

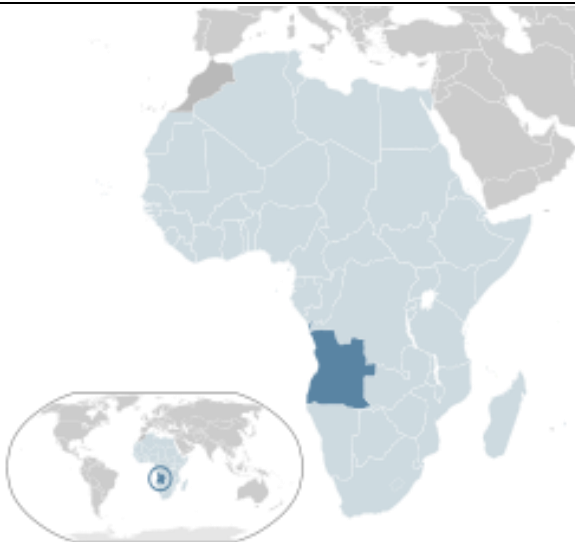
# Country profile 2019 – Namibia

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## Part 1. General information

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### 1. Country information

|  |                                 |                       |
|--|---------------------------------|-----------------------|
|  | <b>Full name of the country</b> | Namibia               |
|  | <b>Capital</b>                  | Windhoek              |
|  | <b>Official language(s)</b>     | English               |
|  | <b>Main ports</b>               | Walvis Bay & Luderitz |
|  | <b>Coastline (km)</b>           | 1570                  |

## 2. Contacts

### *GI WACAF Focal point*

|                                      |   |
|--------------------------------------|---|
| <b>Name</b>                          | Pinehas Auene   |
| <b>Ministry/ Department / Agency</b> | Ministry of Works and Transport, Directorate of Maritime Affairs  |
| <b>Job title</b>                     | Deputy Director, Marine Pollution Control and SAR   |
| <b>Address</b>                       | Hanna Mupetami Street, Maritime House, GPS 22°56'53"S 14°30'56"E, Private Bag 5004, Walvis Bay, Namibia |
| <b>Telephone</b>                     | +264 64 208 6300  |
| <b>Mobile</b>                        | +264 81 664 91 88 & +264 81 7064953   |
| <b>Email</b>                         | <a href="mailto:pauene@mwtc.gov.na">pauene@mwtc.gov.na</a>  |

### *IMO Focal point*

|                                      |                                      |
|--------------------------------------|--------------------------------------|
| <b>Name</b>                          | Mr. Willem Goeiemann                 |
| <b>Ministry/ Department / Agency</b> | Ministry of Works and Transport      |
| <b>Job title</b>                     | Executive Director                   |
| <b>Address</b>                       | Private Bag 13341, Windhoek, Namibia |

Updated in November 2019

|                  |                         |
|------------------|-------------------------|
|                  |                         |
| <b>Telephone</b> | +264 61 208 8831        |
| <b>Mobile</b>    | +264 811622049          |
| <b>Email</b>     | pssecretary@mwtc.gov.na |

*National representatives completing this document*

| <b>Name</b>          | <b>Job title</b>  | <b>Organisation</b>   | <b>Country</b> | <b>Email</b>       | <b>Telephone</b> |
|----------------------|---|---|----------------|--------------------|------------------|
| <b>PINEHAS AUENE</b> | DEPUTY DIRECTOR,<br>MARINE POLLUTION<br>CONTROL AND SAR | MINISTRY OF WORKS<br>AND TRANSPORT,<br>DIRECTORATE OF<br>MARITIME AFFAIRS | NAMIBIA        | pauene@mwtc.gov.na | +264 64 208 6300 |
|                      |   |   |                |                    |                  |
|                      |   |   |                |                    |                  |

### 3. Industry

| Industry presence in the country  |   |
|---|---|
| Which industry partners from the <i>Oil &amp; Gas</i> sector are present and operating in your country?   | SHELL, TOTAL – mainly downstream  |
| Cooperation with the industry   |   |
| Is there working group/platform that brings together government and industry to address issues related to oil spill preparedness and response? If yes, please provide the name. | Yes. The National Marine Pollution Contingency Plan provides a framework for Government and Industry to cooperate in implementing the said Plan. In this regard the Industry is represented on key National Plan structures i.e. the Management Committee (MC) and the Operations Team (OT) |
| Is there sharing of human resources and equipment between industry and government during exercises and/or training?   | Yes   |
| Please list any other aspects relevant to cooperation between industry and government.  | None  |

