



PERSGA

The Regional Organization for the Conservation of the
Environment of the Red Sea & Gulf of Aden (PERSGA)

REGIONAL SPILL CONTINGENCY PLAN (RSCP)

June 2024

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الهيئة الإقليمية للمحافظة على بيئة البحر الأحمر وخليج عدن
Regional Organization for the Conservation of
Environment of the Red Sea and Gulf of Aden

REGIONAL SPILL CONTINGENCY PLAN (RSCP)

June 2024





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1 - Introduction

(1-1) : General Introduction – PERSGA

The Red Sea and Gulf of Aden (RSGA) form part of the major east-west shipping route passing through the Suez Canal, which carries between 12% and 15% of global seaborne trade. The Region, therefore, faces a constant threat from oil and hazardous and noxious substances (HNS) spills and maritime accidents.

In 1982 the Jeddah Convention, formally called the Regional Convention for the Conservation of the Red Sea and Gulf of Aden Environment, established the commitment and will of the governments of the region to tackle the marine and coastal environments of the Red Sea and Gulf Aden through joint coordinated activities. The resulting regional organisation is called PERSGA.

PERSGA is an Inter-Governmental Organization (IGO) with seven member states including. Djibouti, Egypt, Jordan, the Kingdom of Saudi Arabia, Somalia, Sudan and Yemen. The organization is headquartered in Jeddah, hosted by the Kingdom of Saudi Arabia, and has Focal Points in each of the member states. Contact details for the Focal Points can be found in Appendix 8.

Under the Protocol Concerning Regional Co-operation in Combating Marine Pollution by Oil and Other Harmful Substances in Cases of Emergency (1982) together with Jeddah Convention an Emergency Mutual Aid Center in the Red Sea and Gulf of Aden (EMARSGA) was established in Hurghada, Egypt.

(1-2) : Introduction – Regional Spill Contingency Plan (RSCP)

In response to the regional threat, PERSGA designed its Navigation and Maritime Program to increase the safety of international shipping in the RSGA Region and to introduce measures to reduce impacts from marine pollution. This Regional Spill Contingency Plan (RSCP) is part of the program and provides a framework to establish an efficient response at a regional level in case of a marine spill incident or marine accident.





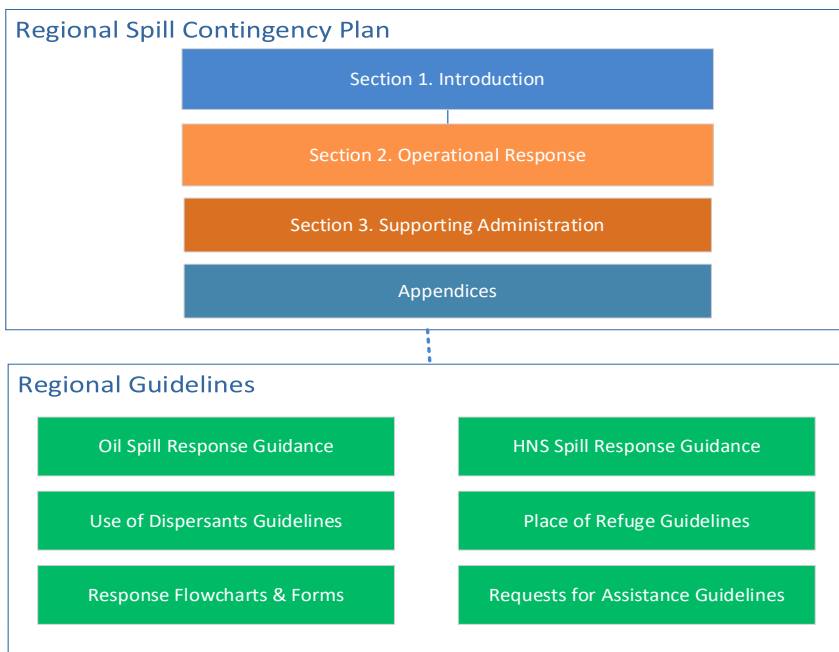
This plan provides an operational mechanism for mutual assistance and to facilitate regional and international mobilization and assistance if required in response to a spill.

This RSCP consists of three sections which cover an introduction, general response procedures and appendices containing flow charts and response forms.

PERSGAS have also developed a number of regional guidelines. These are standalone documents and supplemental to the RSCP.

Figure 1 contains a description of the layout of the RSCP and the supporting regional guidelines.

The Annex to the RSCP contains the country profiles of each of the member states. The Annex is a separate, stand-alone, document that will be updated on a regular basis.



(Figure 1) : Regional Spill Contingency Plan & Regional Guidelines





(1-3) : RSCP Objective

The general objective of this plan is to establish a mechanism for the prompt and effective response to marine pollution incidents, or incidents that may lead to marine pollution, that may affect the areas of responsibility or areas of interest of one or more of the countries in the region.

Specific objectives of the plan are:

- a . to organize a prompt and effective response to a marine spill, including the smooth coordination of joint response efforts and the handover of coordination between parties;
- b . to establish a well-defined set of mechanisms to support decision-making;
- c . to activate place of refuge requests between parties;
- d . to activate the communication channels between national response centres in the region and to determine their readiness to activate the communications plan in relation to a major spill incident;
- e . to set the mechanisms for outside assistance request in case of emergencies; and
- f . to determine both the required human and equipment resources for effective and rapid mobilization in case of marine oil and chemical spill.

