

PACPLAN

PACIFIC ISLANDS REGIONAL MARINE SPILL CONTINGENCY PLAN

(As Endorsed at the 11th SPREP Meeting,
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1. INTRODUCTION

1.1 Background

In a region sometimes called ‘Oceania’, the health of the ocean is fundamental to the health of all aspects of the entire Pacific Islands region. Marine pollution is widely recognised as one of the three major threats to the world’s oceans, along with habitat destruction and over-exploitation of living marine resources. Spills of oil and other chemicals into the marine environment, both from ships and land-based sources, is a significant source of pollution.

The importance of coastal and marine environments to every aspect of the lives of Pacific Islanders cannot be overstated, and the impacts of marine spills constitute a major concern for Pacific Island peoples.

Pacific Islands are interconnected and therefore must work together, through regional arrangements, if marine pollution is to be addressed effectively. No single country in the region can address this problem in isolation. The legal instruments are - at the international level these include; - the international *Law of the Sea (LOS)*; *Agenda 21* arising out of the United Nations Conference on Environment and Development (UNCED) held in Rio de Janeiro in 1992 and the *Barbados Programme of Action on the Sustainable Development of Small Island Developing States* arising out of the Global Conference on the Sustainable Development of Small Island Developing States, held in Barbados in 1994. At the regional level they include the *Convention for the Protection of the Natural Resources and Environment of the South Pacific Region* (the Noumea Convention) and associated Protocols.

The *Secretariat of the Pacific Regional Environment Programme (SPREP)*, as part of its role to assist island members to address environmental issues and in accordance with the SPREP Action Plan, has developed a comprehensive programme to address marine pollution. This is called the *Pacific Ocean Pollution Prevention Programme (PACPOL)*.

PACPOL has a number of initiatives to assist island members with marine spill prevention and response. A National Marine Spill Contingency Plan template has been formulated for countries to develop their own national plans. The other initiative is the development of a regional contingency plan called the *Pacific Islands Regional Marine Spill Contingency Plan (PACPLAN)* that provides the framework for co-operation for regional responses to major marine spills.

1.2 Mandate

In addition to the international and regional instruments referred to above, the primary mandate for PACPLAN stems from both a specific regional convention and international convention, as outlined below.

1.2.1 SPREP Pollution Protocol

At Noumea, New Caledonia on 25 November 1986, the members of SPREP adopted the *Convention for the Protection of the Natural Resources and Environment of the South Pacific Region* (the Noumea Convention), with associated Protocols. The Convention includes a *Protocol Concerning Co-operation in Combating Pollution Emergencies in the South Pacific Region* (Noumea Pollution

Protocol). The Protocol provides a formal framework for co-operation between Pacific Island Countries and Territories when responding to marine spills. The pollution protocol has been revised in 2006 into two new protocols – the Oil and HNS Protocols. The Noumea Oil and HNS Protocols requires Parties to:

- Take initial action at the national level to respond to pollution incidents (marine spills).
- Co-operate with other Parties in the response to pollution incidents.
- Establish and maintain, within their respective capabilities, the means of preventing and responding to pollution incidents, including;
 - Enacting relevant legislation.
 - Developing and maintaining contingency plans.
 - Designating a Responsible Authority.
- Exchange information with each other and report all pollution incidents to relevant authorities and other parties likely to be affected.
- Provide assistance, within their capabilities, to other Parties who request such assistance.
- Facilitate the movement of personnel and materials needed for the response to a pollution incident into, out-of and through its territory.
- Develop and maintain, where appropriate sub-regional and bilateral arrangements for preventing and responding to pollution incidents.

The full text of the Noumea Convention can be obtained from the SPREP Secretariat.

1.1.2 OPRC Convention

At the international level, the International Maritime Organisation (IMO) has prepared the *International Convention on Oil Pollution Preparedness, Response and Co-operation 1990* (OPRC Convention). The OPRC Convention has requirements of Parties similar to those of the SPREP Pollution Protocol, as outlined above.

1.3 Aim & Objectives

The Aim of PACPLAN is:

- To prevent/minimise damage to marine and coastal environments and resources from major marine spills, and to hasten the recovery of any environments and resources damaged by major marine spills, in the Pacific Islands region.

