
MEDITERRANEAN ACTION PLAN (MAP)
REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE
MEDITERRANEAN SEA (REMPEC)

Sub-Regional Workshop
on Hazardous and Noxious Substances (HNS)
Contingency Planning for Arab Speaking Countries

17 – 20 January 2011
Alexandria (Egypt)

REPORT



10 February 2011

EXECUTIVE SUMMARY

The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) in collaboration with the Egyptian Environment Affairs Agency (EEAA) and the Arab Academy for Science, Technology and Maritime Transport, (AASTMT) organised a Sub-Regional Workshop on Hazardous and Noxious Substances (HNS) Contingency Planning for Arab Speaking Countries.

The workshop was financed by the Integrated Technical Cooperation Programme (ITCP) of the International Maritime Organization (IMO) and was held at the premises of AASTMT, in Alexandria, Egypt, between Monday, 17 January 2011 and Thursday, 20 January 2011.

The objectives of the workshop were to facilitate the development of national contingency plans for the response to hazardous and noxious substances (HNS) in the marine environment and the accession and implementation of the OPRC HNS Protocol 2000. It included the IMO Management Level Model Course - "Introduction to the Response to HNS in the Marine Environment".

The workshop was delivered by REMPEC and three international facilitators from the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (CEDRE), the International Tanker Owners Pollution Federation (ITOPF) and Gorton Consultancy Limited (GCL). The facilitators were selected for the involvement in planning and responding to HNS incidents, their expertise and experience.

The course evaluation from the participants showed that the course was very relevant to their work, had greatly increased their understanding of HNS response, would assist them on their return to their normal activities and that they recognised the need to develop their contingency planning and response systems

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INTRODUCTION

1. A Sub-Regional Workshop for government administrators and senior managers from the Arab speaking countries of the Mediterranean, on preparedness for and response to marine HNS spills, was held in Alexandria, Egypt between 17 and 20 January 2011.

2. The workshop was organized as part of the on-going programme of REMPEC's activities aimed at assisting the national authorities of the Mediterranean coastal States to develop their national systems for preparedness for and response to accidental marine pollution. It was financed by the Integrated Technical Cooperation Programme (ITCP) of the International Maritime Organization (IMO) and was held at the premises of the Arab Academy for Science, Technology and Maritime Transport (AASTMT), in Alexandria, Egypt.

3. The training course element of the workshop was based on the IMO Management Level Model Course - "Introduction to the Response to HNS in the Marine Environment". The duration of the seminar was four days. It was aimed at senior administrators from the Arab speaking countries of the Mediterranean with responsibilities related to marine pollution preparedness and response, as well as at senior managers in the petro-chemical sector and shipping/port industries.

4. A previous National Workshop held in Egypt in October 2008 had translated the IMO Management Level Model Course - "Introduction to the Response to HNS in the Marine Environment" into Arabic. One of the recommendations from the 2008 workshop had been to hold a Sub-Regional Workshop for the Arab speaking countries of the Mediterranean using the translated material.

5. Participants attended from Algeria, Egypt, Jordan, Lebanon, Libya, Morocco and Syria. Participants were also invited from Tunisia but they were unable to travel due to the major political event which took place in this country.

6. The workshop formed part of REMPEC's activities aimed at improving the level of awareness and preparation of the national authorities in the field of preparedness and response to accidental marine HNS pollution. Its complementary goal was to review the current HNS response organisation and capabilities in the participating countries including a review of any future assistance that may be required for the establishment of national capabilities to respond to accidental marine HNS pollution caused by sea-based sources.

7. Twenty-three (23) participants attended the workshop from seven countries. The delegation from Tunisia was unable to attend due to the major political event which took place in this country. The list of participants is given in **Annex I**.

8. Three facilitators, with considerable experience at the international level in responding to oil and HNS spills, conducted the workshop. Their mix of experiences and background, especially (and critically) in HNS response, provided the participants with a unique insight into response issues. The facilitators were as follows:

- Dr Franck Laruelle, Technical Team Manager, International Tanker Owners Pollution Federation (ITOPF)
- François Cabioc'h, Head of Emergency Department, Centre of Documentation, Research and Experimentation on Accidental Water Pollution (CEDRE)
- Joe Small, Managing Director, Gorton Consultancy Limited

PROCEEDINGS OF THE WORKSHOP

9. The objectives of the seminar were to guide and assist government officials in developing a National Contingency Plan for Hazardous and Noxious Substances (HNS) incidents.

10. In order to achieve these objectives, REMPEC prepared a seminar programme, which included the IMO Management Level Model Course - "Introduction to the Response to HNS in the Marine Environment" and national individual interviews. The workshop programme and list of presentations can be found in **Annex II**.

- Working Group Exercise

11. Mr Gabino Gonzalez, REMPEC and Joe Small, REMPEC consultant, introduced the participants to a class exercise that was included in their workbooks and CD and which could be exercised when they returned to their home stations. However in order to achieve the objectives of the workshop participants were divided into three groups and presented with a series of questions concerning the preparedness and development of an HNS contingency plan. A copy of these questions and a summary of the workshop responses can be found in **Annex III**.

12. The facilitators were on hand to assist the groups as required. On completion of the exercise a spokesperson was nominated from each group to present their findings.

- National Interviews

13. The opportunity was taken to conduct National Interviews with the participants from each country represented in order to determine the current state of preparedness and planning within their countries in respect of HNS Response. A summary of their answers can be found in **Annex IV**.

14. REMPEC provided each participant with a workbook and a CD containing the following documents:

- Workshop Programme
- Participant List and Contact Details
- Workbook Modules
- Workshop Presentations
- Practical Tools & Databases
- Video of Workshop

15. A full list of the Practical Tools & Databases material contained on the CD can be found in **Annex V**.

EVALUATION OF THE WORKSHOP

16. The seminar was aimed at senior government officials and key industry personnel who would be involved in the development of a national contingency plan for the response to hazardous and noxious substances (HNS) in the marine environment and representatives of those departments, agencies and companies who may be involved in the response to HNS marine incidents.

17. On the last day of the work, the participants were asked to fill in a "Course Evaluation Form" prepared by REMPEC in English and French. These were aimed at obtaining an

assessment of the seminar, but also at gathering suggestions that could be used for planning future training activities.