(1-4) : RSCP Scope

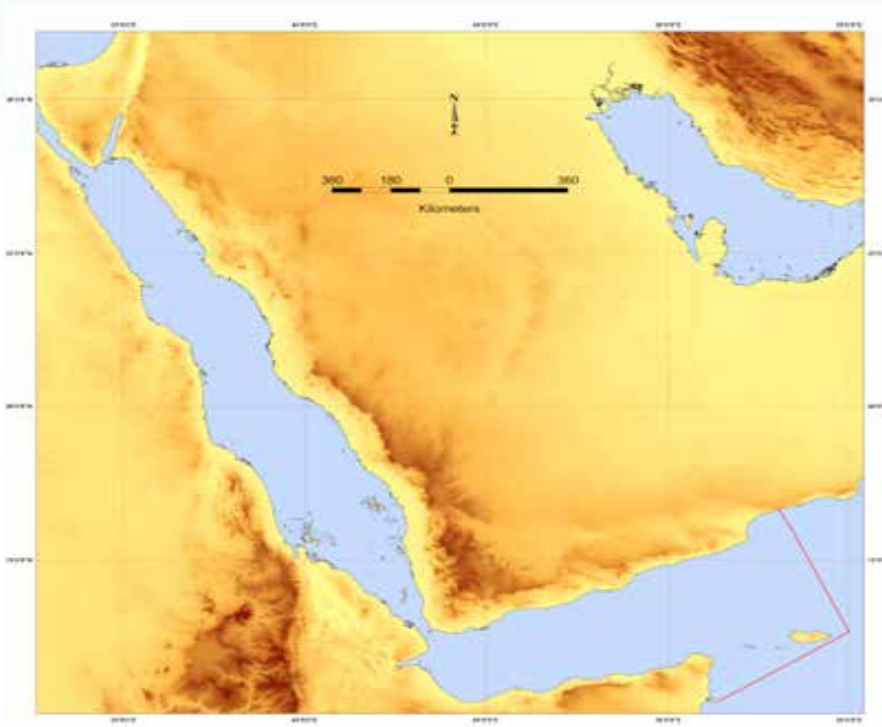
The geographical area covered under this plan are the waters of the Red Sea, the Gulf of Aden and their respective shorelines as shown in Figure 2 below. This geographic coverage comprises the areas of responsibility and the areas of interest of the seven member states of PERSGA namely Djibouti, Egypt, Jordan, the Kingdom of Saudi Arabia, Somalia, Sudan and Yemen.

The Red Sea is separated in six exclusive economic zones: Saudi Arabia, Sudan, Egypt, Eritrea, Yemen and Djibouti. The limits of the Red Sea are the Gulf of Suez to the North and the Gulf of Aden in the South. The Gulf of Aden is separated in three exclusive economic zones: Somalia, Yemen





and Djibouti. The limits of the Gulf of Aden are the Red Sea and the Gulf of Tadjourah on the West and the Arabian Sea on the East.



(Figure 2) : Regional Spill Plan coverage Area

(1-5) : Legal Framework

The legal and regulatory regime for maritime environmental protection and response to oil and HNS spills in the PERSGA is captured in several key international conventions and protocols. These international regulations complement the national regulations that are in place in the member states.

1-5-1: International Legal Framework

The International Maritime Organization (IMO) is the United Nations's agency responsible for measures to improve the safety and security of international shipping and to prevent pollution from ships. The majority





of conventions adopted under the auspices of IMO or for which the Organization is otherwise responsible, fall into three main categories. The first group is concerned with maritime safety; the second with the prevention of marine pollution; and the third with liability and compensation, especially in relation to damage caused by pollution. Outside these major groupings are a number of other conventions dealing with facilitation, tonnage measurement, unlawful acts against shipping and salvage, etc.

The key international conventions and protocols are:

- International Convention on Oil Pollution Preparedness, Response and Co-operation 1990 (OPRC 90)
- Protocol on Preparedness, Response and Co-operation to pollution Incident by Hazardous and Noxious Substance, 2000 (OPRC-HNS Protocol)
- International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969
- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997 (MARPOL)
- Convention on Limitation of Liability for Maritime Claims (LLMC), 1976. Protocol of 1996.
- International Convention on Civil Liability for Oil Pollution Damage (CLC), 1969, 1975, 1992
- International Convention on Civil Liability for Bunker Oil Pollution Damage (BUNKER)
- The latest list of IMO conventions, as ratified by state, can be found at the IMO web page: <https://www.imo.org/en/About/Conventions/Pages/StatusOfConventions.aspx>

The following subsections present a general and non-exhaustive description of each Convention.

1-5-1-1: International Convention on Oil Pollution Preparedness, Response and Co-operation 1990

The International Convention on Oil Pollution Preparedness, Response





and Co-operation 1990 (OPRC 90) is the international instrument that provides a framework designed to facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollution incidents. It establishes measures for dealing with marine oil pollution incidents nationally and in co-operation with other countries.

Any party that receives an oil pollution report, provided by other sources, is to take appropriate control action, and to exchange information to all states whose interests are likely to be affected, through the regional organization, in this case PERSGA.

Signatory countries have certain obligations under the Convention and must develop their own laws and procedures for preparing for, and responding to, oil spills in the marine environment.