The Objectives of PACPLAN are:

- To promote and implement regional co-operation in planning and training for marine spill response, and in the actual prevention of and response to marine spills.
- To facilitate the implementation of both the Noumea Oil & HNS Protocols and the OPRC Convention at the operational level for all SPREP island members, including those that are not yet parties to SPREP Oil & HNS Protocols and/or the OPRC Convention.
- To provide systems for the detection and reporting of marine spills within the area covered by the plan, including communications networks.

- To outline the counter-measures available to restrict the spread of a spill and minimise the environmental, economic and social impacts of a spill.
- To outline the mechanism and procedures by which SPREP island members may request assistance, in the form of specialised equipment and technical experts; from each other, from SPREP non-island members, from the oil industry and from other parties.
- To outline procedures for the recovery of costs of responding to marine spills.
- To outline arrangements for resourcing maintenance of PACPLAN and associated systems by SPREP.

1.4 Technical Scope & Tier One, Two and Three Spills

Traditionally, spill response plans tend to focus exclusively on oil spills. Internationally, there is increasing recognition that it is more effective and efficient to integrate oil spill response arrangements with those for all pollutants, including oil, chemicals and hazardous materials (HAZMAT).

PACPLAN therefore covers the response to spills into the marine environment of all forms of pollutants. However, it retains a focus on oil spills, as oil is the main pollutant likely to be spilled in the region.

PACPLAN covers spills into the marine environment from all sources, including both shipping and shore-based facilities.

As a regional plan, PACPLAN applies only to spills where regional co-operation and/or supra-regional assistance are required. Under PACPLAN, such spills are classified as Tier Three spills. PACPLAN does not cover Tier One and Tier Two spills.

Tier Three

- Large spills that are of a magnitude and/or severity that is beyond the response capability and resources of the individual SPREP island member where the spill occurs, and/or
- Spills that impact or threaten to impact within the jurisdiction of two or more SPREP island members.

Response to Tier Three spills should initially be according to the relevant NATPLAN, then supported by PACPLAN.

Set quantities and sizes of spills have intentionally not been used in the definition of Tiers. In some instances a relatively small spill may fit the Tier Two or even Tier Three category. Classification depends on the response capabilities and resources of the SPREP island member where the spill occurs, the prevailing conditions at the time of the spill and the types of environments impacted or threatened.

Allocation of any one spill to a particular Tier can only be done at the time of the spill, according to an assessment by the Responsible Authority of the SPREP island member where the spill occurs.



1.5 Geographical Scope

The geographical scope of PACPLAN, referred to hereafter as the PACPLAN Area, is the Pacific Islands region. This is defined as the coastlines and all marine waters within the 200 nautical mile limits of the 22 Pacific Island Countries and Territories which are members of SPREP (SPREP island members) (See Table One and Figure One – Map on previous page).

SPREP island members are grouped into two categories, the 14 independent and semi-independent countries (Pacific Island Countries) and the seven territories (Pacific Island territories - Table One).

In addition to the SPREP island members, there are four developed countries that are also members of SPREP (Table One). Although two of these, Australia and New Zealand, can be defined as islands, all four developed countries are referred to as SPREP non-island members

Table One: SPREP Member Countries and Territories

SPREP Island Members		SPREP Non-Island Members
Pacific Island Countries	Pacific Island Territories	
Cook Islands	American Samoa (US)	Australia
Fiji Islands	Northern Mariana Islands (US)	France
Kiribati	French Polynesia (France)	New Zealand
Marshall Islands	Guam (US)	United States of America
Federated States of Micronesia	New Caledonia (France)	
Nauru	Tokelau (NZ)	
Niue	Wallis & Futuna (France)	
Palau		
Papua New Guinea		
Samoa		
Solomon Islands		
Tonga		
Tuvalu		
Vanuatu		

1.6 Parties to the Plan

The Parties to PACPLAN are the 25 SPREP members (both island and non-island members as listed above), plus the oil industry, as represented by the oil companies which operate within the PACPLAN Area.