Feedback Comments

18. A summary of the comments included in the received questionnaires reveals that the participants:

- Considered the sessions were delivered successfully
- Recommend the workshop to their colleagues and concerned agencies
- Noted that the days were intensive and tiring
- Recommended that more days be added to the course
- Seek more discussions on case histories
- Request more time should be dedicated to the exercise
- Noted that the facilities and organisation was very good
- Seek training at different levels for their personnel
- Noted that this will help in preparing their HNS contingency plans
- Wished to see more manuals translated into Arabic
- Wished to see the Workshop material translated into French
- Wished to see a Sub-Regional Agreement for the Mediterranean
- Recommend running workshops in different countries
- Recommend that experts be provided to explore and monitor progress in the field and to assist countries in their efforts
- Wished to visit equipment stockpiles
- Need more details on mathematical models
- Request more detailed and advanced courses in HNS Response

Feedback Summary

19. It can be seen from the above responses that the participants appreciated and valued the workshop content, material and the facilitators. A number of participants indicated that they thought that the course was too short and would like to have focused on more exercises and case histories.

20. All participants agreed that the content of the workshop was related to their actual work and that they were now better equipped as a result of their participation. It is very encouraging that a high percentage indicated that this workshop would allow their organizations to support the development of HNS contingency plans.

CONCLUSIONS AND RECOMMENDATIONS

21. Overall, this workshop was very successful in helping the participants to identify the very specific issues related to HNS marine pollution response and delivered a grounding in HNS contingency planning that can be built upon. The level of responses to the questionnaires indicated that they were now better informed and equipped as a result of their participation.

22. However, in order to build on the lessons learned, the recommendations arising from this workshop are as follows:

- The presence and assistance of REMPEC's OPRC Technical Officer was very valuable and contributed to the success of the workshop
- Regardless of their level of seniority participants should complete the operational level HNS model course before undertaking the managerial level
- Facilitators need to be flexible, knowledgeable and credible, with practical experience of maritime operations, HNS response
- Facilitators need to be selected to complement each others skills
- Consideration should be given to a range of exercise scenarios, possibly involving a collision between two vessels.
- While it is recognized that the IMO HNS Model Course can be run in three days, the integration of the IMO HNS Model Course into a workshop requires at least four days enabling as a minimum half day strictly dedicated to discussions.
- If National Interviews are to be conducted they should take place on additional day.
- The momentum should be maintained in the region with a series of follow-up workshops
- Consideration should be given to running a series of workshops at the operational level of HNS response
- Consideration should be given to running the workshop in an alternative location. Whilst the facilities of the AASTMT are very good there are serious logistical difficulties in travelling to and from Alexandria.

ANNEX I

LIST OF PARTICIPANTS

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ANNEX II

WORKSHOP PROGRAMME



MEDITERRANEAN ACTION PLAN (MAP)

خطة العمل المتوسطية

REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE
MEDITERRANEAN SEA (REMPEC)

مركز الطوارئ الإقليمية للتلوث البحري لحوض البحر الأبيض المتوسط

REGIONAL WORKSHOP ON
HAZARDOUS AND NOXIOUS SUBSTANCES
(HNS)

CONTINGENCY PLANNING

17-20 January 2011

ISC - AASTMT, Alexandria, Egypt

ورشة عمل إقليمية عن

المخاطر والمواد الخطرة والسامة البحرية

المخطط لها

في الفترة (17-20) يناير 2011

بمجمع أحيات إسكندرية

والأكاديمية البحرية شعبة التعليم والتكنولوجيا والبحري

PROGRAMME البرنامج

Day 1	النوم الأول
09h00	Registration التسجيل
09h30	<p>Opening Ceremony حفلة الافتتاح</p> <p>Mr. Gabino Gonzalez (REMPEC) السيد. جابينو جونزاليز (مركز الاستجابة للتلوث في البحر المتوسط)</p> <p>Prof. Eman Siam (AASTMT) ا.د. إيمان صيام (الأكاديمية)</p>
10h00	<p>Workshop introduction (G. Gonzalez) تقديم لورشة العمل (ج. جونزاليز)</p> <p>Introduction and description of the workshop and its objectives. مقدمة ووصف لورشة العمل وأهدافها.</p> <p>Presentation of the lecturers. عرض وتقديم المحاضرات.</p> <p>Presentation of the participants (Role and experience in the field of HNS). عرض وتقديم المشاركين (دور كل مشارك وخبرته في مجال المواد الضارة).</p>
10h30	Coffee Break استراحة لتناول القهوة
11h00	<p>Module 1. Introduction to HNS Response (J. Small) الجزء الأول. مقدمة عن الاستجابة للمواد الخطرة والضارة (جوزيف صمول)</p> <p>Dangers and challenges of an HNS Spill. مخاطر وتحديات انسكاب المواد الخطرة والضارة.</p> <p>HNS Response: organisation and steps. الاستجابة للمواد الخطرة والضارة: التنظيم والخطوات.</p>
11h45	<p>Module 2. International Legislation (F. Laruelle) الجزء الثاني. التشريعات الدولية (فرانك لارويل)</p> <p>International Legislation, Codes of Practice, Compensation & Liability Regime. التشريعات الدولية. قوانين الممارسة. نظام التعويض والمسؤولية.</p>
12h30	Lunch استراحة الغداء
13h45	<p>Module 3. Chemical Substances (F. Cabioch) الجزء الثالث. المواد الكيميائية (فرانسوا كابيو)</p> <p>Toxic and environmental effects of HNS. التأثيرات البيئية والسامة للمواد الخطرة والضارة.</p>
14h30	Coffee Break استراحة لتناول القهوة
15h00	<p>Module 4. HNS Transportation (J. Small) الجزء الرابع. نقل المواد الخطرة والضارة (جوزيف صمول)</p> <p>Modes of HNS transport, carriage regulations and guidance. أساليب النقل. قوانين وإرشادات النقل.</p> <p>Types of accidents and hazards. أنواع الحوادث والمخاطر.</p> <p>Use of IMDG Code and Supplements. استخدام قانون وملحقات نقل وتسويق البضائع "أي إم دي جي".</p> <p>Class Exercise. تمرينات فصلية.</p>
17h00	End of the Day 1 نهاية اليوم الأول

