



## SPILL NOTIFICATION POINT

Search & Rescue/Oil Pollution Centre Maritime Safety Branch Department of Transport PO Box 1489 Port Moresby	Tel: +675 321 4994 (24 hrs) +675 321 1866 Fax: +675 321 4968 Tlx: 22203 DOTRANS NE
Alternatively, spills in port can be notified to:	
PNG Harbours Board PO Box 384 Port Moresby	Tel: +675 3211637 +675 3259030 (a/hrs) Fax: +675 3213606

## COMPETENT NATIONAL AUTHORITY

Department of Transport, details as above.

## RESPONSE ARRANGEMENTS

The Department of Transport Marine Division (DOT) is the competent national authority. Within port limits the responsibility passes to the PNG Harbours Board. A draft National Oil Spill Contingency Plan was prepared in 1981 with the assistance of the IMO. The plan is currently being revised, with the aim of developing a final strategy for territorial waters and clarifying the division of responsibilities between government departments. At present, the DOT designates an Oil Spill Co-ordinator (OSC) to oversee operations. In a minor spill within port limits, the OSC's responsibilities may be delegated to the PNG Harbours Board. The Department of Environment and Conservation (DEC) has responsibility for control of dispersant use and provides environmental advice.

The national plan places responsibility for combating and cleaning oil spills with the polluter, but in practice the majority of spill response equipment is held by the oil industry and the lead government agencies are likely to call immediately upon these resources in any significant spillage. The industry has prepared a Marine Oil Spills Action Plan (MOSAP) which is integrated with the national plan.

PNG is a member of the South Pacific Regional Environment Programme (SPREP) and party to the SPREP Protocol Concerning Cooperation in Combating Pollution Emergencies in the South Pacific, which provides the legal framework through which marine spill contingency planning is addressed. SPREP has prepared PACPOL, the Pacific Ocean Pollution Prevention Programme, which has drafted the Pacific Islands Regional Marine Spill Contingency Plan (PACPLAN). This was endorsed by Members in September 2000 as the regional framework through which the SPREP Pollution Emergencies Protocol would be operationalised. PACPLAN only applies to spills where regional cooperation and/or supraregional assistance are required. It does not cover Tier One and Tier Two spills.

## RESPONSE POLICY

National response policy for spills in the open sea more than four nautical miles from the coast is based upon the use of dispersant chemicals, but there is no formal list of approved products. Dispersant use is generally prohibited in shallow and sensitive coastal areas, particularly where coral reefs and fisheries are found. The DEC must be consulted before applying dispersants anywhere in PNG waters. Open sea containment and recovery operations are limited by equipment availability, but industry stockpiles contain a variety of equipment suitable for use in harbours and sheltered waters. Any cleanup in sensitive areas would require consultation with and approval from the DEC.



Disposal of reclaimed spilt oil and any oily waste collected from beaches is also under the control of the DEC. Options for disposal include landfill (or co-disposal with domestic waste at a local authority site) and incineration, and the oil industry may be prepared to consider re-cycling through their facilities provided the waste is in suitable condition.

## EQUIPMENT

### Government

The government authorities currently hold only small amounts of dispersant spraying equipment, but the DOT plans to procure equipment in conjunction with updating and developing the national contingency plan. Labour is readily available.

In order to assist each Pacific Island country and territory to establish the optimum equipment inventory for its situation, PACPOL is carrying out a review of marine spill combat needs in 2003 with funding from the International Maritime Organization and Canada. Once the review is completed, the project will seek to secure sources of support to procure the necessary equipment, plus provide training in its use and long-term maintenance.

### Private

The oil industry hold limited stockpiles of equipment for dispersant spraying from ships, for containment and recovery of oil in sheltered coastal waters and for shoreline cleaning. Under MOSAP, the four major oil companies operating in PNG will cooperate and share response resources and can draw upon the resources of the Australian Marine Oil Spill Centre (AMOSC) in Geelong and on stockpiles in Singapore. There are no specialist oil spill cleanup contractors locally available. Vessels and surveillance aircraft are available commercially.

## PREVIOUS SPILL EXPERIENCE

Only minor spills have been reported in recent years.

## CONVENTIONS

Prevention & Safety				Oil Spill Response	Compensation					
MARPOL 73/78		Annexes III IV V		OPRC '90	CLC '69 '76 '92			Fund '71 '76 '92		
✓	✓	✓	✓				✓			✓



## REGIONAL AND BILATERAL AGREEMENTS

Noumea Convention (with states of the South Pacific Region).  
A Memorandum of Understanding is being formulated with Australia.

Date of issue: February 2003

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