1.7 Underlying Principles & Protection Priorities

PACPLAN is founded on the following general principles:

- Every effort must be made by industry and government to *prevent* spills of oil and other hazardous materials from occurring, as the highest priority.
- Despite prevention measures, spills will occur from time to time, and it is necessary to have effective *contingency plans* in place to deal effectively with such spills, at the local, national and regional/international level. PACPLAN constitutes the regional/international response plan for the Pacific Islands region.
- The response to marine spills under PACPLAN will always seek to complement and make use of *natural forces* to the fullest extent possible.

- The response to marine spills under PACPLAN will always seek to maximise co-operation, co-ordination and integration *between government and industry*, and to adopt the most *cost-effective, efficient* and *practicable* response options available.

1.8 Risk Assessment

The Marine Pollution Risk Assessment for the Pacific Islands Region provides a detailed and accurate marine spill risk assessment.

The main sources of marine spills are (not in any priority order):

- Shipping accidents, including groundings and collisions, which result in oil and other hazardous materials carried as cargo, being released into the marine environment.
- Intentional/accidental (and illegal) discharges of waste oil by ships (vessel operations).
- Accidents during the loading and discharge of tankers.
- Accidents during the bunkering (fuelling) of ships.
- Discharges (both accidental and operational) of oil from offshore oil exploration and production facilities.
- Accidents involving shore-based facilities such as storage tanks, pipelines and road tankers, where oil/other hazardous materials escape and flow to the sea.

In addition, atmospheric fallout, natural seepage from sub-marine vents and urban run-off are significant sources of marine oil pollution, but generally result in chronic (and often more serious) pollution, rather than discrete, acute spills.

As PACPLAN is designed to address Tier Three spills (i.e. major spills), ship groundings and collisions are the major risk factor of concern to PACPLAN.

The PACPLAN Area is host to several categories of seagoing traffic, which can be grouped as follows:

- Transit shipping: Ships that pass through the region without stopping en-route to other destinations.
- International shipping (as distinct from transit shipping): Ships calling at the major ports of the region from outside the region, either with incoming cargo or tourists (cruise ships) or to take out exports.
- Regional shipping: Ships trading (both cargo and passengers) between the countries and territories within the region.
- Domestic shipping: Ships trading (both cargo and passengers) within each country and territory in the region.
- Foreign fishing fleet: Fishing vessels from distant water fishing nations operating within the region.
- Domestic fishing fleet: Fishing vessels from the Pacific Islands themselves, and
- Miscellaneous: Private vessels, yachts and special purpose vessels such as warships and research ships.

In terms of potential to cause Tier Three spills (and hence relevance to PACPLAN), transit shipping and international shipping are considered the highest risk categories. SPREP has carried out a preliminary assessment of ship groundings, in developing the Manual *Ship Groundings in the Pacific Islands Region – Issues & Guidelines* (Preston et al 1997). This assessment found that transit shipping transects the region in several well-established “shipping lanes” (Figure Five). In general, these routes attempt to take advantage of the shortest distance between points of departure and destination while minimising the necessity of passing in close proximity to islands or hazards to navigation such as submerged reefs. It should be noted that these routes often vary and due to seasonal weather patterns, proximity to intermediate ports and other factors, there is sometimes more than one major route between the same two points.

2. ROLES & RESPONSIBILITIES

2.1 SPREP Secretariat

The SPREP Secretariat, located in Apia, Samoa, has the following roles and responsibilities under PACPLAN:

- Maintaining and updating the plan, including:
 - Staying abreast of developments and changes that affect the content of the plan and notify member countries before amending the plan.
 - Managing the distribution of the plan, which is a controlled document.
 - Maintaining a register of holders of the plan.
 - Ensuring that all holders receive updates to the plan as they occur.
- Providing/co-ordinating scientific and environmental advice to island member governments in the event of a spill.
- Assisting SPREP island members, if required, with requests for external assistance in the event of PACPLAN being activated (refer section 6.1).
- Managing the Pacific Regional Marine Spill Reporting Centre (PACREP), including dissemination of reports to affected parties and reporting annual spill statistics to interested parties (refer section 4.1).
- Maintaining and updating the SPREP Guidelines and Template for National Marine Spill Contingency Plans (SPREP NATPLAN Guidelines), and assisting SPREP island members to develop and implement NATPLANS.
- Maintaining a regional inventory of available marine spill response equipment.
- Maintaining a Regional Register of Marine Spill Responders. (refer section 9.4)
- Generally assisting SPREP island members in the prevention of, planning for and response to marine spills.