## Part 2. Updating the Country Profile, identification of level of preparedness and priority actions

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### 1. Institutional and legal context

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## 1. Designation of responsible authority(ies)

| Competent national authorities responsible for oil spill preparedness and response |   |
|--|---|
| <i>Response at sea</i>   |   |
| <b>Ministry/Department/Agency</b>  | Ministry of Works and Transport, Directorate of Maritime Affairs  |
| <b>Contact person responsible for oil spills at sea</b>                            | Pinehas Auene<br>Deputy Director, Marine Pollution Control and SAR                                      |
| <b>Address</b>   | Hanna Mupetami Street, Maritime House, GPS 22°56'53"S 14°30'56"E, Private Bag 5004, Walvis Bay, Namibia |
| <b>Telephone</b>   | +264 64 208 6300  |
| <b>Mobile</b>  | +264 81 664 91 88 & +264 81 7064953   |
| <b>Email</b>   | <a href="mailto:pauene@mwtc.gov.na">pauene@mwtc.gov.na</a>  |
| <i>Shoreline response</i>  |   |
| <b>Ministry/Department/Agency</b>  | Ministry of Works and Transport, Directorate of Maritime Affairs  |
| <b>Contact person responsible for shoreline oil spills</b>                         | Pinehas Auene   |

|  |   |
|--|---|
|  | Deputy Director, Marine Pollution Control and SAR   |
| <b>Address</b>   | Hanna Mupetami Street, Maritime House, GPS 22°56'53"S 14°30'56"E, Private Bag 5004, Walvis Bay, Namibia |
| <b>Telephone</b>   | +264 64 208 6300  |
| <b>Mobile</b>  | +264 81 664 91 88 & +264 81 7064953   |
| <b>Email</b>   | <a href="mailto:pauene@mwtc.gov.na">pauene@mwtc.gov.na</a>  |
| <b><i>Authority(ies) responsible for implementation of IMO conventions</i></b> |   |
| <b>Ministry/Department/Agency</b>  | Ministry of Works and Transport   |
| <b>Contact person</b>  | Mr. Willem Goeiemann, Executive Director  |
| <b>Address</b>   | Private Bag 13341, Windhoek, Namibia  |
| <b>Telephone</b>   | +264 61 208 8831  |
| <b>Mobile</b>  | +264 811622049  |
| <b>Email</b>   | pssecretary@mwtc.gov.na   |

## 2. Ratification of international conventions and national legislation

| Ratification of international IMO conventions (related to oil spill prevention, preparedness and response, and to civil liability and compensation) and their transposition into national legislation |                        |   |  |   |
|---|------------------------|---|--|---|
|   | Status of ratification | National legislation that incorporates the Convention | Status of implementation   | Observations/specific actions needed  |
| Prevention  |                        |   |  |   |
| MARPOL 73-78  | Annexes 1-3 & 5        | In progress   | Partly done. Transposition pending   | Cabinet has given approved for Namibia to accede to Annexes 4 and 6. Tabling and subsequent approval by Parliament is expected in Jan/Feb 2020. |
| Preparedness and response   |                        |   |  |   |
| OPRC 90   | Done                   | In progress   | Partly done. National Plan in Place. Port Contingency Plans are under development. |   |
| OPRC-HNS Protocol   | Not done               | In progress   |  | Accession is estimated to be done in 2021.  |
| Liability and compensation  |                        |   |  |   |
| CLC 69  | Not applicable         |   |  |   |
| CLC 92  | Done                   | In progress   |  |   |
| Fund 92   | Done                   | In progress   |  |   |
| Fund Prot. (2003)   | Not done               |   |  | Not a priority for now  |
| Bunker Oil (BUNKER 2001)  | Not done               | In progress   | Accession has been approved by Cabinet. Tabling in Parliament is                   |   |

|                 |          |  |                                    |                                  |
|-----------------|----------|--|------------------------------------|----------------------------------|
|                 |          |  | planned for January/February 2020. |                                  |
| <b>LLMC 76</b>  |          |  |                                    |                                  |
| <b>LLMC 96</b>  | Not done |  |                                    | Accession to be prepared in 2020 |
| <b>HNS 2010</b> |          |  |                                    | Accession to be prepared in 2021 |

