were to:

- enhancing participants' understanding of international compensation conventions;
- providing practical tools for preparing claims, documenting evidence, conducting impact assessments, and managing negotiation processes; and
- clarifying the role of organizations such as the IOPC Funds, ITOPF, and P&I Clubs in the claims system.

Agenda, venue, participants

Programme: please [see annex 2](#).

Venue: Capital 15 on Orange Hotel, Cape Town, South Africa.

Participants: please [see annex 3](#).

Opening ceremony

Please [see annex 1](#).

Activities and presentations

Day 1

Presentation of the GI WACAF Project, introduction of workshop objectives

Marine Laigle first presented the objectives and activities of the Project as well as the respective roles of IMO and Ipieca. Reference was made to the history of the GI WACAF project which was established in 2006 with a focus on strengthening the capacity of countries to prepare for and respond to oil spills through the promotion of public-private cooperation. It was highlighted that participation in the regional initiative involves 22 countries of the western coast of Africa, from Mauritania to South Africa. Since its inception, significant progress has been made in improving spill response capabilities by raising awareness through national and regional workshops and training, such as this workshop.

Participants were given the opportunity to present themselves and provide details of their experience in the subject matter at hand.

Session 1: Role of Stakeholders: P&I Clubs, IOPC funds, Legal framework for oil pollution

The 1992 CLC

Dr. Michaela Domijan-Arneri provided an introduction to P&I cover, with a particular focus on P&I cover for pollution damage, and the functions of the International Group of P&I Clubs. The core of the presentation focused on the role of P&I insurance in underpinning the first tier of compensation under the CLC 1992. In doing so it explored key issues, such as compulsory insurance, direct rights of action, blue cards and the voluntary agreements known as Small Tanker Oil Pollution Indemnification Agreement (STOPIA) and Tanker Oil Pollution Indemnification Agreement (TOPIA). Finally, the presentation shared some general reflections on responding to a CLC 1992 incident and the co-operative approach taken with the IOPC Funds under the terms of the Memorandum of Understanding (MoU).

The 1992 Fund Convention and the 2003 Supplementary Fund Protocol

Matthew de Plater delivered an overview of the history and background of the IOPC Funds. He elaborated on the fundamental principles of the compensation regime, the required criteria for a fund incident, and the expanded framework provided by the Supplementary Fund. The presentation also included a summary of the funding mechanism, specifically addressing the reporting of contributing oil and the payment of levies. Finally, information was shared regarding the activities of the governing bodies and the Secretariat, as well as the critical importance of effective implementation of the conventions.

Participants took part in a short quiz, providing the opportunity to test their knowledge and understanding of the Convention framework.

Session 2: Legal framework for other ship - source

General Maritime Claims: Convention on Limitation of Liability for Maritime Claims (LLMC), 1996

Dr. Michaela Domijan-Arneri provided an overview of the LLMC, 1996, explaining that it gives the shipowner the right to limit liability for certain claims, including but not limited to damage to property and wreck removal. The presentation also covered the Unified Interpretation of the test for breaking a shipowner's right to limit, which was adopted via an IMO Assembly Resolution at the 2021 IMO Legal Committee meeting.

Bunker oil spills: Bunkers Convention, 2001

Dr. Michaela Domijan-Arneri provided an overview of the key provisions in the Bunkers Convention and the parallels with the key principles under the CLC, 1992. The presentation then focused on P&I considerations, in particular in what circumstances Bunker Convention blue cards are issued, before lastly looking at the benefits of ratifying the Convention, especially from a claimant's perspective.

Wreck Removal Convention 2007

Dr. Michaela Domijan-Arneri presented a summary of the Wreck Removal Convention 2007, looking at the key provisions, such as what constitutes a "hazard" and the scope of application. The presentation then looked at when P&I Clubs issue Wreck Convention blue cards and the benefits of ratifying the Convention.

HNS Convention 2010

Matthew de Plater presented an overview of the HNS Convention, discussing the various types of substances and claims which are covered and comparing and contrasting the key provisions of the HNS Convention with the 1992 Fund Convention. The presentation also covered the categories of claims eligible for compensation by the HNS Fund, outlined the funding mechanisms, and introduced tools designed to help states implement the Convention. An update was provided regarding the Convention's current status and progress towards its entry into force.