2.2 SPREP Island Member Governments

Each SPREP island member government (including both Pacific Island Countries and Territories) has the following roles and responsibilities under PACPLAN, in accordance with national capacity:

- Setting up a National Marine Pollution Committee (National Committee) whose tasks will include developing and maintaining a NATPLAN, necessary sub-plans for local areas such as individual ports.
- Drafting and submission for passing national marine pollution legislation.
- Designating a Responsible Authority.
- Designating a Lead Agency.

- Reporting all marine spills to PACREP, in accordance with section 4 of PACPLAN.

2.3 SPREP Non-Island Member Governments

Subject to their capabilities and the availability of relevant resources each SPREP non-island member government (Australia, France, New Zealand and USA), has the following roles and responsibilities under PACPLAN:

- Assisting SPREP island members in preventing marine spills and planning and preparing for the response to marine spills. This assistance should be provided through SPREP, under the auspices of PACPOL, in the form of financial support, support-in-kind and/or technical assistance for relevant PACPOL projects, including training and equipment acquisition projects.

2.4 Industry

Oil, shipping and fishing companies together with port/harbour management agencies operating in the region have the following roles and responsibilities under PACPLAN:

- Giving highest priority to preventing spills from tankers, vessels, ports, terminals, depots and other facilities owned and/or operated by the companies.
- Immediately reporting all marine spills from their facilities both to the Lead Agency/Responsible Authority in the country/territory where the spill occurs and to PACREP, in accordance with section 3 of PACPLAN and the relevant NATPLAN.

3. POLLUTION REPORTS & COMMUNICATIONS

3.1 Pacific Regional Marine Spill Reporting Centre (PACREP)

Under PACPLAN, SPREP has established and maintains the Pacific Regional Marine Spill Reporting Centre (PACREP), at its office in Apia, Samoa.

PACREP is simply the SPREP fax number, and provides the focal point for receiving and relaying information concerning any marine pollution incident in the region.

3.2 Initial Pollution Reports (POLREPS)

Any spill must be immediately reported to the Responsible Authority via a POLREP. This includes any spill observed by a ship's master or crew, aircraft crew, oil company employee, port personnel or any other person observing a marine spill.

3.3 Situation Reports (SITREPS)

In order to provide periodic updates on pollution incidents, the Responsible Authority in the country/territory where the spill has occurred, should transmit SITREPS to PACREP and all affected/interested parties via facsimile at regular intervals throughout the spill, using the standard format.

3.4 Post-Incident Reports (POSTREPS)

After a pollution incident, the Responsible Authority of each government affected should prepare a brief report including:

- Assessment of the response operation, including reference to equipment used, its effectiveness, additional equipment, and training needs.
- Documentation of clean-up costs.
- Assessment of environmental and economic damage.
- Details of problems encountered.
- Recommendations regarding amendment or revision of NATPLANS/PACPLAN.

4. RESPONSE OPERATIONS

4.1. General

It is not the purpose of PACPLAN to provide detailed technical information on the specific methods and techniques that should be used to respond to a marine spill. These should be provided in the respective NATPLANS of each Pacific Island Country and territory. However, in responding to a marine spill, a logical sequence of actions should be followed below.

4.2 Incident Command System (ICS)

Response operations cannot be effectively carried out unless there is a clear organisational structure to command and control the response. This structure should be established by the designated Lead Agency of the government in each country/territory, and detailed within each NATPLAN.

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4.3 Secure Human Life, Health and Safety

The highest priority when a spill has occurred is to take action to ensure that there is no threat to human life, health and safety. This should take precedence over all other actions.

4.4 Stem Spill Source

The second priority action is to attempt to stop the flow of oil (or other pollutant in the case of spills other than oil), in order to minimise the potential size, extent and severity of the spill.