1-5-1-2: Protocol on Preparedness, Response and Co-operation to pollution Incident by Hazardous and Noxious Substance, 2000 (OPRC-HNS Protocol)

The Protocol on Preparedness, Response and Co-operation to pollution incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol) follows the principles of the OPRC 90 Convention. The OPRC-HNS Protocol aims to establish national systems for preparedness and response and to provide a global framework for international co-operation in combating major incidents or threats of marine pollution. Parties to the OPRC-HNS Protocol are required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries. Ships are required to carry a shipboard pollution emergency plan to deal specifically with incidents involving hazardous and noxious substances.

1-5-1-3: International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (INTERVENTION) and Protocol 1973

The Convention affirms the right of a coastal state to take such measures on the high seas as may be necessary to prevent, mitigate or eliminate danger to its coastline or related interests from pollution by oil or the threat thereof, following upon a maritime casualty. The coastal state is, however, empowered to take only such action as is necessary, and after due consultations with appropriate interests including, in





particular, the flag state or states of the ship or ships involved, the owners of the ships or cargoes in question and, where circumstances permit, independent experts appointed for this purpose.

The 1973 Protocol extended the Convention to marine pollution by substances other than oil.

1-5-1-4: International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997 (MARPOL)

The International Convention for the Prevention of Pollution from Ships (MARPOL) is the main international convention covering prevention of pollution of the marine environment by ship from operational or accidental causes. The Convention includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations, and currently includes six technical Annexes.

- Annex I details the discharge requirements for the prevention of pollution by oil and oily wastes from operational measures as well as from accidental discharges;
- Annex II details the discharge criteria and measures for the control of pollution by noxious liquid substances carried in bulk; some 250 substances were evaluated and included in the list appended to MARPOL; the discharge of their residues is allowed only to reception facilities until certain concentrations and conditions (which vary with the category of substances) are complied with.
- Annex III contains general requirements for the issuing of detailed standards on packing, marking, labelling, documentation, stowage, quantity limitations, exceptions and notifications. For the purpose of this Annex, "harmful substances" are those substances which are identified as marine pollutants in the International Maritime Dangerous Goods Code (IMDG Code).
- Annex IV contains requirements to control pollution of the sea by sewage; the discharge of sewage into the sea is prohibited, except when the ship has in operation an approved sewage treatment plant or when the ship is discharging comminuted





and disinfected sewage using an approved system at a distance of more than three nautical miles from the nearest land.

- Annex V deals with different types of garbage and specifies the distances from land and the manner in which they may be disposed of; the most important feature of the Annex is the complete ban imposed on the disposal into the sea of all forms of plastics.
- Annex VI sets limits on sulphur oxide and nitrogen oxide emissions from ship exhausts and prohibits deliberate emissions of ozone depleting substances.

1-5-1-5: Convention on Limitation of Liability for Maritime Claims (LLMC) 1979, Protocol of 1996

The Convention replaced the International Convention Relating to the Limitation of the Liability of Owners of Seagoing Ships. Limits are specified for two types of claims - claims for loss of life or personal injury, and property claims (such as damage to other ships, property or harbour works). The Convention provides for a virtually unbreakable system of limiting liability. Under the Protocol of 1996, the amount of compensation payable in the event of an incident being substantially increased and also introduces a “tacit acceptance” procedure for updating these amounts.

1-5-1-6: International Convention on Civil Liability for Oil Pollution Damage (CLC)

The Civil Liability Convention was adopted to ensure that adequate compensation is available to persons who suffer oil pollution damage resulting from maritime casualties involving oil-carrying ships. The Convention places the liability for such damage on the owner of the ship from which the polluting oil escaped or was discharged. Subject to a number of specific exceptions, this liability is strict; it is the duty of the owner to prove in each case that any of the exceptions should in fact operate. The Convention requires ships covered by it to maintain insurance or other financial security in sums equivalent to the owner’s total liability for one incident.





1-5-1-7: International Convention on Civil Liability for Bunker Oil Pollution Damage (BUNKER)

The Convention was adopted to ensure that adequate, prompt, and effective compensation is available to persons who suffer damage caused by spills of oil, when carried as fuel in ships' bunkers. The Convention applies to damage caused to the territory, including the territorial sea, and in exclusive economic zones of States Parties. The bunkers convention provides a free-standing instrument covering pollution damage only.

1-5-2: Regional Legal Framework

In addition to the international conventions, there are regional agreements within the PERSGA state members. The following subsections present a general and non-exhaustive description of each agreement.

1-5-2-1: Regional Convention for the Conservation of the Red Sea and Gulf of Aden Environment, 1982 (Jeddah Convention)

The Jeddah Convention expresses in clear terms the commitment and the political will of the governments of the region to tackle the marine and coastal environments of the Red Sea and Gulf Aden through joint coordinated activities. The provisions of the Jeddah Convention are complemented by those of MARPOL and the Basel Conventions. They are synchronized with the Articles of the United Nations Convention on the Law of Seas (1982) where Article (123) of this Convention called for cooperation among coastal countries of an enclosed or a semi-enclosed sea and to coordinate their efforts regarding rights and duties concerning marine environment protection and maintaining it from pollution.