Session 3: Review of the causes of oil pollution & impacts of oil on marine and coastal resources

Natálie Kirk introduced ITOPF's role and provided an overview of the causes of oil pollution at sea, highlighting both land-based inputs and maritime incidents. The presentation outlined the properties of different oil types, distinguishing between persistent and non-persistent oils, before reviewing the fate and behaviour of spilled oil through various weathering processes. The discussion then considered the range of impacts oil can have on environmental and economic resources, emphasizing that the severity of impact is determined by a combination of factors including oil type and volume, prevailing metocean conditions, the effectiveness of clean-up, and the sensitivity of exposed receptors.

Day 2

Session 4: Claims for clean-up, preventive measures and property damage

Natálie Kirk presented on the types of claims that can be submitted following an oil spill, with a focus on costs associated with clean-up operations, preventive measures taken to avoid further pollution, and damage to property. The presentation also provided an overview of response options, underlining that the scale and type of assets deployed must be adapted to the circumstances to be considered reasonable. The session explained the criteria for admissibility under the international compensation regime, highlighted the importance of documentation and justification of costs, and provided practical examples to illustrate how such claims are typically assessed.

Session 4: Claims for consequential / pure economic loss

Part 1: fisheries / mariculture / Fish-processing

Matthew de Plater gave a presentation on the various types of claims that can occur in the fisheries sector and discussed key principles related to the admissibility of these claims. The session addressed challenges specific to claims in the subsistence fisheries sector and outlined important considerations for implementing a fishing ban and the significant impacts these can have on the local economy. It examined the distinction between consequential loss and pure economic loss and considered how economic loss claims may extend to the broader fisheries supply chain. Additionally, the session provided an overview of the documents and information needed to support such claims.

Presentation and assessment of claims

The session provided comprehensive information regarding the claims submission process, outlining the function of local claims offices, eligibility for claim submission, and the formal requirements involved. Additionally, it addressed the complete lifecycle of claims, detailing the role of experts in the assessment phase, available avenues for re-assessment and appeal, as well as applicable time limitations for claims.

Participants took part in a short quiz, providing the opportunity to test their knowledge and understanding of economic loss claims related to fisheries.

Session 5: Claims for environmental damage

Natálie Kirk presented the criteria for admissibility of claims for environmental damage as set out in the international conventions. The session explained that both the costs of post-spill studies to assess the severity of impacts and recovery, as well as the costs of reinstatement measures, may be admissible, even if not yet incurred. It was highlighted that there must be a clear link between the damage and the incident, that measures should aim to enhance natural recovery, be technically and scientifically sound, and that costs and duration must be proportionate. The presentation also outlined how environmental impacts are measured,

how monitoring programmes are designed, and illustrated the principles with examples of post-spill studies from past incidents.

Session 6: Claims for consequential / pure economic loss

Part 2: Tourism and property sectors

Matthew de Plater presented on the challenges of economic loss claims in tourism, discussing eligible claimants, compensation principles, and key considerations for pure economic loss. The session considered the matrix of factors which must be considered for a pure economic loss claim and contrasted the limits of recovery in the supply chain with the position in the fisheries sector.

Assessment of claims

Participants received an overview of the types of information and documentation required to substantiate a tourism claim and were directed to various guidance materials available to facilitate the claims process. The session emphasized the active involvement of experts in analysing the local tourism sector to support the assessment of these claims.

Participants took part in a short quiz, providing the opportunity to test their knowledge and understanding of economic loss claims related to tourism.

Session 7: Case studies and practical exercises

The **PRINCESS EMPRESS** case study was presented jointly by ITOPF, the International Group of P&I Clubs and the IOPC Funds. This incident was chosen as it demonstrates the complementary roles of the three organizations and illustrates the operation of the compensation regime in practice, including the application of STOPIA.

ITOPF provided an overview of the incident circumstances and the ensuing response, setting the scene for subsequent contributions from IG and the IOPC Funds. The case highlighted how compensation was made available for all major claim types, including clean-up and preventive measures, post-spill studies to assess environmental damage and restoration needs, property damage, and losses to fisheries and tourism.