in collaboration with بالتعاون مع



Day 2		اليوم الثاني
09h00	Module 5. Response - Section A (F. Laruelle) Key Components of an Emergency Response System.	الجزء الخامس. الاستجابة . القسم أ (فرانك لارويل) مكونات نظام الاستجابة الطارئة.
09h30	Module 5. Response - Section B (F. Laruelle) Response Organisation.	الجزء الخامس. الاستجابة . القسم ب (فرانك لارويل) تنظيم الاستجابة.
10h00	Module 5. Response - Section C (J. Small) Response Methods – Vessels.	الجزء الخامس. الاستجابة . القسم ج (جوزيف صمول) طرق الاستجابة - الحاويات.
10h30	Coffee Break	استراحة لتناول القهوة
11h00	Module 5. Response - Section D (F. Cabioch) Response Methods – HNS Releases.	الجزء الخامس. الاستجابة . القسم د (فرانسوا كابيوي) طرق الاستجابة . انسكاب/تسرب المواد الخطرة والضارة.
12h00	Module 5. Response - Section E (J. Small) Health and Safety.	الجزء الخامس. الاستجابة . القسم هـ (جوزيف صمول) الصحة والسلامة.
2h45	Lunch	استراحة الغداء
14h00	Module 5. Response - Section F (F. Cabioch) Decontamination.	الجزء الخامس. الاستجابة . القسم و (فرانسوا كابيوي) إزالة التلوث.
14h20	Module 5. Response - Section G (F. Cabioch) Disposal.	الجزء الخامس. الاستجابة . القسم ز (فرانسوا كابيوي) طريقة التخلص.
14h40	Module 5. Response - Section H (F. Laruelle) Post Operational Activity	الجزء الخامس. الاستجابة . القسم ح (فرانك لارويل) نشاط ما بعد الإجراءات.
15h00	Module 6. Media Awareness (J. Small)	الجزء السادس. الوعي الإعلامي . (جيه . صمول)
15h30	Coffee Break	استراحة لتناول القهوة
16h00	Module 7. Contingency Planning (F. Laruelle) Class discussion.	الجزء السابع. التخطيط للطوارئ (فرانك لارويل) مناقشة فصلية.
17h00	End of the Day 2	نهاية اليوم الثاني
Day 3		اليوم الثالث
09h00	Existing National System: The UK National System (J. Small) An overview of the UK national system to respond to HNS incidents.	النظام الدولي القائم : نظام المملكة المتحدة المحلي . (جوزيف صمول) عرض عام لنظام المملكة المتحدة المحلي للاستجابة لحوادث انسكاب المواد الخطرة والضارة.
09h30	Existing National System: The French National System (F. Cabioch) An overview of the French national system to respond to HNS incidents.	النظام الدولي القائم : نظام فرنسا المحلي (فرانسوا كابيوي) عرض عام لنظام فرنسا المحلي للاستجابة لحوادث انسكاب المواد الخطرة والضارة.
10h00	National/Expert face to face interviews introduction Each country will be invited to discuss with a lecturer, in individual interviews about preparedness and response to HNS pollution in their respective countries.	مقدمة لمقابلات وجهًا لوجه مع خبراء محليين سيتم دعوة كل دولة للقيام بالمناقشة والحديث مع أحد المحاضرين بشأن الاستعداد والاستجابة للتلوث بانسكاب المواد الخطرة في بلدهم.
10h30	Coffee Break	استراحة لتناول القهوة
11h00	National interview Algeria, Egypt, Jordan	مقابلة محلية الجزائر ، مصر ، الأردن
11h45	National interview Lebanon, Libya, Morocco	مقابلة محلية لبنان ، ليبيا ، المغرب
12h30	Lunch	استراحة الغداء
14h00	National interview Syria, Tunisia	مقابلة محلية سوريا ، تونس
14h45	Introduction to an organization of the Chemical Spill Exercise Participants will be provided with the scenario and the relevant material which will be reviewed by the participants during this session aimed at familiarizing the participants with the exercise.	مقدمة وتنظيم التدريب على أنسكاب المواد الكيميائية سيتم إمداد المشاركين بالسيناريو وبالمواد المتعلقة التي سيقوم المشاركون بمراجعتها أثناء الجلسة بحيث يكون التمرين مألوفًا لديهم.
15h30	Coffee Break	استراحة لتناول القهوة
16h00	Chemical Spill Exercise	تمرين لحالة انسكاب مادة كيميائية
17h00	End of Day 3	نهاية اليوم الثالث

Day 4		اليوم الرابع
09h00	Chemical Spill Exercise	تمرين لحالة انسكاب مادة كيميائية
10h00	Exercise Debrief preparation Each group will prepare their debriefing to be presented in the following debriefing session.	اعداد ملخص التمرين تقوم كل مجموعة باعداد ملخص بحيث تقوم بتقديمه في جلسة المناقشات
10h30	<i>Coffee Break</i>	استراحة لتناول القهوة
11h00	Exercise Debrief Each group reports on the approach taken by the group to respond to the incident (15 min each); Lecturers evaluate and comment the approach taken by the different groups (15 min).	ملخص التمرين ستفيد كل مجموعة بالطريقة التي تبنتها للاستجابة للحادث (15 دقيقة لكل مجموعة)؛ سيقوم المحاضرون بتقييم كل طريقة تبنتها كل مجموعة والتعليق عليها (15 دقيقة).
12h00	Module 8. Case Histories (F. Laruelle, J. Small and F. Cabioc'h) Class Discussion.	الجزء الثامن. دراسة حالة . (جوزيف صمول) ، (فرانك لأرويل) ، (فرانسوا كاييو) مناقشة فصلية
12h30	<i>Lunch</i>	استراحة الغداء
14h00	National interview debrief The team of lecturers will provide an overview on the current level of preparedness and response to HNS pollution from general point of view.	ملخص المقابلات المحلية يقوم فريق المحاضرين بإلقاء ملخص موجز عن مستوى الاستعداد والاستجابة للتلوث بالمواد الخطرة والضارة من وجهة نظر عامة
14h30	Conclusion and Recommendation	الاستنتاجات والتوصيات
15h00	<i>Coffee Break</i>	استراحة لتناول القهوة
15h30	Closing Ceremony	حفلة الختام
16h00	End of the Workshop	نهاية ورشة العمل

ANNEX III

WORKING GROUP EXERCISE

Exercise Tasks – Phase 1.

The workshop was split into groups and asked to consider, based on the information provided, what were the resources at risk, environmentally and economically in the area depicted on the chart.

Once the groups had had sufficient time to consider the questions and to work together to produce a response the workshop reconvened. Each task and question was considered in turn and a nominated spokesperson from each group contributed their considerations. These were debated by the workshop and the answers summarized.

Exercise Tasks – Phase 2

The workshop was split again, into the same teams, and provided with a series of exercise injects. The teams were playing the role of the responsible authority for the area and were asked a series of challenging questions as the incident unfolded. Information was made available to the teams, as they asked for it.