1-5-2-2: Protocol Concerning Regional Cooperation in Combating Pollution by Oil and other Harmful Substances in Cases of Emergency (1982 Protocol)

This Protocol to the Regional Convention for the Conservation of the Red Sea and Gulf of Aden Environment deals principally with an effective response to emergencies caused by pollution by oil and other harmful substances of the marine environment and coastal





zones in the area to which the Convention applies. With this Protocol, the Contracting Parties established the Marine Emergency Mutual Aid Centre, EMARSGA. The Protocol also defines duties of the Contracting Parties to assist the Centre and to cooperate with other Contracting Parties in the manner as provided for in this Protocol; sets out a duty to take measures to prevent, mitigate and respond to emergencies; provides for supervision of the Centre by the Council of the Regional Organization for Conservation of the Red Sea and Gulf of Aden Environment and requires each Contracting Party to establish and maintain an appropriate authority to carry out fully its obligations under this Protocol.

1-5-2-3: Protocol Concerning Technical Cooperation to Borrow and Transfer Experts, Technicians, Equipment and Materials in Cases of Emergency (2009 Protocol)

This protocol is considered as an important supplement that consolidates the Jeddah Convention (1982) and activities the function of PERSGA/EMARSGA; it plays an important role in promoting regional cooperation to reduce the risk of pollution resulting from maritime accident. This protocol includes 11 articles and three annexes.

(1-6) : National Contingency Plans

Within the framework of the RSCP and under the obligations of the OPRC Convention and the OPRC-HNS Protocol, member states are required to have established National Contingency Plans (NCPs). In the event of a major incident, it is expected that the relevant NCP has been activated before requesting activation of the RSCP.

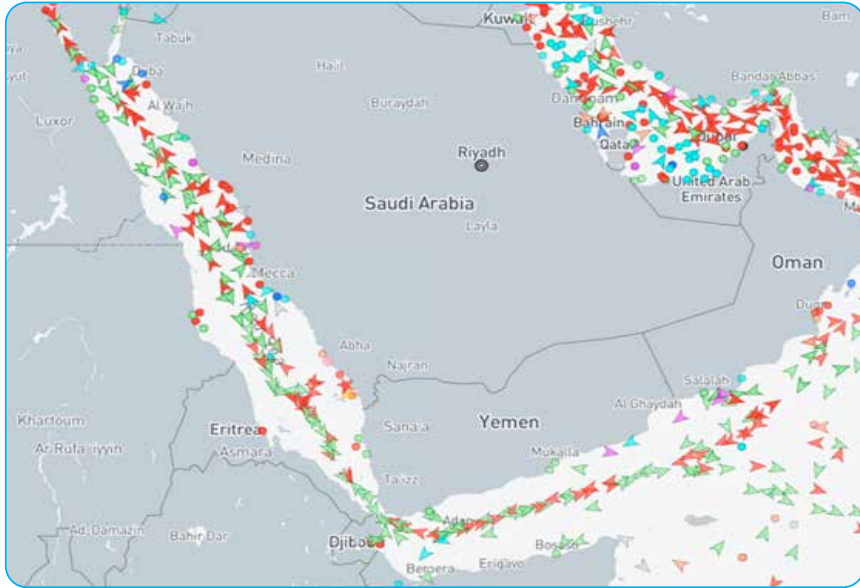
(1-7) : Oil and Chemical Spill Risks

The Red Sea and Gulf of Aden region is one of the major worldwide shipping routes with between 12% and 15% of global shipping trade transiting through the Suez Canal. Figure 3 below provides an appreciation of the high traffic density through and across the region. Multiple ship types and sizes are transiting in the region and the risk of having a maritime incident is very real. Hydrocarbons such as crude oil, marine diesel or intermediate





fuel oils originating from cargo or used for propulsion could be spilled with a high potential of oil reaching the coast due to the proximity of the coastline. Recent oil and gas exploration and production projects have been announced for the northern portion of the Red Sea, adding a potential spill risk from drilling operations in the area.



(Figure 3) : Marine Traffic Density – Red Sea and Gulf of Aden – April 2024 ¹

(1-8) : Amending and Updating the Plan

Representatives of the member states and liaison officers in national response centres can propose amendments to this plan and update its components by addressing the General Secretariat of the Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA) through the national contact points.

(1) www.marinetraffic.com





2- Operational Response

(2-1) : Operational Authority

The competent national authority, referred to as the Operational Authority, in the member state has the operational authority and responsibility for the management and coordination of response activities within their areas of responsibility and interests.

The Operational Authority has an obligation to advise their neighbours, the wider regional area and PERSGA of an incident that may affect the areas of responsibility and interests of their neighbours and the region.

If the severity of the incident surpasses the response capabilities of the member state or if the Operational Authority requires advice or assistance, they will request this at a regional level through PERSGA.