Matthew de Plater utilized the **PRINCESS EMPRESS** case study to illustrate the IOPC Funds' pivotal role during incidents and its capacity to respond adeptly to the distinct challenges each situation poses. In this particular case, the local claims office established mobile claims submission sites in affected neighbourhoods to facilitate the efficient collection of large-scale subsistence fishing claims. Furthermore, the Funds identified an alternative method for disbursing compensation in regions where conventional banking arrangements were not practical for claimants.

Day 3

Session 8: ITOPF tabletop exercise

A half-day tabletop exercise was delivered using a small tanker spill scenario off the coast of a fictitious country. Working in groups, participants gathered incident information,

identified and prioritized sensitive resources for protection, and planned both at-sea and shoreline response operations, making use of a mixed-reality application. Throughout the exercise, participants were required to track costs and, in a final stage, assumed the role of claims assessors, reviewing a range of claims across different categories. The exercise was designed to consolidate learning by highlighting the complexities and nuances involved in determining the admissibility of claims under the compensation regime, while also underscoring the importance of accurate record keeping to support claims.

Closing ceremony

Please [see annex 4](#).

Recommendations from GI WACAF

- **Disseminate knowledge within administrations:** Attendees are encouraged to share the information gained during the workshop with the departments in their administrations most likely to be involved in claims handling.
- **Promote early dialogue in the event of an incident:** Establish open communication with stakeholders – including insurers, the IOPC Funds, and technical experts such as ITOPF – at an early stage. This helps ensure response measures are aligned with international conventions and maximizes the likelihood of successful cost recovery.
- **Clarify roles and responsibilities:** Assign responsibility in advance for key aspects of the claims process, including record keeping during a spill, compiling and submitting claims, and notifying the vessel's insurer or P&I Club.
- **Strengthen record-keeping processes:** Put in place procedures to ensure that operational decisions and costs are documented in real time, even under emergency conditions. During an incident, consider embedding a claims liaison within the operations team to capture cost-related data early and support finance teams with timely information.
- **Ensure clarity on financial parameters:** Confirm and communicate the vessel's limit of liability at the outset of an incident to support effective response prioritization and informed financial planning.

Overall appreciation

100% of the participants who responded to our evaluation questionnaires found the timing of the event to be "just right" and considered that the objective of the event was met.

Topics of the most relevance to the responding participants were the communicated as the following:

- preparation and submission of claims (x8);
- fisheries claims: processes and procedures;

- claims for environmental damages (x7);
- response strategy and claims assessment (x3);
- claims related to tourism;
- relationship between CLC and IOPC;
- how to verify a vessel's insurance; and
- P&I insurance cover.

When asked if any topics should be added, the following answers were given:

- wildlife response during exercises;
- implementation of the FAL Convention;
- HNS claims and their linkage to the IOPC;
- rehabilitation of claimants after claims rejection; and
- additional information on P&I Clubs.

Conclusions

The feedback from participants and facilitators of the workshop was overwhelmingly positive. The workshop effectively addressed the need for countries to build internal capacity for assessing claims following an oil spill. It provided much-needed knowledge on the compensation regimes for oil pollution and offered practical tools to deliver similar training at the national level, enhancing capacity for documentation and claims management. The sessions also raised awareness among coastal fishing communities and provided detailed information on claims handling, which will add significant value to claim assessment. Participants highlighted that the workshop offered a clear understanding of the CLC 1992, the Fund, and its amendments. Many recommended that refresher training be organized every two years to maintain and update this knowledge.

The GI WACAF workshop successfully achieved its objectives by enhancing the capacity of national authorities from West and Southern Africa to handle and manage claims arising from oil pollution incidents. Participants gained in-depth knowledge of international compensation frameworks, including the CLC 1992, the IOPC Funds, the Bunkers Convention, and the HNS Convention, and acquired practical skills for documenting, assessing, and processing claims across fisheries, tourism, environmental, and property sectors. The interactive case studies and tabletop exercises provided a hands-on understanding of real-life scenarios, reinforcing the importance of accurate record-keeping, early stakeholder engagement, and clear assignment of roles and responsibilities during a spill.

The workshop addressed the critical need for countries to build internal expertise in claims assessment, offering tools to cascade training at the national level and raising awareness among coastal communities. Participants highlighted that the knowledge gained will significantly add value to their claims handling processes and recommended refresher trainings every two years to maintain and update competencies.