Once the groups had had sufficient time to consider the questions and to work together to produce a response the workshop reconvened. Each task and question was considered in turn and a nominated spokesperson from each group contributed their considerations. These were debated by the workshop and the answers summarized.

All the exercise information was made available to the participants to replay this scenario once back in their home countries.

NATIONAL INTERVIEWS

The opportunity was taken to conduct National Interviews with the participants from each country represented in order to determine the current state of preparedness and planning within their countries in respect of HNS Response.

A summary of their answers can be found in **Annex IV**.

ANNEX IV

SUMMARY OF NATIONAL INTERVIEWS

**MEDITERRANEAN ACTION PLAN (MAP)
REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE MEDITERRANEAN SEA (REMPEC)**

**SUB-REGIONAL WORKSHOP
ON HAZARDOUS AND NOXIOUS SUBSTANCES (HNS)
CONTINGENCY PLANNING
FOR ARAB SPEAKING COUNTRIES**

17-20 January 2011
ISC – AASTMT, Alexandria, Egypt

QUESTIONNAIRE

The objective of the interview is to obtain an overview of the national level of preparedness and response to Hazardous and Noxious Substances spills. Each delegation will be requested to provide the questionnaire completed during the workshop. With a view to achieving the objectives of the interviews, a preparation phase has to be carried out by each country. Therefore it is expected from the OPRC Focal Points that they liaise with the relevant competent authorities who would be involved in responding to an HNS spill, in order to facilitate the gathering of information requested in the attached questionnaire. It has also to be outlined that any sensitive information collected will not be made available to the public government [without any pre-authorization], should this be requested by your. The information is mainly requested for the purpose of the workshop and to ensuring a comprehensive picture of the current situation, both at national and regional level.

With a view to make the best use of the allocated time for the interviews and to enable the nominated representatives to benefit from the experience of the consultant, it is expected that the attached questionnaire will be filled-in prior to the Workshop. The consultants will lead the discussion based on the questionnaire filled-in which is expected to be provided to REMPEC (rempec@rempec.org), and to the nominated representatives, readying in copy, **no later than 10 January 2011** to enable the consultants to study them prior to the interviews.

Country Name:	Delegation Names:
Algeria	Salim Derrar, Tahar Belasse, Khemissi Rachi
Egypt	Dr Manal Samy Farag, Mr Mahmoud Abd El-Aziz Elasiony, Mr Saad Elzamel
Jordan	Eng. Alashaal Mohammad, Dr Melkawi Derar, Eng. Almajali Badi
Lebanon	Mr Samih Wehbe, Mr Eli Eid
Libya	Mr. Mohamed El Gamezi, Mr. Abduladim Ballug, Mr. Hussein Ali Mohamed Hussein – See Note 1 below.
Morocco	M. Mohammed Salim Cheikh, M. Jlal Zghari, M. Ahmida Benmessaoud –
Syria	R.Adm. Ghazi Hamdan, Eng. Ali Dayoub, Eng.Hussien Shahadeh
Tunisia	See Note 2 below.

Note 1: The Libyan delegation advised that they have completed their questionnaire and forwarded it to their Ministry for approval to despatch to REMPEC. Details will be issued when permission is being granted to submit the questionnaire.

Note 2.: The Tunisian questionnaire was returned electronically as their delegation did not attend the Workshop. Their response has therefore not been checked.

1. HNS Competent Authority

(i.e. Government Authority which has the overall lead responsibility for establishing arrangements to deal with HNS spills from ships and to which routine requests for advice or information should be directed.).

	Organisation:	Contact Name:	Address:	Contact Number:	Fax Number:	Email:	Emergency 24hr Contact Number:	Same as for oil spills?
Algeria	Comité National Telbahr (Polmar) Ministère de l'Aménagement du Territoire et de l'Environnement	Farid Nezzarra	Rue des quatre canons, Alger	+213 21 43 28 67	+213 21 43 28 67	Farid_nezzar@yahoo.fr	+213 661 53 36 00	Yes
Egypt	Egyptian Environmental Affairs Agency	Dr Mawaheb Abdel Moneim Abou El-Azm	30 Misr Helwan El-zyrae Road, Maadi, Cairo, Egypt	+202 25256491	+202 25256494	Cor_eeaa@yahoo.com	+202 25256492	Yes
Jordan	Aqaba Special Economic Zone – Environmental Department	Dr Almaghrabi Saleem, commissioner of environment	Aqaba Jordan	+962 9 9997212	+962 3 2091070	info@aseza.jo	+962 3 2091000	Yes
Lebanon	Ministry of Environment	Mr Samih Wehbe	Service of Regional Departments and Environmental Police Lazarieh Centre 8 th Floor, Block A-4 New PO Box 11 2727 Beirut	+961 (1) 976 555 ext 437	+961 (1) 976 512	s.wehbe@moe.gov.lb		Yes
Libya	See Note 1 on Page 2.							

Morocco	Ministry of Environment	Mohammed Dahhou	Service des stratégies d'intervention, Secrétariat d'Etat auprès du Ministère de l'énergie, des mines de l'eau et de l'environnement, Chargé de l'eau et de l'environnement Secteur 16 Avenue El Araar No. 9 hay Ryad, Rabat	+ 212 537 5706 01	+ 212 537 5705 88	mohamed.dahhou@laposte.net	+212 673 08 17 29	Yes
Syria	General Directorate of ports	Marine Anti pollution department General Director telegraph first name on list Through 45 monitoring points	Syria- Lattakia – Al Gazair – st- P.O.B 505	+963 41 473816-472593	+963 41 475805	danco@net.sy	+963 41 473333	Yes
Tunisia (1)	Ministère du Transport		Avenue 7 NOV 1987 2035 Tunis	71772110		mtr@ministères.tn	00216801003 04	Yes
Tunisia (2)	Ministère de l'Environnement et du Développement Durable		Boulevard de la Terre Centre Urbain Nord 1080 Tunis	70728644	70728655	boc@mineat.gov.tn	00216801003 04	Yes

2. Spill Notification Point

(i.e. contact details for the government authority officially designated for the receipt and processing of reports of HNS incidents from ships.).