(2-2) : Activation of the Plan

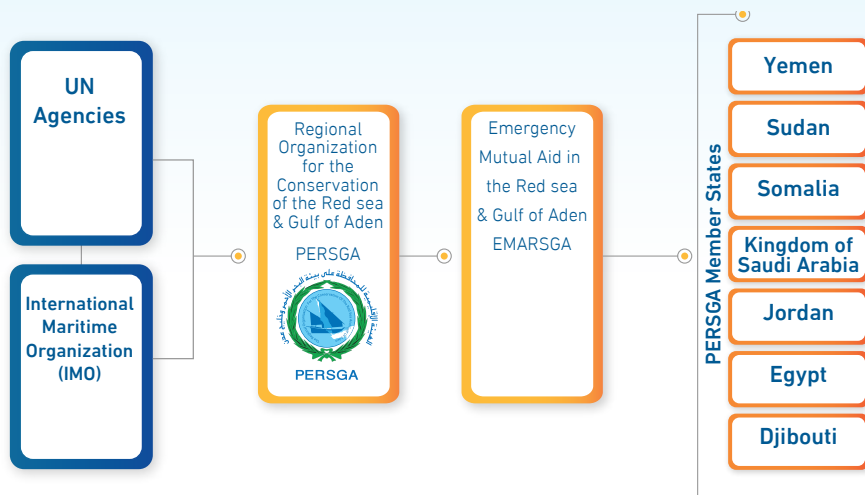
The authority for the implementation of this RSCP rests with PERSGA in collaboration with the PERSGA focal points in the seven member States.

PERSGA will provide a support role to the Operational Authority and provide a coordination role within the region and at the international level.

The plan follows the international tiered system for spill response and as such local, national, regional and international authorities could be involved during a spill in the RSGA region depending on its severity.

Once activated PERSGA will inform their member states, IMO and any UN Agencies, as appropriate, as shown in Figure 4.

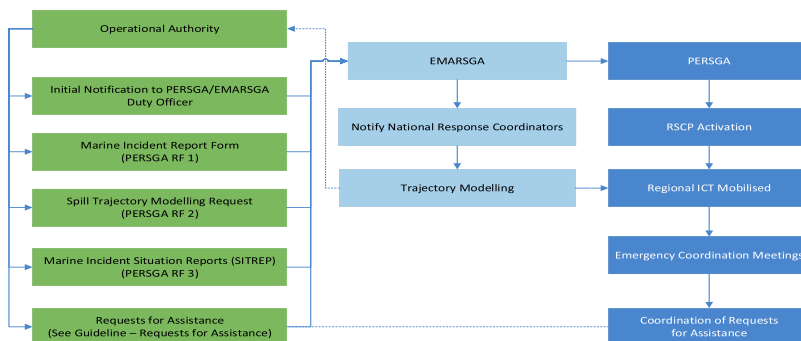




(Figure 4) : Relationship between Neighboring Response Centers.

(2-3) : Notification and Coordination Process

Figure 5 below summarises the initial notification and coordination process that would be implemented by the Operational Authority of the affected state and EMARSGA and PERSGA, in case of a marine incident.



(Figure 5) : Overview of the Initial Notification and Coordination Process

(2-4) : Notification Procedure

This section contains a summary of the initial notification procedure in case



of a marine incident. Detailed flowcharts and the related response forms are available in the appendices to the RSCP.

2-4-1: Operational Authority

When an incident happens in the territorial waters of a PERSGA member state, they should notify PERSGA through the Emergency Mutual Aid in the Red Sea and Gulf of Aden (EMARSGA) hotline as soon as possible followed by the electronic submission of the Marine Incident Report Form (PERSGA RF 1).

2-4-2: EMARSGA

The Duty Officer will carry out an initial assessment and decide if:

- Further information is needed to verify or clarify the details of the reported incident.
- The incident is likely to impact more than one country.

The initial assessment can be done collaboratively with the National Coordinator of the affected country, the PERSGA Secretary General and/or the EMARSGA Director. Following this assessment, a decision will be made about the activation of the RSCP.

2-4-3: PERSGA

Upon being informed of an incident, PERSGA will

- inform its member States of the situation.
- activate the RSCP, if the situation warrants.
- Mobilise the Regional ICT.
- Mobilise regional and international expertise to support the ICT.
- Coordinate and process any requests for assistance within the region and with the international community.

(2-5) : Regional and International Coordination

Following the activation of the RSCP, regional and international coordination





and mobilization might be required. The coordination procedures and related forms are available in the appendices to the RSCP.

PERSGA will establish an Incident Coordination Team (ICT) to ensure the support and assistance of national and international actors. PERSGA may also mobilise regional and international expertise to support the ICT.

PERSGA has established National Coordinators and Focal Points in each PERSGA member States. If activated, these contacts will nominate a representative to attend the Emergency Coordination Meeting. The primary aim of the group is to support the affected country or countries and to mitigate any damage caused by the incident.

To ensure an effective response to any pollution incident, a National Spill Response Committee (NSRC) shall be formed at the national level in each of PERSGA member States. The members of this Committee will be identified in the relevant National Spill Contingency Plan and could include a representative of all or some national authorities/agencies: Port Authorities, Maritime Authorities, Energy Ministry, Tourism Ministry, Defense Ministry, Interior Ministry, Transport Ministry and Environment Ministry.

(2-6) : Requests for Assistance

Within the ICT, international requests and offers for assistance from the Operational Authority will be processed and coordinated. PERSGA's Request for Assistance Guidelines, based on the IMO Guidelines, describes the processes and forms used.

In the course of responding to a large, complex or significant oil spill incident, there are a minimum set of considerations and recommendations that each of the parties involved in offering and requesting assistance should be aware of and implement as appropriate.