Overall, the workshop strengthened regional preparedness for oil pollution incidents, fostered knowledge sharing among participating countries, and reinforced the collaborative

framework between governments, insurers, and technical experts, ensuring a more effective and coordinated response in the future.

Annex 1: Opening speeches

Mr. Mthunzi Madiya, Deputy Director General, Department of Transport, Republic of South Africa

*Ms. Marine Laigle, IMO
Ms. Natalia Kirk, ITOPF
Distinguished delegates,
Ladies and Gentlemen,*

It is indeed a great pleasure for me to welcome you all in Cape Town on behalf of the Republic of South Africa. I would like to extend a warm welcome to the International Maritime Organization (IMO), IpiECA, the Global Initiative for West, Central and Southern Africa (GIWACAF), International Tanker Owners Pollution Federation (ITOPF), the delegates from Namibia, Ghana, Gambia, Sierra Leone, Nigeria, Liberia, South African Maritime Safety Authority (SAMSA), Department of Transport (DoT), Department of Forestry, Fisheries and Environment (DFFE), Transnet National Ports Authority (TNPA), Maritime Industry and all the participants to this Sub-regional IOPC Funds workshop.

As we gather here, we are reminded of the importance of protecting our marine environment from the risks associated with oil pollution. The African's coastline is not only a vital economic resource but also a treasure of natural beauty and biodiversity. As such, we must have effective mechanisms in place for responding to oil pollution incidents and handling claims related to pollution damage.

The International Oil Pollution Compensation Funds (IOPC Funds) is an intergovernmental organization that provides compensation for oil pollution damage resulting from spills of persistent oil from tankers. The International Oil Pollution Compensation Fund 1992 (1992 Fund), which entered into force on 30 May 1996, was set up under the 1992 Fund Convention. Under the regime, the owner of a tanker is liable to pay compensation up to a certain limit for oil pollution damage following an escape of persistent oil from his ship. If that amount does not cover all the admissible claims, additional compensation is available from the 1992 Fund if the damage occurs in a State which is a Member of that Fund.

The IOPC Funds play a crucial role in the international framework for compensating oil pollution damage, acting as a supplementary mechanism to the Civil Liability Convention (CLC). They provide a second tier of compensation when shipowners, who are primarily liable under the CLC, are unable to cover the full extent of damage. This often occurs when the damage exceeds the shipowner's liability limits or when the shipowner is unable to meet their obligations. The IOPC Funds are financed by contributions from entities receiving oil transported by sea in Member States: companies, private organizations, or public bodies, including States or local authorities.

Ladies and Gentlemen,

This Sub-regional workshop will focus on handling and administering pollution damage claims, which play a crucial role in enhancing preparedness and response capabilities by

improving knowledge, cooperation, and practical skills among stakeholders. The workshop will convey a better understanding of international conventions, such as the CLC 92 and Fund 1992, and how they relate to national systems. This will assist participants in developing practical skills in assessing, managing, and compensating for pollution damage, ultimately leading to more effective and coordinated responses.

The workshop will provide a valuable opportunity for participants to share knowledge, expertise, and best practices in handling and administering claims related to pollution damage. Over the next few days, key issues, challenges, and solutions related to handling of claims will be discussed in detail, and I am confident that the knowledge and expertise shared during this workshop will contribute significantly to improving our response and claims handling capabilities.

The primary objectives of a sub-regional workshop focused on handling and administering claims of pollution damage typically revolve around enhancing the capacity of participants to effectively manage and resolve claims related to pollution incidents, particularly those involving oil spills. This includes strengthening knowledge of relevant international and regional conventions, improving practical skills in claim assessment and evidence gathering, and fostering cooperation among participating countries.

These three (3) days serve as reminder to us all, the importance of cooperation and collaboration in protecting our marine environment, and I am confident that this workshop will help strengthen our regional cooperation and capacity to respond to oil pollution incidents, ultimately safeguarding our marine environment and supporting sustainable development in Africa.

I would like to express my gratitude to the IOPC Funds/IMO for their support and expertise in organizing this workshop. I also appreciate the participation of government agencies, industry representatives, and other stakeholders, which will enrich our discussions and ensure that we have a comprehensive understanding of the issues at hand.