If not the same as above:

	Organisation:	Contact Name:	Address:	Contact Number:	Fax Number:	Email:	Emergency 24hr Contact Number:
Algeria		Rachi Kemissi, commandant de l'Unité territoriale d'Oran (Service National de Gardes Côtes)		+213 21 43 01 78	+213 21 43 71 08	mrocalgiers@mdn.dz	+213 21 43 01 78
Egypt	Egyptian Environmental Affairs Agency	Cpt Mahmoud Ismail / Ahmed Sheta	Disaster Department				
Jordan	Same as section 1						
Lebanon	Director General of Land and Maritime Transport, Ministry of Transport, Directorate General of Land and Maritime Transport	Eng. Abdel Hafeez Kayssi	Starco Building 3 rd Floor Beirut	+961 (1) 371 644 / 645	+961 (1) 371 647		+961 (3) 312 385
Libya	See Note 1 on Page 2.						
Morocco	As Section 1.						
Syria		Eng. Ali Dayoub				Ali1dayoub@gmail.com	+963 41 473333
Tunisia	As Section 1.						

3. Conventions

	Has your country ratified the:			
	OPRC Convention	OPRC-HNS Protocol	HNS Fund Convention 1996	2010 (Protocol)
Algeria	Yes	Not Yet	Not Yet	Not Yet
Egypt	Yes		Not Yet	
Jordan	OPRC 90 was ratified in 2000	No, but under progress	No	No
Lebanon	Yes	Not yet (no plan)	No	No
Libya	See Note 1 on Page 2.			
Morocco	Yes	No	Yes	No
Syria	Yes	Yes 1995	Yes	No
Tunisia	Yes	No	No	No

	If not, has the been any progress towards ratification?	Are there bilateral / multilateral agreements in place to provide assistance in the event of a spill of HNS?
Algeria	No recent information. Ratification handled by the Ministry of Foreign Affairs	No. Only in case of oil pollution (Sub-regional cooperation agreement (Algeria, Morocco and Tunisia) currently chaired by Tunisia
Egypt	No progress. Egypt is not a member of the IOPC Fund but Cpt Ismail would like the HNS Convention to be ratified. The reason for waiting is that Egypt would like to be ready to respond and have OPRC HNS fully implemented before ratifying the Fund	No. There are agreements with Cyprus and Israel for oil but not for HNS
Jordan	Yes, under progress	NA at the moment
Lebanon	Not yet, after the workshop will consider their adoption	No
Libya	See Note 1 on Page 2.	
Morocco	HNS Protocol 2010 currently in process of ratification	Sub-regional cooperation agreement (Algeria, Morocco and Tunisia) Cooperation agreement (1990) for the protection against pollution of coast and waters in the North and East Atlantic
Syria	We haven't text of the protocol 2010 Amendments available on web mentioned. Lack of understanding of the reasons why the HNS fund 1996 never entered into force. The main reasons were given	No
Tunisia	Under study	No

4. Response Arrangements

	Is there a National Contingency Plan for HNS incidents?	Is this an extension of the oil spill contingency plan, or is it a separate document?	Are there Regional / Local Contingency plans for HNS? (If so, give details)
Algeria	Currently under finalization: Plan National TELBAHR	Part of the National Plan for prevention from and response to marine pollution TELBAHR	Local plan under finalization: Local Plan TELBAHR (14 maritime facade) Regional plan under development : Regional Plan TELBAHR (3 regions : West, Central and East)
Egypt	No	Will be an extension of NOSCP. EEAA is working on it and plans to set up HNS Response Teams (as discussed during our meeting with them)	No. OPRC HNS requirements have no been transposed into National Law yet
Jordan	No	No	No, there is a general National Contingency Plan
Lebanon	No, Lebanon has no National Contingency Plan and will request the support of REMPEC / IMO to support activities for the development of the NCP which would cover both Oil and HNS incidents	See previous	HNS terminal in Ports – Beirut (Daora) Import of Gasoline, diesel, jet fuel, Asphalt and Xylene Current work: MoE requests terminals to have a local contingency plan
Libya	See Note 1 on Page 2.		
Morocco	Yes – Decret 1996 related to preparedness and response to accidental marine pollution	The same document deals in general of accidental marine pollution	
Syria	There is a national contingency plan for pollution by oil and other harmful substances	It's an extension of the oil spill contingency plan	No. But underway preparing At what stage of preparation? Risk assessment...? Have the requirements for such plans been integrated in national legislation? There is a permanent committee in charge of recording hns quantities moved but so far it only concerns packaged goods. The process of preparing regional/local cp for hns is at an early stage.
Tunisia	Yes	Yes	No

5. Contracted Relevant Organisations

	Is the National Authority the “technical expert” for HNS, or is this function contracted to a third party?	Emergency Response Organisations (who would manage / carry out spill response?)	On-site monitoring organisations	Modelling support organisations	Laboratories
Algeria	L'Autorité Nationale est représentée par le Ministère de l'Environnement, président du Comité national TELBAHR de prévention et de lutte contre les pollutions marines et qui est constitué par les différents ministères et fait appel à des organisme spécialisés en cas d'incidents.	<ul style="list-style-type: none"> - Ministère de l'Environnement (Comité TELBAHR) : président - Ministère de la Défense Nationale (Service National des Gardes Cotes) : autorité opérationnelle mer - Ministère de l'Intérieur (Protection Civile) : autorité opérationnelle Terre 	<ul style="list-style-type: none"> - Ministère de l'Environnement (Comité TELBAHR) - Ministère de la Défense Nationale (Service National des Gardes Cotes) - Ministère de l'Intérieur (Protection Civile) <p>At regional level: the The lead is taken by the maritime facade commander At local level, the lead is taken by the Préfet of the Wali</p>	L'Institut des Sciences de la Mer et de l'Aménagement du Littoral (ISMAL) L'Office Nationale de Météorologie (ONM) Laboratoire et des Etudes maritimes (LEM)	Laboratoire et des Etudes maritimes (LEM) : tous types d'analyse Office Nationale de l'Environnement et du Développement Durable (ONEDD) Compagnie pétrolière Sonatrach
Egypt	Experts with Hazardous Substances would be from the Chemical Industry / National Institutes and Universities, the National Research Centre	Egyptian Environmental Affairs Agency (EEAA)	EEAA in collaboration with the Egyptian Navy and Port Authority. EEAA has laboratory capacities in Cairo. Egyptian Navy would deal with the salvage aspects.	AAST Arab Academy for Science, Technology and Maritime Transport (modelling of oil products) Weather Forecast: EEAA Disaster Department Fisheries Department can provide Oceanographic / Atmospheric data but not modelling capacities	AAST EEAA lab capacities in Cairo and Alexandria (Faculty of Engineering)
Jordan	National Authority is the technical expert	Aqaba Special Economic Zone – Environment Department through Aqaba Port Coporation / Prince Hamzeh Oil Spill Centre	Aqaba Special Economic Zone – Environment Department Jordan Maritime Authority Port Authority – Prince Hamzeh Oil Spill Centre	Ministry of Environment Aqaba Development Company (ADC) Ministry of Transport	The Royal Scientific Society of Jordan in Amman