| National legislation   |   |   |   |
|--|---|---|---|
| Maritime policies and regulatory framework   | Do maritime policies or strategies exist? What is the responsible entity?   | National Transport Policy 2017<br>National Marine Pollution Contingency Plan 2017   |   |
| Ratification of IMO conventions  | What are the main challenges/obstacles to ratification?   | Lack of coordination  |   |
|  |   | Lack of priority  |   |
|  |   | Lack of legal expertise   | X |
|  |   | Lack of technical expertise   | X |
|  |   | Lack of financial resources   |   |
| Incorporation of IMO conventions   | What is the procedure for incorporating IMO Conventions related to safety, marine pollution, and liability and compensation, into national legislation? | International treaties, once ratified by Namibia, becomes automatically applicable and have force of law in Namibia. This is in line with terms of the Namibian Constitution. |   |
| Incorporation of: <ul style="list-style-type: none"><li>1992 Fund Convention</li><li>Supplementary Fund Protocol</li></ul> | Does the related law identify the national authority responsible for the submission of oil reports?   | National law has not been finalized. However, the Ministry of Works and Transport is responsible for submitting IOPC reports.   |   |



## *II. National Oil Spill Contingency Plan*

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### 1. Development of a National Oil Spill Contingency Plan (NOSCP)

| Document  |  |
|---|--|
| <b>Name of NOSCP</b>  | The National Marine Pollution Contingency Plan   |
| <b>Status of NOSCP</b>  | Finalised and approved   |
| <b>Administrative act of initial approval – Number and date</b>   | Cabinet Decision - 5th/18.04.17/003, 18 April 2017   |
| <b>Date of last approved update</b>   | 18 April 2017  |
| <b>Committee/working group responsible</b>  | National Plan Management Committee   |
| <b>Has the NOSCP been tested? Date and main comments</b>  | August 2019. Transboundary oil spill response exercise (Table-top)   |
| <b>What is the procedure for updating the NOSCP? Does the updated NOSCP have to be formalised through an administrative act (e.g. decree, law ...) for it to be applicable?</b> | Cabinet approval is only required if the update relate to the substantive/high level provisions of the plan. Regular/procedural updates do not require Cabinet approval. |

### 2. Coordination, notification policies and organisation of response

| Organisation of response |
|--------------------------|
|--------------------------|

|   |   |
|---|---|
| Does the NOSCP utilise concepts from the <i>Incident Management System (IMS)</i> ?  | Yes. IMS is the adopted system for organizing a response operation in terms of the National Plan. |
| Is each defined role assigned to a person/function?   | Yes   |
| Are the contact details of the responsible persons contained in an annex?   | Yes   |
| Does the NOSCP incorporate the different preparedness levels (Tiers 1, 2, 3)?   | Yes   |
| <p>Organisation chart:</p> <pre> graph TD     A[CABINET OF THE REPUBLIC OF NAMIBIA] --- B[NATIONAL RISK MANAGEMENT COMMITTEE]     A --- C[MINISTER OF WORKS AND TRANSPORT]     C --- D[MANAGEMENT COMMITTEE]     D --- E[OPERATIONS TEAM]     subgraph F [NATIONAL MARINE POLLUTION CONTINGENCY ORGANIZATION (NMPCO) - CORE]         C         D         E     end </pre> <p><b>NATIONAL PLAN GOVERNANCE STRUCTURE</b></p> <p><b>CABINET OF THE REPUBLIC OF NAMIBIA</b></p> <p><b>NATIONAL RISK MANAGEMENT COMMITTEE</b></p> <p><b>MINISTER OF WORKS AND TRANSPORT</b></p> <p><b>MANAGEMENT COMMITTEE</b></p> <p><b>OPERATIONS TEAM</b></p> <p><b>NATIONAL MARINE POLLUTION CONTINGENCY ORGANIZATION (NMPCO) - CORE</b></p> |   |

|  |  |
|--|--|
|  |  |
| <b>Notification and reporting procedures</b>   |  |
| <b>Are the emergency, notification and follow-up procedures (reports, etc.) well defined? Do they include a template as well as an updated contact list? Yes</b> | Yes                                    |
| <b>Can the NOSCP be activated in case of an oil spill caused by a non-ship source (e.g. offshore platform, pipeline, etc.)?</b>                                  | Yes                                    |
| <b>Coordination with local plans and the industry</b>  |  |
| <b>Are the local plans (port, terminal, etc.) referenced and integrated in the NOSCP?</b>  | Yes. Port plans are under development. |
| <b>Are the contingency plans of oil and gas industry facilities referenced and integrated in the NOSCP?</b>  | Yes                                    |
| <b>Involving the local communities</b>   |  |
| <b>Is the involvement of local communities in case of oil spills and during exercises planned?</b>   | Yes                                    |
| <b>Follow-up and archive; compensation</b>   |  |
| <b>Is there a follow-up plan and archiving system that allows evidence to be stored?</b>   | Yes                                    |
| <b>Are compensation and the procedures for requesting compensation defined and integrated?</b>   | Partly                                 |