4.5 Spill Assessment & Reporting

Once attempts have been made to stem the flow of oil (or other pollutant), the nature, size, extent, severity and likely movement of the spill should be assessed, and a POLREP completed and transmitted urgently to the Lead Agency and PACREP.

4.6 Spill Surveillance and Forecasting

It is vital that the likely movement of the spill is assessed, in order to identify possible impact areas and determine the most appropriate response options. Visual observation of any spill is essential and the Responsible Authority under the respective NATPLAN(s) should use those resources identified in the NATPLAN(s), such as charter, military, or commercial aircraft, to assess and monitor the movement of the spill.

4.7 Leave Alone and Monitor

Should surveillance and forecasting indicate that the spill is unlikely to impact on coastlines and is likely to remain in open water, then the best option is to leave the spill alone, allowing natural physical and biological degradation to occur. As outlined in section 1.5, the response to marine spills under PACPLAN should always seek to complement and make use of *natural forces* to the fullest extent possible.

4.8 Containment & Recovery at Sea

Should surveillance and forecasting indicate that the spill may impact on coastlines, the possibility of containing and recovering the oil at sea to prevent such impact should be pursued. The techniques and equipment available for containment and recovery at sea should be outlined in the relevant NATPLAN(s) for the county/territory(ies) affected by the spill.

The ability to conduct effective containment and recovery operations at sea will be limited by the nature of the spill, available equipment, physical conditions and logistical considerations. In many instances, especially in open water, containment and recovery at sea may not be possible.

4.9 Use of Oil Spill Dispersants

In the event that containment and recovery is not possible, or is only partially effective, another possible option to prevent or minimise the spill from impacting on the coast is to disperse it at sea, using chemical dispersants.

The use of dispersants should therefore only occur under strict supervision by competent environmental and scientific authorities (SPREP can provide such advice), and in accordance the SPREP Guidelines On the Use of Oil Spill Dispersants (available from SPREP and contained in the SPREP NATPLAN Guidelines).

4.10 Foreshore Protection

In most circumstances, despite best efforts to contain and recover and/or disperse a spill at sea, a weather-driven spill is highly likely to impact on coastal environments and resources. Efforts will therefore have to be made to protect foreshores. Options include the use of oil spill booms to physically prevent oil from impacting on the foreshore, or to direct it to preferred collection points (such as a sandy beach), where it can be recovered.

The techniques and equipment available for foreshore protection should be outlined in the relevant NATPLAN(s) for the country/territory(ies) where the spill threatens to impact.

4.11 Foreshore Clean-up

In the likely event that a spill does impact on coastal resources and environments, it may be necessary to conduct foreshore clean-up operations. However, before proceeding with clean up, the option of leaving the oil (or other pollutant) alone and allowing natural physical and biological degradation to occur, should be considered. The response to marine spills should always seek to complement and make use of *natural forces* to the fullest extent possible.

The techniques and equipment available for foreshore clean up should be outlined in the relevant NATPLAN(s) for the country/territory(ies) where the spill has impacted. An important consideration during foreshore clean up is to ensure that clean-up operations do not cause greater environmental damage than the spill itself (for example heavy machinery damaging sand-dunes, use of dispersants on foreshores driving oil into the substrate etc).

4.12 Oiled Wildlife Operations

It is highly likely that wildlife will become contaminated in the event of a spill, including sea-birds and shorebirds, marine reptiles (e.g. nesting turtles) and possibly marine mammals.

The techniques and equipment available for rescuing, cleaning and rehabilitating affected wildlife should be outlined in the relevant NATPLAN(s) for the country/territory(ies) where the spill has impacted. Because of the complexity of such operations, it may be necessary to have a separate oiled

wildlife plan as a sub-set of each NATPLAN.

4.13 Oily Waste Management

An often difficult problem created by oiled foreshore clean-up is the generation of quantities of recovered oil and oily waste, which needs to be treated, recycled and/or disposed. The problems of oily waste management are exacerbated on small islands such as those of the region, due to severe limits on management options.

Oily waste management arrangements should be outlined in the relevant NATPLAN(s) for the country/territory(ies) where the spill has impacted.