			Jordan Royal Navy		
Lebanon	No sub-contract Knowledge on HNS available at the National Scientific Research Centre, the Ministry of Energy of Water Private Sector – 5 response companies exist in the country, however no expertise is really available for HNS response	No organisation in place, see comment on the development if the plan. Navy group indicated that they had 2 experts with HNS knowledge	The monitoring is performed only by sampling Inspector from Ministry of Energy and Water – Directorate of oil No Organization No one designated to do the test Company hired to inspect only for Benzene and fuel oil	National Research Institute related to Council of Ministers (Meteo or Oceanography) External response Gounieh Centre and Batreum Centre	Lebanese American University National Research Centre
Libya	See Note 1 on Page 2.				
Morocco	The authority use external expertise in a case by case basis (Cedre/REMPEC, etc...)	Envrionment department (National Coordinator) Navy: Response at sea Civil Protection: Shoreline response	Local Authority (Governor/Wali)	Direction de la Météorologie National	INRH- Institut National de Recherche Halieutiques Gendarmerie Royale
Syria	National authority Any specific Institute / Research Centre on the domain? National Institute for Maritime Research	NATIONAL AUTHORITY, General Directorate of ports - Marine Anti pollution department Under which Ministry? Ministry of Transport with participation of the following agencies: Ministry of oil: Syrian Company for oil transport (SCOT) Ministry of Environment	As above with assistance of other related sides Which sides? Institutes? State or private? Navy for marine aspects.	Coast guard, Navy, fishing and pleasure boats, any person Which models? Nationals or from International organisations? Ministry of Environment: trajectory model from Cyprus University Air / water plume modelling need to be developed	With assistance of the higher institute for Maritime research
Tunisia	National Authority is considered the technical expert. External assistance is also considered	Ministère de l'environnement et du développement durable	Ministère de l'environnement et du développement durable a travers l'agence nationale de protection de l'environnement	No	Centre international de technologie de l'environnement de Tunis Laboratoire centrale Plusieurs autres laboratoires prives et publiques

6. Equipment available for HNS incident response

	A general indication of the types and amounts of response equipment and materials available (including vessels, health and safety and monitoring equipment) from both government agencies and private companies within the country. This also includes internationally available oil industry spill response resources.
Algeria	No specific equipment available as yet
Egypt	Tugs and salvage boats in the public sector (Egyptian Navy) PPE – the Chemical Industry expected to have capacities (nothing available in public sector) Fire Fighting – Civil Defense (Ministry of Interior) would be in charge
Jordan	Specialized centre for oil spills can deal with 250 tons of oil spill with storage & treatment ability, this centre is also provided with two specialized oil spill boats and booms of 4500 metre length and 180 tons of oil skimmers to deal with different types of oil spills
Lebanon	Terminal do not have equipment Not available in the Country – no specialized HNS response PPE, no monitoring equipment Available: Tugs from private sector in each port
Libya	See Note 1 on Page 2.
Morocco	Monitoring equipment (Vessels and aircraft): Marine Royale, Gendarmerie Royale, Force Royale Air
Syria	The COMBATING OF OIL POLLUTION EQUIPMENTS ARE AVAILABLE FROM THE PUBLIC SECTOR ONLY (General Directorate of Ports & Syrian company for oil transport (SCOT), Inflatable booms- skimmers- boats- oil dispersant- oil absorbents, Oil spill response equipment mainly. Any monitors / detectors / High protection PPE?, Vessels? Fire fighting... Helicopters? Navy? Civil security? Chemical Industry do not have PPE? Vessels would be provided by the General Directorate of Ports, Helicopters by the Navy, but the GD of Ports is planning to purchase helicopter(s)
Tunisia	

7. History/experience

	Has there been any experience of ship-source HNS related incidents? If so, how did the response arrangements work?
Algeria	No
Egypt	A case involving Sulphuric Acid in 2008 (don't have much details about it) A land base incident involving Phosphorus
Jordan	Ben Gas had an incident in July 2006 where a LPG tanker caught fire & small quantities of LPG were lost to the sea
Lebanon	Small HNS incidents: Pamica, 3500t in 2003 capacity – spilled chemical
Libya	See Note 1 on Page 2.
Morocco	Phosphoric Acide
Syria	None
Tunisia	No

8. Information

	Can you indicate the ten products most frequently transported in your ports (import / export) with quantity estimation and the name of the concerned ports?
Algeria	<p>There are 13 commercial port in Algeria – Three of them export oil (Arzew, Bejaia et Skikda). Most frequently transported products in the Algerian ports (Import /Export) in 2009 : (Petroleum products, gaseous hydrocarbons, fuels, solid minerals, ores and metallurgical products, minerals, fertilizers & chemicals, agricultural products & food) In tons: Port d'Alger/Dellys (2 995 282/1 103 720), port Annaba (479 743/-),Port d'Arzew (1 396 480/56 551 792), port de Bejaia (1 122 455 /7 765 594), port de Djen Djen (212 871 /-), port de Ghazaouet (125 939 /-), port de Mostaganem (118 241 /-), port d'Oran (193 066 / 17 595), port de Skikda (1 152 030 / 18 477 507) et port de Ténès (5 383 /-).</p>
Egypt	<p>Export: 1. Sulphuric Acid (Liquid – in bulk), 2. Ammonium Nitrate (Dry – in bulk) Import: 1. Methanol, 2. Phosphoric Acid, 3. Butyl Acetate, 4. Xylene, 5. Sulphur, 6. Vinyl Acetate, 7. Butanol, 8. Iso Propyl, 9. Mono Ethylene Glycol, 10. Di Ethel Hexanal, 11. Sodium Hydroxide, 12. Venyl Ethyl Ketone (All liquid – in bulk) Main Ports: Alexandria (3 ports), Port Said, Suez, Aim Sokhna, Damietta (Dumyat)</p>
Jordan	<p>Jordan has only one port – Aqaba Port Most frequently transported products are: 1. Rock Phosphate (export) – approx 3.5m tons / year, 2. Crude Oil – approx 3.5m tons / year, 3. Refined oil products – approx 1.8m tons / year, 4. LPG, 5. Chemicals (limited quantities) 6. Bromine Products (Potassium, Potassium Hydroxide), 7. Mineral Oil, 8. Vegetable Oil, 9. Sulphur, 10. Phosphoric Acid. The above does not include DG in transit.</p>
Lebanon	<p>List of chemicals available for some terminals Request was made – Mr Samih Wehbe will provide by email</p>
Libya	<p>See Note 1 on Page 2.</p>
Morocco	<p>Translation required of PDF</p>
Syria	<p>- Liquefied gases lpg/lng – fertilizers, acides, peroxides, pesticides, polymers- nitro compounds, hydrocarbons products, caustic soda, solvents - no measured quantity data available, - main ports are Lattakia & Tartous (import & export)</p>
Tunisia	