### 3. Components of the National Oil Spill Contingency Plan

| Policy on use of dispersants  |   |          |
|---|---|----------|
| Status of the policy on the use of dispersants  | Generally the National Plan provides for usage but this is a high level policy provision. It needs to be beefed up with a separate/dedicate policy and guideline. |          |
| The use of dispersants is considered as (first/second/last option/not an option).                 | Generally – last option   |          |
| State the name of the administrative act which details the policy on use of dispersants.          | None. The National Plan makes provision – in general terms – about the option of using dispersants.   |          |
| Is there a list of approved dispersants?<br>If yes, is it public?                                 | No  |          |
| Is there an approval procedure? If yes, which authority is responsible for this?                  | Ministry of Fisheries and Marine Resources  |          |
| Is the same authority responsible for authorising the use of dispersants in emergency situations? | Yes   |          |
| Is the policy on the use of dispersants included in the NOSCP?                                    | Yes - as a general principle.   |          |
| What are the geographic and bathymetric limits for use of dispersants?                            | Generally 35 metres   |          |
| Is there a stock of dispersants?  | No  |          |
| Location of the storage sites   | No applicable   |          |
| Name  | Owner   | Quantity |
| Sensitivity mapping and risk evaluation   |   |          |
| Sensitivity maps  |   |          |
| Status of sensitivity maps  | Strategic and tactical maps - done  |          |
| Responsible working group/committee   | Done  |          |
| Are sensitivity maps included in the NOSCP?   | Yes   |          |
| Date of validation and last update  | 27 February 2015  |          |

|  |   |
|--|---|
| <b>Does the map cover the whole shoreline?</b>   | Yes   |
| <b>Are the sensitivity maps public?</b>  | Yes   |
| <b>In what format are the sensitivity maps available? Print or digital?</b>  | GIS and PDF   |
| <i>Risk evaluation</i>   |   |
| <b>Does the plan include drift patterns?</b>   | No  |
| <b>Does the NOSCP consider air surveillance in case of an incident (radar, satellite, aircraft, helicopter, etc.)?</b>       | Yes   |
| <b>Does the plan include a risk register and spill scenarios?</b>  | No  |
| <b>Is the Net Environmental Benefit Analysis (NEBA) included in the NOSCP?</b>   | Yes – in general terms  |
| <b>Shoreline evaluation and response plan</b>  |   |
| <b>Status of the shoreline response plan</b>   | No specific plan in place   |
| <b>Which authority is responsible for shoreline response?</b>  | Ministry of Environment and Tourism in conjunction with the Ministry of Works and Transport (National Plan Manager) |
| <b>Date of validation and last update</b>  | Not applicable  |
| <b>Is the shoreline response plan part of the NOSCP?</b>   | No  |
| <b>Does the shoreline response plan incorporate the Shoreline Cleanup and Assessment Technique (SCAT)?</b>                   | No  |
| <b>Can volunteers participate in shoreline response? If yes, is there a volunteer management plan in case of oil spills?</b> | No  |
| <b>Oiled waste management plan</b>   |   |
| <b>Status of the waste management plan</b>   | Not in place  |
| <b>Responsible working group/committee</b>   | Yes   |
| <b>Date of validation and last update</b>  | Not applicable  |

|  |  |
|--|--|
| Is the waste management plan part of the NOSCP?  | No   |
| Does the waste management plan include transport, temporary storage and final disposal of waste? | No   |
| Does the national legislation consider oiled waste as hazardous waste?                           | Yes  |
| What legislative framework regulates waste management at the national level?                     | Environment Management Act 2007  |
| <b>Contingency plan for the safety of oiled wildlife</b>   |  |
| Status of the contingency plan for the protection of oiled wildlife                              | None   |
| Responsible working group/committee  | Yes  |
| Date of validation and last update   | Not applicable   |
| Is the contingency plan for the protection of oiled wildlife part of the NOSCP?                  | Yes. The National Plan requires the development of Wildlife response guidelines. |
| Are there national bodies responsible for this? If yes, which ones?                              | Ministry of Environment and Tourism, Ministry of Fisheries and Marine Resources  |
| Are there cooperation agreements with international specialised organisations?                   | No   |
| <b><i>In-situ</i> burning policy</b>   |  |
| Status of the <i>in-situ</i> burning policy  | None   |
| Responsible working group/committee  | None   |
| Date of validation and last update   | Not applicable   |
| Does the <i>in-situ</i> burning policy form part of the NOSCP?                                   | No   |
| What is the authorization procedure in case of an incident?                                      | None   |
| <b>Other technical elements</b>  |  |

|   |    |
|---|----|
| Does the NOSCP cover preparedness and response in the case of spills of hazardous and noxious substances (HNS)? | No |
|---|----|