4.14 Joint Response Operations

The response to some marine spills under PACPLAN may require joint response operations by two or more SPREP island member governments. Such situations include:

- A spill within one jurisdiction which moves or threatens to move into an adjacent jurisdiction(s).
- A spill in international waters which moves or threatens to move into two or more adjacent jurisdictions.

Under these circumstances, the government whose waters are closest to the pollution incident should assume the lead role and be initially responsible for reporting the spill to SPREP using the PACREP/POLREP system. This government should also be responsible for tracking the spill and any necessary initial response.

The Responsible Authority should inform neighbouring government(s) and these should activate their own response plans in close co-ordination with the government that has assumed the lead role.

Any government may escalate the response by calling for assistance from other SPREP island members, non-island members, the oil industry and/or other external parties, in accordance with section 5.

In the event that the spill moves across national sea boundaries, agreement should be reached between the governments concerned for the orderly transfer of the lead role and on-scene co-ordination function.

In preparation for possible joint operations, neighbouring countries/territories may wish to develop joint marine spill response plans and enter into bilateral or multilateral Memorandums of Understanding (MoU), which, amongst other things, should:

- Clearly define command and liaison structures for joint response operations.
- Outline procedures for co-operative use of vessels, aircraft and spill response equipment.
- Identify agreed protection priorities.
- Provide arrangements for marine operations in, or overflying of, each other's territory.

4.15 Chemical Spills/HAZMAT Response

As outlined under section 1.3, PACPLAN is designed to cover the response to spills into the marine

environment of all types of pollutants, including oil, chemicals and hazardous materials (HAZMAT).

However, technical details within PACPLAN relate primarily to marine *oil* spills. This reflects the fact that oil is the main pollutant likely to be spilled in the region, and the fact that the discipline of oil spill response is far more developed and advanced than that of chemical spill/HAZMAT response.

5. Administration and Finance

5.1 Requests for Assistance

The Responsible Authority of each island members is the only authority authorised to request assistance under PACPLAN. Once the Responsible Authority assesses a spill to be a Tier Three spill (refer sections 1.3 and 6.5), it should complete a Request for Assistance form, as contained in Appendix Four. This form is to be transmitted via facsimile directly to the party from which it is seeking assistance (refer Appendix One for contact details for assistance providers), and copied to SPREP via PACREP.

The US Pacific Island Territories (American Samoa, Guam and Northern Marianas), when requesting assistance from the US, should do so in accordance with the US ORCP, and not PACPLAN. The US Pacific Island Territories should use the PACPLAN procedures when requesting assistance from non-US parties.

5.1.1 Assistance from a Neighbouring SPREP Island Governments

SPREP island governments could seek assistance from neighbouring island governments. Such requests for assistance should be made directly between the neighbouring governments, and copied to SPREP through the PACREP system. They should be in accordance with any relevant MoU between the neighbouring governments and any applicable joint response plan(s) that the neighbours may have in place

5.1.2 Assistance from SPREP Secretariat

In the event of a marine spill in a SPREP island member country/territory, the SPREP Secretariat may be asked to provide or arrange technical advice in the following areas:

- The availability and application of spill trajectory prediction systems.
- The use of oil spill dispersants, including application of the SPREP Guidelines on the Use of Oil Spill Dispersants.
- Environmental sensitivity ratings and protection priorities.
- Oiled wildlife operations.
- Oily waste management.
- Environmental and scientific matters relating to the spill response in general.

Such advice would generally be provided remotely by SPREP from its office in Samoa. SPREP would be unlikely to be able to provide personnel to physically attend the spill due to limits on personnel numbers and other priority tasks.

5.1.3 Assistance from SPREP Non-island Governments

Should the spill be of a magnitude and/or severity that additional assistance is required, SPREP island members should seek assistance from a non-island member.

Under PACPLAN each SPREP island member is allocated a SPREP Non-island member as a *primary and secondary source of assistance* (see Table 2). This table should serve as guidance only as the decision to approach any Non-island member will be made by the relevant Responsible Authority depending on the circumstances of each spill.