May I wish you all a productive and informative workshop. I am confident that the knowledge and expertise shared during this workshop will contribute to improved response and claims handling, ultimately protecting our marine environment and supporting sustainable development within the region.

On behalf of South Africa, the Department of Transport, welcomes you and encourage delegates to participate actively during the three days to ensure a successful outcome of this Sub-Regional IOPC Funds workshop.

Thank you.

Marine Laigle, GI WACAF Project Coordinator, IMO/Ipieca

*Representatives of the delegations from Liberia, the Gambia, Namibia, Nigeria, Sierra Leone,
South Africa*

Experts from IMO,

Ladies and gentlemen,

Good morning,

I am Marine Laigle, the GI WACAF Project Coordinator. It is an honor for me to deliver this welcome address as representative of the International Maritime Organization (IMO) and Ipieca, the global oil and gas association for environmental and social issues. I would like to welcome all of you to this subregional workshop on handling and administration of claims from oil pollution damages.

I would like to deeply thank the South African Department of Transports, as well as the South African Maritime Safety Authority (SAMSA), for the organization of this event. This workshop also benefits from the technical and financial support of IMO and Ipieca, within the framework of the Global Initiative for West, Central and Southern Africa: the GI WACAF Project. The main objective of the GI WACAF Project is to enhance preparedness and response to oil spills on the western coastal countries of the continent - from Mauritania to South Africa.

The topic that brings us together today is very important for all the countries represented, given their geographical location and the importance of their coastlines. Hydrocarbon exploration and production, maritime trade and the passage of tankers and commercial vessels in the region's waters offer significant economic opportunities. However, this economic windfall comes with the risk of marine pollution caused by potential oil spills. Such pollution would have environmental and economic impacts and could threaten the food security of populations dependent on fishing and coastal resources. In this context, it is critical to adopt robust liability and compensation frameworks. Conventions such as the International Convention on Civil Liability for Oil Pollution Damage (CLC), the International Oil Pollution Compensation Funds (IOPC), the International Convention on Civil Liability for Bunker Oil Pollution Damage (BUNKER), and the Hazardous and Noxious Substances (HNS) Convention provide essential legal safeguards. These instruments ensure victims receive timely compensation while funding response efforts in case of pollution incidents.

The main objective of this national workshop would be to present and provide training to relevant national authorities on handling and administration of claims from oil pollution damages. This 3-day workshop has been prepared, and will be guided, by three international consultants that are here with us: Matthew de Platter, from IOPC Funds, Michaela Arneri from IG P&I Club and Natalie Kirk, from ITOPF. I trust their expertise will guide your discussions in a most productive way.

We encourage you to participate actively, to ask questions and to foster dialogue this week, to ensure interactive discussions.

Thank you for your kind attention. I wish you all a very productive and successful workshop.

Annex 2: Programme

Day 1 – Tuesday 22 July	
08:30	Registration of participants
09:00 – 09:30	Opening ceremony and workshop introduction <ul style="list-style-type: none"> • Welcome address, <i>Ms. Marine Laigle, GI WACAF</i> • Opening remarks, <i>Mr. Mthunzi Madiya, Deputy Director General, Department of Transport</i>
09:30 -10:00	Introduction of the Workshop – GI WACAF <ul style="list-style-type: none"> • Presentation of the GI WACAF Project • Purpose of the workshop and programme agenda • Introduction of the facilitators • Introduction of the participants
10:30	<i>Group photograph and coffee break</i>
10:30 – 12:30	Role of Stakeholders: P&I Clubs, IOPC funds Legal framework for oil pollution – IOPC & IG P&I Club The international compensation regime for tanker spills: <ul style="list-style-type: none"> • The 1992 Civil Liability Convention • The 1992 Fund Convention and the 2003 Supplementary Fund Protocol
12:30 - 13:30	<i>Lunch</i>
13:30 – 15:00	Legal framework for other ship - source -IG P&I Club & IOPC Funds <ul style="list-style-type: none"> • General Maritime Claims: LLMC, 1996 • Bunker oil spills: Bunkers Convention, 2001 • Wreck Removal Convention 2007 • Hazardous and Noxious Substances Convention 2010
15:30 – 15:45	<i>Tea/Coffee Break</i>
15:45 – 16:45	Review of the causes of oil pollution & impacts of oil on marine and coastal resources - ITOPF <ul style="list-style-type: none"> • Oil behaviour at sea • Impacts on resources and claims for compensation resulting from oil spills • Response options, limitations and preparedness
16:45	End of Day 1