The requesting Party should consider:

- Making its request in a clear and precise manner (quantity, type, etc.) by indicating for which purposes equipment, products, and response personnel will be used;
- Appointing an authority to receive the equipment, products, and/or personnel, and ensuring control of operations from





the moment equipment products and personnel arrive in the country and while these are conveyed to and from the scene of operations;

- Making arrangements for the rapid entry of equipment, products, and personnel prior to their arrival and ensuring that customs formalities are facilitated to the maximum extent. It is recommended that equipment be admitted on a temporary basis and that products be admitted free of excise and duties;
- Supplying all that is needed for the correct operation and maintenance of equipment, and providing accommodation and food for response teams;
- Ensuring that ships are granted all necessary authorizations and aircraft cleared to fly in the national airspace, should ships and aircraft be provided. It is recommended that a flight plan or a flight notification be filed and accepted as an authorization for aircraft to take off and land ashore or at sea outside regular customs airfields;
- returning all unused products and ensuring that equipment is returned or compensated for as agreed in advance, once response operations are complete; and,
- Sending to the appropriate authorities or representatives of the Assisting Party a report on the effectiveness of equipment, products and personnel provided.

The Assisting Party should consider providing:

- A detailed statement and complete list of all equipment, products and personnel that can provide within those listed by the requesting Party, as well as instructions for use of equipment and products;
- Information on equipment that is in good working order and suitable for the requirements of the requesting Party;
- Information on only those products approved for use in its own jurisdiction; and,
- Information on only competent specialized personnel who are, if possible, equipped with their own kits required to carry out





their actions. It is recommended that non-specialized personnel not be sent out, except perhaps in cases of particularly massive oil pollution.

In regard to the facilitation of response to a Pollution incident,

- The requesting State is responsible for overall supervision, control and co-ordination of the response to the pollution incident and of the assistance supplied. Personnel sent by the assisting State is normally in charge of the immediate operational supervision of its personnel and equipment. The personnel involved in the assisting operation should act in accordance with the relevant laws of the requesting State, which should endeavor to inform the assisting State of the relevant laws. The appropriate authorities of the requesting State shall co-operate with the authority designated by the assisting State.
- The requesting State should, to the extent of its capabilities, provide local facilities and services for the proper and effective administration of the assistance, including decontamination activities, and should ensure the protection and return of personnel, equipment and materials brought into its territory by, or on behalf of, the assisting State for such a purpose.
- The requesting State should use its best efforts to afford the assisting State and persons acting on its behalf the privileges, immunities or facilities necessary for the expeditious performance of their assistance function. The requesting State should not be required to apply this provision to its own nationals or permanent residents or to afford them the privileges and immunities referred to above.
- The requesting State should facilitate the entry into, stay in and departure from its national territory of duly notified personnel and of equipment and property involved in the assistance.
- With regard to actions resulting directly from the assistance provided, the requesting State should reimburse the assisting State for any loss of or damage to equipment or other property belonging to the assisting State. The requesting State should also reimburse the assisting State for expenses involved in





such assistance, arising from the death of or injury to persons or the loss of or damage to property, incurred by personnel acting on behalf of the assisting State. This would not prevent the requesting State from seeking reimbursement as part of its claim under the appropriate compensation convention.

- The States concerned should co-operate closely in order to facilitate the settlement of legal proceedings and claims which could result from assistance operations.
- The affected or requesting State may at any time, after appropriate consultations and by notification, request the termination of assistance received or provided under the Guidelines. Once such a request has been made, the States concerned should consult one another with a view to making arrangements for the proper termination of the assistance.
- As the assistance should not be delayed for administrative or other reasons, the necessary legislation should be adopted during the preparedness phase, i.e. before the incident which would require assistance.
- Similar facilitation should be implemented by States concerned when personnel or equipment are provided on behalf of a shipowner, a cargo owner or other relevant entities.

(2-7) : Incident Control Rooms

In case of an incident, the EMARSGA and PERSGA operations rooms will be open to support regional coordination. It will be staffed by EMARSGA/PERSGA personnel assisted, as required, by regional and international experts deployed to support the operations. EMARSGA/PERSGA will make sure that the following are in order:

- Adequate communication equipment
- Links to teleconference, online platforms (for virtual meetings)
- Laptop/Desktop & Internet access
- Boards (whiteboard or flipcharts) and Forms
- Run the oil and HNS spill trajectory models to predict the course and fate of the spill in the marine environment in a timely and





continuous manner and circulate the results to the national response coordinators.

(2-8) : Information Collection and Dissemination

Monitoring is highly important during spill response. Collecting the right information in a systematic way and regularly can be implemented as soon as the incident is reported. Information such as current weather/sea conditions, ongoing operational activities, issues/constraints and actions to be taken are collected through the Marine Incident Situation Report (SITREP) form (PERSGA RF 3).

Updates should be sent to PERSGA/EMARSGA by the affected country national coordinator. PERSGA/EMARSGA will disseminate the updated SITREPs throughout the region.





3-Supporting Administration

(3-1) : Logistics

The Operational Authority shall be responsible for providing all logistic support necessary for conducting response operations.

In particular, the Operational Authority shall make the necessary arrangements for:

- i . accommodation and transportation within the country, of all assisting personnel;
- ii . providing the following facilities and supplies for equipment and other resources received from the assisting Parties:
 - a . safe storage space or parking places, as appropriate, including cranes, forklifts and other handling equipment; and
 - b . fuel, lubricants and basic repair and maintenance facilities.
 - c . managing health and safety matters of the assisting personnel from other Parties.