Table Two: Primary and Secondary Sources of Assistance - Divisions of Responsibility

Assistance Provider	Primary source of assistance for:	Secondary source of assistance for:
Australia	Nauru Papua New Guinea Solomon Islands Tuvalu Vanuatu Kiribati	FSM Fiji Guam New Caledonia Northern Mariana Islands Palau Tonga
France	French Polynesia New Caledonia Wallis & Futuna	Cook Islands Marshall Islands Niue Pitcairn Vanuatu
New Zealand	Cook Islands Fiji Niue Pitcairn Tokelau Tonga	American Samoa Nauru Papua New Guinea Samoa Solomon Islands Wallis & Futuna
USA	American Samoa FSM Guam Marshall Islands Northern Mariana Islands Palau Samoa	French Polynesia Kiribati Tokelau Tuvalu

6. EQUIPMENT

6.1 National Resources

Effective marine spill response cannot be carried out unless appropriate equipment is available.

Each Pacific Island Country and territory should establish and maintain a national marine spill response equipment inventory capable of dealing with Tier Two spills, as defined in section 1.3. This inventory and procedures to access it should be contained in each country/territory's NATPLAN.

6.2 Regional Resources

There is no proposal under PACPLAN to establish a regional stockpile of equipment, as it is felt that this would simply duplicate what is already available through external assistance.

The most significant stockpiles of marine spill response equipment held within the region are:

- American Samoa (USCG and oil industry/contractor)
- Guam (USCG and oil industry/contractor)
- New Caledonia (French Navy).

Access to this equipment is via the Request for Assistance procedures in section 6.

The most significant stockpiles of equipment adjacent to the PACPLAN Area of Operations are:

- Auckland (New Zealand National Plan resources).
- Brisbane, Melbourne, Sydney & Townsville (Australian National Plan resources)
- Geelong (AMOSOC)
- Hawaii (USCG and CIC/contractors)
- San Francisco (USCG Pacific Strike Team)
- Singapore (EARL)

7. ADOPTION, CONTROL & REVISION OF THE PLAN

7.1 Adoption of the Plan

PACPLAN will be adopted by consensus at an intergovernmental meeting of the South Pacific Regional Environment Programme (SPREP) and contracting parties to the SPREP Convention.

PACPLAN was adopted at the 11th SPREP Meeting held at Guam in October 2000. New Zealand adopted the plan in principle subject to further domestic discussions that they still needed to complete.

7.2 Control of the Plan

Full contact details for all holders of controlled copies of PACPLAN are maintained on a register at the SPREP office in Apia, Samoa, in order to facilitate revisions and updating.

7.3 Revision of the Plan

The main body of PACPLAN may only be revised by agreement of an intergovernmental meeting of SPREP and contracting parties to the Noumea Convention.

PACPLAN
Pacific Islands Regional Marine Spill Contingency Plan

Pollution Report (POLREP)

Should you observe or receive a report of a marine pollution incident, please:

- 1. complete this POLREP in as much detail as possible,*
- 2. Fax it immediately to the Responsible Authority for marine pollution where the incident has occurred.*

(See PACPLAN for contact details of national Responsible Authorities)

- 3. Please also fax it to SPREP at + (685) 20231.*

Name/contacts of person completing this report: _____

Date/time of report: _____ Date/time of incident: _____

Location of incident: Latitude: _____ Longitude: _____

Description of location (e.g. name, distance and bearing to nearest landmark): _____

Nature and source of incident (indicate which of the following, identify vessels/specific source where possible):

- Vessel aground/collision and leaking oil: _____
- Vessel underway and discharging/leaking oil: _____
- Vessel at anchor/moored/berthed and discharging/leaking oil: _____
- Land-based source: _____
- Oil slick with no definite source: _____
- Other (please describe): _____

Visual appearance and extent of pollution (estimate area and quantity if possible): _____

Direction and rate of drift of pollution: _____

Wind speed & direction: _____ Sea state: _____ Tide: _____

Identity & position of vessels in the vicinity: _____

Photographs taken?: _____ Samples taken?: _____ Other action taken?: _____

Please submit this POLREP immediately!
(Attach additional information if required)

PACPLAN
Pacific Islands Regional Marine Spill Contingency Plan

Situation Report (SITREP)

As the response to a marine pollution incident progresses, please:

- 1. complete these SITREPs on a regular basis,*
- 2. fax them to affected/involved/interested parties*
- 3. please also fax them to SPREP at + (685) 20231.*