Day 2 – Wednesday 23 July	
08:30	Welcome: recap of Day 1 and review of Day 2 timetable
09:00 – 10:30	<p>Claims for clean-up, preventive measures and property damage - <i>ITOPF</i> Claims Admissibility Criteria</p> <ul style="list-style-type: none"> • Common Problems • Evidence gathering and damage assessment • Role of experts <p>Presentation and assessment of claims Exercise: Clean-up Claims/Property damage claims</p>
10:30 – 10:45	<i>Coffee break</i>
10:45 -12:00	<p>Claims for consequential / pure economic loss - <i>IOPC Funds</i> Part 1: fisheries / mariculture / Fish – processing</p> <ul style="list-style-type: none"> • Types of damage • Claims admissibility criteria • Common problems <p>Presentation and assessment of claims Exercise: Consequential / Pure Economic Loss Claims - fisheries</p>
12:00 – 13:00	<p>Claims for environmental damage – <i>P&I Club & ITOPF</i></p> <ul style="list-style-type: none"> • Types of damage • Environmental damage – reinstatement measures • Claims admissibility criteria • Common problems <p>Presentation and assessment of claims</p>
13:00 – 14:00	<i>Lunch</i>
14:00 – 14:45	<p>Claims for consequential / pure economic loss - <i>IOPC Funds</i> Part 2: Tourism and property sectors</p> <ul style="list-style-type: none"> • Types of damage • Claims admissibility criteria • Common problems <p>Assessment of claims Exercise: Consequential / Pure Economic Loss Claims - tourism</p>
14:45 -15:15	<i>Case studies and practical exercises</i>
15:15-15:30	<i>Coffee break</i>
15:30-16:30	<i>Case studies and practical exercises <i>P&I Club & IOPC Funds</i></i>
16:30	End of Day 2

Day 3 – Thursday 24 July	
08:30	Welcome: recap of Day 2 and review of Day 3 timetable
09:00-11:30	Tabletop Exercise - Phase I: Spill Response
11:30 – 11:45	Coffee break
11:45-12:45	Tabletop Exercise - Phase II: Preparation of clean up claims
12:45	Lunch
13:45-15:15	Tabletop Exercise - Phase III: Group Presentation of claims and assessment.
15:15 – 15:30	Coffee break
15:30-16:00	Group discussion Roundtable – Questions, Comments and Recommendations
16:00-16:30	Closing session <ul style="list-style-type: none"> • Workshop evaluation/ Conclusion, <i>Ms Marine Laigle, GI WACAF</i> • Closing Remarks <i>Captain Ravi Naicker, SAMSA</i> • Presentation of Certificates
16:30	End of the workshop

Annex 3: List and contact of participants

ID	Name	Position	Organization	Email Address
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5	Mphikela Karabo Maela	Assistant Director: Project Management and Financial Administration	Department of Transport	Maelam@dot.gov.za
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7	Abongile Makumsha	Principal Officer	SAMSA	
8	Mahlodi Mashita	Manager: Corporate Legal Advisory	SAMSA	mmashita@samsa.org.za
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Annex 4: Closing speech

Capt. Ravi Naicker, The South African Maritime Safety Authority (SAMSA), Republic of South Africa.

Mr. Naicker delivered his special thanks to IMO, GI WACAF, Ipieca, and facilitators, the attending delegations from South Africa, Namibia, Nigeria, Ghana, Liberia, Sierra Leone and The Gambia, as well as the different institutions in South Africa and private sector.

He underlined that the workshop allowed participants to enhance their knowledge of the legal framework governing oil pollution and the relevant international conventions. They were also provided with practical skills for preparing claims, documenting evidence, conducting impact assessments, and submitting compensation requests. Furthermore, they gained a deeper understanding of the roles and responsibilities of the IOPC Funds, ITOPF, and P&I Clubs in the event of an oil spill. These outcomes reflect the main objectives of the training and will support national efforts to strengthen preparedness and response capacities.

After expressing his thanks for the hard work, he noted that he looks forward to continued collaborations on oil spill preparedness and response.