During the stay of any 3rd party vessels and aircraft, the Operational Authority shall take the necessary measures to ensure assistance to the crews at airports and in ports, as appropriate, and to provide security services for ships, aircraft and related equipment, while these are in ports or at airports of the Operational Authority.

(3-2) : Finance

The polluter will be held liable and responsible for appropriate measures and reimbursement for costs encountered by the affected member State under the “Polluter Pays” principle.

In environmental law, the polluter pays principle is enacted to make the party responsible for the pollution responsible for paying for the damage done to the natural environment. In international environmental law it is mentioned in Principle 16 of the Rio Declaration on Environment and Development.²

(2) Rio Declaration on Environment and Development, 3-14 June 1992





The Operational Authority shall directly cover the following expenses related to the stay in its territory of personnel, equipment and means (including vessels and aircraft) of the assisting Party:

- i . board and lodging and/or daily subsistence allowance, as appropriate, of all response personnel other than the crews of ships;
- ii . any port dues for vessels and ships rendered as assistance;
- iii . any airport charges for aircraft rendered as assistance;
- iv . necessary fuel for all equipment and means including, in particular, vessels and aircraft, engaged in the response operations;
- v . medical services provided to the personnel of the assisting Party that was injured or taken ill during the response operations;
- vi . costs related to repatriation of any response personnel who died or who were injured or taken ill during the response operations;
- vii . immediate maintenance costs for any piece of equipment, vessel and aircraft engaged in the response operations;
- viii . repair costs for any piece of equipment, vessel or aircraft damaged in its territory during and due to the response operations, if such repair needs to be made prior to returning to the country of origin of such equipment and means; and
- ix . costs of communications related to the response operations that have been incurred by the personnel of the assisting Party in the territory of the Operational Authority.

The assisting Party shall directly cover the following expenses related to the sending to the Operational Authority of its personnel, equipment, products or other resources including, in particular, vessels and aircraft:

- i . mobilization of personnel, equipment, products or other resources;
- ii . costs of transport of personnel, equipment and products, to and from the country where the response operations are taking place;
- iii . fuel for self-contained units (vessels, aircraft) which shall travel to the site of the response operations using its own power;





- iv . costs of communications related to the response operations that are originating from the territory of the assisting Party;
- v . insurance of the personnel of the strike team;
- vi . medical services rendered, following their return to their country of origin, to response personnel who were injured or taken ill during the response operations; and
- vii . maintenance and repair costs for equipment and resources engaged in the response operations which were incurred after the return of such equipment and machinery to the country of origin.

Following the termination of the response operations and the return of all personnel, equipment and other resources that were engaged in the response operations, each assisting Party shall prepare a detailed invoice including the costs of assistance rendered to the Operational Authority and other expenses related to this assistance.

Upon receipt of such an invoice, the Operational Authority shall directly reimburse the expenses incurred by the assisting Parties in relation to the pollution response measures undertaken by these Parties following the activation of the Plan. It shall subsequently include such invoices in its own claim for reimbursement of pollution response related costs, submitted to the party liable for the pollution incident, its insurers or an international system for compensation of pollution damages, as appropriate.

When dealing with financial issues related to the activation of the Plan and the response operations, the Parties shall adhere to the principles set forth in the Claims Manual of the International Oil Pollution Compensation Funds.

The Operational Authority may request, during the ongoing response operations, a summary of the costs of assistance rendered to date in order to commence and update the claim.

(3-3) : Customs

In order to facilitate the movement of response equipment and other resources including self-contained units such as ships and aircraft, to the place where the assistance is required, the Parties shall:





- make arrangements for the rapid entry of equipment and products prior to their arrival and ensure that customs formalities are facilitated to the maximum extent. Equipment should be admitted on a temporary basis and products should be admitted free of excise and duties.
- ensure that, should ships and aircraft be provided, ships are granted all necessary authorizations and aircraft cleared to fly in the relevant national air space. A flight plan or a flight notification will be filled and accepted as an authorization for aircraft to take off, land ashore or at sea outside regular customs airfields.

With regard to temporary importation and stores for ships and aircraft respectively, the above-mentioned principles shall apply without prejudice to the relevant national customs regulations.

Prior to dispatching assistance, the competent Customs Authority of the assisting Party shall establish direct contact with the competent Customs Authority of the Operational Authority, in order to obtain the necessary clearance for the entry of equipment, products and other resources into the country.

When approaching the territorial sea, the internal waters and/or airspace of the Operational Authority, all ships and/or aircraft rendered as assistance within the framework of the Plan shall strictly observe any specific national procedures required by the Operational Authority.

(3-4) : Immigration

In order to facilitate the movement of response personnel, the Parties shall make special arrangements applicable in emergency situations, concerning provisions for the rapid granting of entry visas and work permits for personnel.

(3-5) : Record Keeping

All involved parties shall ensure that detailed records of all actions taken in order to respond to a pollution incident are accurately kept.





As a minimum, the following records shall be systematically kept:

- i . Description of the situation, decisions taken, and response measures implemented;
- ii . Daily work log, giving details of:
 - a . operations in progress (place, time, purpose);
 - b . equipment and other means in use (place, time, purpose);
 - c . personnel employed (number, place, time);
 - d . response products and any other material consumed (type, quantity, purpose);
- iii . Records of all expenditures made in relation to response operations.