SITREP No. _____ Name/contacts of person completing this report: _____

Date/time of SITREP: _____ Date/time of incident: _____

Location of incident: Latitude: _____ Longitude: _____

Description of location (e.g. name, distance and bearing to nearest landmark): _____

Nature and source of incident (indicate which of the following, identify vessels/specific source where possible):

- Vessel aground/collision and leaking oil: _____
- Vessel underway and discharging/leaking oil: _____
- Vessel at anchor/moored/berthed and discharging/leaking oil: _____
- Land-based source: _____
- Oil slick with no definite source: _____
- Other (please describe): _____

Visual appearance and extent of pollution (estimate area and quantity if possible): _____

Direction and rate of drift of pollution: _____

Wind speed & direction: _____ Sea state: _____ Tide: _____

Events since POLREP/last SITREP: _____

(Attach additional information if required)

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REQUEST for ASSISTANCE

Requesting Country/Territory: _____

Responsible Authority: _____ Contact person: _____
Phone: _____ Fax: _____ Email: _____

Request to: _____ Fax: _____

Nature of Pollution Incident: _____

Type of pollutant spilled: _____ Quantity: _____

Location of spill (Latitude & Longitude): _____

Source of spill: _____

Environmental impacts (actual and threatened): _____

Action taken to date: _____

Assistance Required: _____

Technical Advice? If yes, in what areas? _____

Personnel?: If yes, what areas of expertise?: _____

Equipment?: If yes, what types and for what purpose?: _____

Are customs, immigration and quarantine procedures cleared for incoming personnel and equipment?
Details: _____

Are logistics, including transport and accommodation, in place for incoming personnel and equipment?
Details: _____

(Attach additional information if required)

Memorandum of Understanding (MoU) Between
(Responsible Authority for Government of) and (Responsible Authority for Government of)
on Marine Spill Preparedness and Response

1. In accordance with the provisions of the International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 (OPRC 90), and the Protocol Concerning Co-operation in Combating Pollution Emergencies in the South Pacific Region (SPREP Pollution Protocol), *(insert name of Responsible Authority)* and *(insert name of Responsible Authority)*, which are the national Lead Agencies responsible for the overall command and control of the response to marine pollution incidents in *(country/territory)* and *(country/territory)* respectively, hereby place on record their intention to co-operate on marine spill preparedness and response.
 2. In the event of a marine pollution incident, each national Responsible Authority can request assistance from the other party. The requesting party shall be the sole judge of the need for such assistance.
 3. Requests for assistance will be directed through *(channels to be agreed and details inserted)*.
 4. The parties will keep each other advised of the designations of officers authorised to request assistance under his MoU.
 5. Subject to availability of relevant resources under their direct control, each party undertakes to provide equipment, materials and personnel for the purpose of assisting the response to a marine pollution incident. The party receiving the request may also make equipment, materials and personnel not under the direct control of a party, for example those under the control of the oil industry, available following a special approach for those resources.
 6. When requesting equipment, the requesting party will itemise the equipment by referencing the type, name, size etc from the national equipment inventory lists as provided from time to time.
 7. Reimbursement of costs of assistance will be determined in accordance with the provisions of OPRC 90.
 8. Experienced personnel will accompany specialised equipment at the discretion of the providing party.
 9. To facilitate Customs requirements all equipment and materials will be entered on behalf of the government of the requesting party.
 10. Transport of equipment, materials and personnel will be by the most convenient means and will be arranged at the time of the incident after consultations between each party.
 11. Each party agrees to regularly consult on matters relating to marine spill response, including exchanging:
 - information on changes in equipment and materials,
 - copies of contingency plans and marine pollution laws,
 - information on significant pollution incidents,and conducting joint exercises and training activities.
1. The parties agree to co-operate in the enforcement of marine pollution laws.
 2. This MoU will come into effect at the date of signing and will remain in effect unless terminated by either party, giving the other party six months notice in writing of its intention to terminate.

Signed in duplicate at *(insert location)* on this day of ...(insert month/year).....

.....
(insert name/ position of authorised signing officer) *(insert name/position of authorised signing officer)*