9. Other Comments

	Any Other Comments?
Algeria	
Egypt	65% of the Egyptian Industry located in Alexandria (80% is Petroleum related) Chemical databases / statistics have been established in collaboration with other ministries
Jordan	In case of any hazards, the General Contingency Plan will be activated, bodies involved, such as the following ministries (interior, health, environment, defence & transport etc.
Lebanon	
Libya	See Note 1 on Page 2.
Morocco	
Syria	We need for more experience to prepare contingency plan to response to accidents by HNS Main improvements are felt to be necessary with respect to the response capacities and modelling capacities
Tunisia	

ANNEX V

SUMMARY OF HANDOUT MATERIAL

LEGAL INSTRUMENTS

[HNS CONVENTION](#)



The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS Convention) aims to ensure adequate, prompt and effective compensation for damage to persons and property, costs of clean up and reinstatement measures and economic losses resulting from the maritime transport of hazardous and noxious substances (HNS). This document presents the latest amendments to the Convention and summarises its content.

The International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS Convention) aims to ensure adequate, prompt and effective compensation for damage to persons and property, costs of clean up and reinstatement measures and economic losses resulting from the maritime transport of hazardous and noxious substances (HNS). This document presents the latest amendments to the Convention and summarises its content.

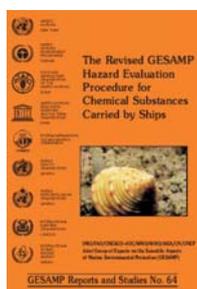


[PROTOCOL CONCERNING COOPERATION IN PREVENTING POLLUTION FROM SHIPS AND, IN CASES OF EMERGENCY, COMBATING POLLUTION OF THE MEDITERRANEAN SEA](#)

The Protocol Concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea is the legal framework within which regional cooperation in the Mediterranean region in the fields of prevention of and response to marine pollution is developing. The Protocol was adopted on 25 January 2002 in Malta and entered into force on 17 March 2004.

TOOLS & DATABASES

[The Revised GESAMP Hazard Evaluation Procedure for Chemical Substances Carried by Ships](#)



1. GESAMP is an advisory body consisting of specialized experts nominated by the Sponsoring Agencies (IMO, FAO, UNESCO-IOC, WMO, WHO, IAEA, UN, UNEP). Its principal task is to provide scientific advice concerning the prevention, reduction and control of the degradation of the marine environment to the Sponsoring Agencies.
2. This report is available in English only from any of the Sponsoring Agencies.
3. GESAMP wishes to draw attention to the fact that the hazard evaluation rationale was developed for the particular purpose of the development and implementation of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). The guidance on hazard evaluation contained in this publication is therefore intended primarily to be used for that purpose. However, although it should not normally be used out of context, this guidance (or elements thereof) may be found to be useful for other hazard evaluation purposes provided the limitations and restrictions imposed upon such guidance by the hazard assessment rationale, as well as any associated risks, are fully appreciated.

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[GESAMP/EHS Composite List, GESAMP Hazard Profile](#)



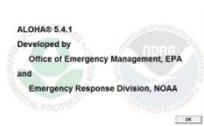
[MIDSIS-TROCS](#)

The Mediterranean Integrated Decision Support Information System (MIDSIS-TROCS) version 2.0, is an information support system based on TROCS 2001 database, developed by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) in collaboration with Malta University Services (MUS). It has been produced within the framework of the Mediterranean Action Plan with a view to providing the Mediterranean coastal States with a decision-support tool. It is aimed at assisting REMPEC's Operational Focal Points in the decision making process when dealing with marine pollution emergencies caused by releases of hazardous and noxious substances (HNS), as well as by certain crude and refined oils.



[ERICards](#)

The CEFIC Emergency Response Intervention Cards (ERICards or ERIC's) provide guidance on initial actions for fire crews when they first arrive at the scene of a chemical transport accident without having appropriate and reliable product specific emergency information at hand. For more details consult [the Ericard manual](#).



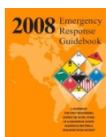
[ALOHA](#)

ALOHA (Areal Locations of Hazardous Atmospheres) is a computer program designed especially for use by people responding to chemical releases, as well as for emergency planning and training. For more details consult the [ALOHA manual](#).



[CAMEO](#)

CAMEO is a suite of software programs you can use to plan for and respond to chemical emergencies. It was developed for chemical emergency planners and responders by the CAMEO team. For more details consult the [CAMEO manual](#).



[ERG 2008](#)

The 2008 Emergency Response Guidebook (ERG2008) is primarily a guide to aid first responders in quickly identifying the specific or generic hazards of the material(s) involved in the incident, and protecting themselves and the general public during the initial response phase of the incident.



[Conversion Calculator](#)

A powerful conversion tool with responder specific categories, such as Volume to Weight and Application Rates, in addition to hundreds of standard units

REMPEC Regional Information System - Part D - Operational guides and technical documents – [More Available on REMPEC's Website](#)



[Prevention and Emergency Protocol](#) (Arabic, English, French and Spanish version)

Protocol concerning cooperation in preventing pollution from ships and, in cases of emergency, combating pollution of the Mediterranean Sea

[Guide for combating accidental Marine Pollution in the Mediterranean](#)

The guidelines are aimed at providing a general overview in the field of preparedness and response. Details are given on the various elements to be considered by governments when preparing and dealing with oil spill incidents. The document description of contingency plans, response methods, notifications procedures, etc....

[The Significance of a Material Safety Data Sheet](#)

This technical document is intended to provide response personnel and other interested parties with an explanation of the basic terminology and definitions contained in a data sheet.

[Personal protective equipment and monitoring devices for maritime chemical emergencies](#)

The purpose of this document is to provide background information on the various aspects to consider in the acquisition of personal protection equipment and to provide those in charge of response operations with the necessary information for the selection of the appropriate equipment in relation to the conditions and hazards encountered in a hazardous material spilled.