### *III. Response equipment, training/exercises and international cooperation*

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#### 1. Transboundary cooperation and international assistance

| Regional agreements  |  |
|--|--|
| What bilateral and/or regional cooperation response mechanisms are included in the NOSCP?                              | The National Plan makes provision for mutual assistance with Angola and South Africa and other states in general terms in the context of OPRC 90, Abidjan Convention, the SADC Protocol on Transport 1981, Communication and Metrology 1996, the Benguela Current Convention 2013, and general bilateral agreements and arrangements concluded with these countries. |
| Are transboundary exercises organised regularly? If yes, how often?  | The 1 <sup>st</sup> transboundary exercise with Angola was organized in August 2019. It is planned to organize at least 1 transboundary exercise per year.   |
| Date of the last transboundary exercise  |  |
| Transboundary transfer of expertise and equipment  |  |
| Are there specific customs and immigration procedures in place to facilitate the import of equipment and/or expertise? | Yes  |
| If yes, what are the procedures?   | In terms of the National Plan, Ministry of Finance will “will be responsible for facilitating expedient clearance (entry and exit) of imported combating equipment and materials during pollution response operations and ensure that, where applicable, customs and excise duties are waived for such equipment and materials.”                                     |

| Assistance mechanisms   |  |
|---|--|
| Does your country participate in cooperation with projects/institutions aimed at improving preparedness and response? If yes, which ones? | Only projects under GIWACAF and IMO.   |
| Is there mutual support between government and industry for the exchange of response equipment?   | Not yet  |
| Are mechanisms for mobilisation and access to public and private international assistance in place?                                       | Namibia does not produce or import any crude oil. Government and industry (almost entirely downstream) cooperate within the context of the National Plan. Such cooperation is mainly between the Port Authority and Oil Industry. When upstream players come in to conduct exploration activities they are required to develop and seek approval of their oil spill contingency plans. |

## 2. Training and exercises

| Training  |  |
|---|--|
| Courses   |  |
| Does the country organise internal training for staff at all levels (based on the needs of the country and in accordance with international standards)? | No. There is currently no capacity for this activity |
| Exercises   |  |
| Does the country organise national exercises (involving local and private sectors) at least once a year?  | Yes  |
| Education   |  |
| Does cooperation with universities to train future experts in environmental management  | Not yet  |



|   |  |
|---|--|
| <b>and the management of industrial and environmental risks exist or is it planned?</b> |  |
|---|--|

### 3. Equipment and national resources

| <b>Response equipment</b>  |  |
|--|--|
| <b>Government: Limited and largely obsolete. Equipment renewal programme planned.</b>                          | <b>Private sector: Various mainly port authority owned.</b>  |
| <b>Centre for storage and maintenance of response equipment</b>  | In place   |
| <b>Planned acquisition of response equipment by the government</b>   | Required equipment for procurement have been identified. Procurement to take place once funds have been sourced. |
| <b>Inventories of public and private response equipment (annexed to the NOSCP)</b>                             | In place   |
| <b>Procedure for the temporary loan of response equipment from the industry, in case of an incident</b>        | Not in place   |
| <b>Crisis control centre (rooms for meetings and communication)</b>  | In place but not suitably equipped   |
| <b>Centre for resources, training and documentation for oil spill preparedness and for response management</b> | In place   |
| <b>Capacity for intervention</b>   |  |

|   |        |
|---|--------|
| In case of TIER 1 <sup>1</sup> oil spills, is there sufficient national oil spill response capacity to enact intervention measures? | Yes    |
| In case of TIER 2 oil spills, is there sufficient national oil spill response capacity to enact intervention measures?              | Yes/No |
| In case of TIER 3 oil spills, is there sufficient national oil spill response capacity to enact intervention measures?              | No     |

#### 4. Communication

| Communication with the media and the public   |     |
|---|-----|
| Are standard procedures in place for communication with the media during exercises and actual incidents?                                    | Yes |
| Is there a practical and strategic training programme on communicating with the media, for decision-makers and other response stakeholders? | No  |

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<sup>1</sup> The definition of tiers 1, 2, 3 varies by country

Updated in November 2019