



UNITED ARAB EMIRATES

SPILL NOTIFICATION POINT

Frontier & Coast Guard Service P.O. Box 2432 Abu Dhabi	Tel: +971-2 673 1900 Fax: +971-2 673 0325/0010
Spills should be reported to the nearest port authority:	
Port Rashid Dubai Ports Authority	Tel: +971-4 345 1115 Fax: +971-4 345 4952 Tlx: 47530 DPA EM
Jebel Ali Port Dubai Ports Authority	Tel: +971-4 8835251 Fax: +971-4 8835430 Tlx: 47398 DPA EM
Mina Zayed Seaport Authority	Tel: +971-2 6731892 Fax: +971-2 6730090 Tlx: 22890 PORTCO EM
Sharjah Ports Authority	Tel: +971-6 5281666/7 Fax: +971-6 5281425 Tlx: 89023

COMPETENT NATIONAL AUTHORITY

Federal Environmental Agency P.O. Box 5951 Abu Dhabi	Tel: +971-2 6777363 Fax: +971-2 6770501
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RESPONSE ARRANGEMENTS

Oil pollution in the federal UAE is the responsibility of the Federal Environmental Agency (FEA) (formerly the Higher Environmental Committee of the Ministry of Health) with assistance from the Frontier & Coast Guard Service (FCGS) of the Ministry of Interior. A National Contingency Plan was approved in 2002. Several local oil companies and port authorities also have contingency plans

In the case of a minor spill in any Emirate, the relevant port authority or oil company would respond and oversee any clean-up. In the event of a major spill within one of the Emirates, the Ruler of that Emirate would assume command. In most cases, an ad hoc committee would be appointed and designate an On-Scene Commander (OSC). The committee would comprise members of both federal and Emirate government agencies, as well as representatives from the local port authority and any oil companies involved. In Dubai the committee members and OSC have been pre-identified.

If a major spill seriously affected more than one Emirate, the FEA would take overall charge of the spill. In such cases, the FEA would appoint the OSC and the committee members. In all the Emirates, shoreline clean-up and disposal would be the responsibility of the relevant municipality. Supplementary labour could be provided by the armed forces.



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RESPONSE POLICY

Dispersants are used widely, particularly offshore but are generally prohibited in the vicinity of seawater intakes and within some port limits. Only dispersants approved by ROPME can be used.

Waste oil storage and disposal options vary among the Emirates. Several landfill sites are available but there are few slops or ballast reception facilities on the East coast.

EQUIPMENT

Government

The FEA has no equipment, relying on port authorities and the oil industry for specialised equipment. The FCGS would provide vessels for surveillance, sampling & equipment transport, and personnel & vehicles for shoreline clean-up, whilst the Air Wing of the Ministry of Interior (Dubai Police Air Wing in Dubai) can provide aerial surveillance. Supplementary resources can be requested by the government through the Marine Emergencies Mutual Aid Centre (MEMAC), based in Bahrain, a part of ROPME. Several port authorities operate tugs equipped with dispersant spraying equipment and small stocks of clean-up equipment. Most plants with seawater intakes have stocks of boom.

Private

All operating oil companies have stockpiles of equipment. The largest operator, the Abu Dhabi National Oil Company (ADNOC) has an extensive range of resources including offshore boom, skimmers, dispersant and helicopter-mounted spraying units. These are distributed amongst five strategic centres; Ruwais, Umm Al-Nar, and at Das, Mubarras and Arzanah Islands. ADNOC and Dubai Petroleum Company are members of the Regional Clean Sea Organisation (RECSO) (formerly known as GAOCMAO) and may request assistance from other member companies.

The Petroleum Association of Japan (PAJ) has sited a small stockpile of response equipment in Abu Dhabi comprising heavy oil skimmers, boom and portable storage tanks. Several private contractors have skimming vessels and other equipment located at Fujairah and Dubai.

PREVIOUS SPILL EXPERIENCE

The UAE acquired some experience in responding to spills arising from the Iran/Iraq war although the coastline was not seriously threatened. The bunker barge AKARI (1987) lost 1000 tonnes of fuel oil after being beached at Jebel Ali. A major at sea and shoreline response was organised and local desalination plants were contaminated. The SEKI (1994) spilt 16,000 tonnes of crude after a collision off Fujairah. Private contractors were used to clean contaminated beaches along the east coast of the UAE, following an at sea response through the port authorities. Local disruption to fisheries led to substantial claims.



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CONVENTIONS

Prevention & Safety					Spill Response		Compensation						
MARPOL 73/78		Annexes			OPRC' 90	OPRC -HNS	'69	CLC '76 '92		Fund '92	Supp Fund	HNS*	Bunker*
✓	✓	✓	✓				✓	✓	✓	✓			

* not yet in force

REGIONAL AND BILATERAL AGREEMENTS

Kuwait Convention (with countries bordering the Gulf) administered by the Regional Organisation for the Protection of the Marine Environment (ROPME) based in Kuwait.

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