[Theory and practice of foams in chemical spill response](#)

The main body of the document is a synopsis of the subject matter and is aimed at providing those involved in response operations with background information on the various technicalities associated with the use of foam as a response method.

[Risks of gaseous releases resulting from maritime incidents](#)

The primary purpose of this document is to provide emergency planning personnel within the competent authorities responsible for combating accidental pollution, with informative background on the issues related to this topic and it is intended for those response personnel, in particular decision-makers, who have a basic maritime and technical background.

[Practical Guide for Marine Chemical Spills](#)

The guide contains response options presented in decision-tree format which are reinforced by tables, matrices and diagrams, some of which represent actual experiences at marine incident sites. The decision-trees are based on the behaviour classification system for chemicals spilled at sea which is a scheme accepted by the International Maritime Organization and other regional arrangements for combating accidental marine pollution.

[IMO/IPECA Guidelines – More available on IPECA online Library](#)



[A Guide to Contingency Planning for Oil Spills on Water \(Arabic Version\) \(English Version\)](#)

While the environmental priority for all tanker operations is the prevention of oil spills, it is recognized that marine spills are a factor for which management must plan. This report describes the elements of the contingency planning process and stresses the importance of cooperative activity between industry and government.

[IMO/IPECA Oil Spill Report Series - Guide to Oil Spill Exercise Planning \(Arabic Version\) \(English Version\) \(French Version\)](#)

This report has been designed to guide all those in government or industry who are faced with the responsibility of developing and managing oil spill response exercises. A series of case studies provide examples of such exercises, as carried out by many IPECA member companies.

[IPECA / ITOPF Briefing Paper Series - Oil Spill Compensation \(English version\) \(French Version\)](#)

The purpose of this Guide, which has been recently updated, is to provide a summary of the fundamental features of the two Conventions, and to provide a basis on which tanker owners, oil companies and other interested parties can promote their ratification by all coastal States. The Guide comprises an explanatory text and a series of answers to commonly asked questions.

[Choosing Spill Options to Minimize Damage: Net Environmental Benefit Analysis](#)

[\(English version\)](#) [\(French version\)](#)

Once oil has been spilled, urgent decisions need to be made about the options available for clean-up. The advantages and disadvantages of different responses need to be weighed up and compared both with each other and with those of natural clean-up. This process is sometimes known as 'net environmental benefit analysis'. This publication outlines the evaluation process and provides examples of clean-up options both onshore and offshore.

[IMO/IPECA Oil Spill Report Series - Sensitivity Mapping for Oil Spill Response](#)

[\(English version\)](#) [\(French version\)](#)

The making and updating sensitivity maps are key activities in the oil spill contingency planning process. This report provides information and guidelines on different types of map, categories of information to be included and symbols to be used, with reference to the various potential users and their requirements.

[IPECA Guide to Tiered Preparedness and Response \(English version\) \(French version\)](#)

This report supersedes 'The Use of International Oil Industry Spill Response Resources: Tier 3 Centres'. It describes the principles of Tiered Preparedness and Response, and provides guidance on designing and building oil spill response capabilities. Following these principles will assist in the development of suitable capabilities commensurate with the oil spill risk at the local, regional, national and international levels.

CEDRE Guidelines – [More available on Cedre's website](#)



[Chemical Response Guides](#)

A series of guides providing rapid access to the necessary initial information in the event of a chemical spill. The guides can be downloaded from CEDRE Website (www.cedre.fr). The following guides are available on the present CD:

[Acide phosphorique](#)

[Acide sulfurique](#)

[Acrylate d'éthyle](#)

[Ammoniac](#)

[Benzène](#)

[Chlorure de vinyle](#)

[1,2 Dichloroéthane](#)

[Diméthylsulfure](#)

[Essence sans plomb](#)

[Hydroxyde de sodium en solution à 50%](#)

[Méthacrylate de méthyle stabilisé](#)

[Méthyléthylcétone](#)

[Styrène](#)

[Xylènes](#)

[Containers and packages lost at sea](#) (English version) ([French Version](#))

The aim of this operational guide is to provide the information necessary for an initial decision to be taken even before any precise information from the shipping companies involved is available.

[Ecological Monitoring of Accidental Water Pollution](#) ([English](#)) ([French](#))

This guide is aimed at decision-makers liable to be involved in designing and implementing ecological monitoring programmes in the aftermath of an accidental water pollution incident.

[Response to Small-Scale Pollution in Ports and Harbours](#) ([English](#)) ([French](#))

This guide aims to provide operational answers to all the questions which responders may have on the choice of response techniques and materials suitable for small pollution incidents in ports and harbours.

[Vegetable Oil Spills at Sea](#) ([English](#)) ([French](#))

The objective of this guide is to offer useful scientific and technical facts to those involved in order to:

- assess the risk
- make decisions regarding the timeliness of a response
- select any action to be taken
- inform the public of the situation and prospects.

UNEP/IMO Guidelines



[APELL - Awareness and Preparedness for Emergencies at Local Level](#)



UNEP-PNUE

APELL's overall goals are to prevent loss of life or damage to health and social well-being, avoid property damage and ensure environmental safety in the local community. Its specific objectives are a) to provide information to the concerned members of the community on the hazards involved in industrial operations in the neighbourhood and the measures taken to reduce the resulting risks; b) review, update or establish emergency response plans in the local area; c) increase local industry involvement in community awareness and emergency response planning; d) integrate industry emergency plans with local emergency response plans into one overall plan for the community to handle all type of emergencies.

[ITOPF – More available on ITOPF's website](#)



Over the past 40 years ITOPF's technical staff have responded to 650 ship-source spills in 99 countries in order to give objective advice on clean-up measures, environmental and economic effects, and compensation. Whilst many of these spills involved crude oil spilled from tankers, ITOPF staff are regularly called upon to respond to spills of bunker fuel, chemicals and bulk cargoes from all types of ship. Advice is also occasionally given in relation to oil spills from pipelines and offshore installations, and physical damage to coral reefs resulting from ship groundings.

The first-hand experience gained by our staff through direct involvement in pollution incidents is put to good use during damage assessment, contingency planning and training assignments, as well as in the production of technical publications. ITOPF is a not-for-profit organisation. Over 90 percent of our income comes from subscriptions paid by P&I insurers on behalf of their shipowner members, who they enrol in ITOPF as either Members or Associates. This gives them access to the Federation's full range of technical and information services, usually at no cost.

Annual handbooks are produced by ITOPF providing a presentation of ITOPF's activities and information on oil and HNS spill response and compensation.