Following the termination of response operations these records shall be made available to the Operational Authority in support of their claim for compensation.





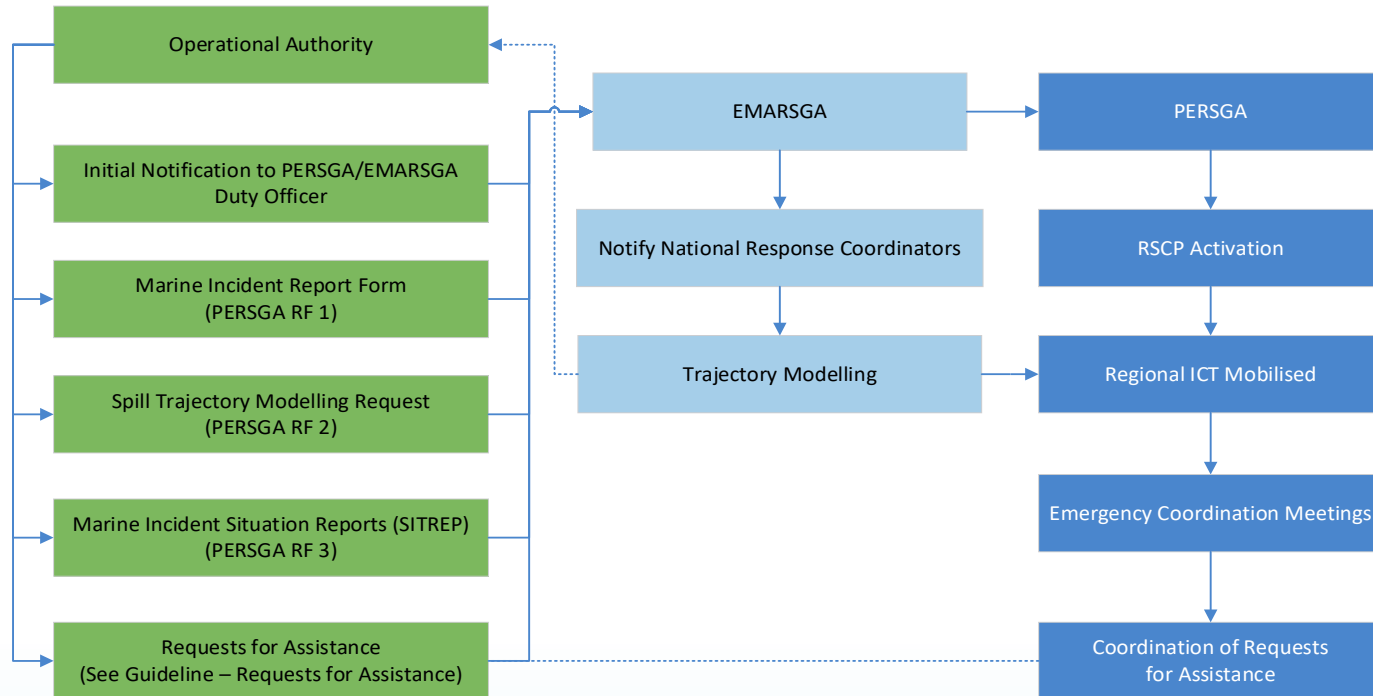
4-Appendix



Appendix 1

Notification Flowchart

In the event of an incident follow the flowchart below. The PERSGA Response Forms (RFs) can be found in the accompanying appendices.





Appendix 2

PERSGA RF 1 - Marine Incident Report Form

Preliminary Incident Data				
Incident Name:		Date:		Time:
Incident Reporting Authority:				
Name of Reporter:			Contact details:	
Incident Position	Long:	E	Lat:	N
Vessel Information				
Ship's Name:		Flag:		
Ship's Operator		Ship's Owner		
Ship Type:				
Ship's Specifications	Length:		Draft:	
	Deadweight:			
Departure Port:		Destination Port:		
Crew				
Crew:	Onboard:		Rescued:	
	Injured:		Missing:	
Are SAR Operations:	Ongoing:		Completed:	
Ship's condition	Alongside	Damaged	Under Tow	Sinking
	Anchored	On Fire	Drifting	Sunk
Current Operations:				
Planned Operations:				





Pollution or Potential Pollution						
Cause of Pollution		Collison	Sinking	Fire	Other	
Is the Source of the leakage stopped?		Yes			No	
Cargo:	Type:		Amount:			
	Bulk:		Packaged:			
	Liquid	Solid	Gas	Type of Packing:		
Is Cargo Manifest/Stowage Plan Available?			Yes:	No:	If YES then attach, if NO then source	
Is IMDG Cargo Manifest available:			Yes:	No:		
If Container Ship is BAPLIE available:			Yes:	No:		
If HNS: (List All)	PROPER NAME:		UN Number:		CAS Number:	
	Manufacturer:		SDS: (attach)			
Estimated Pollution Lost	Type:		Volume:			
	Instantaneous Amount Lost:		Ongoing Rate of Loss:			
Information on Weather and Sea State						
Wind Speed:			Wind Direction:			
24hr Forecast Wind Speed:			24hr Forecast Wind Direction:			
Surface Current:			Current Direction:			
Air Temperature:			Sea Temperature:			
Additional observations:						
Modelling Required:		YES			NO	
Submitted to EMARSGA Contact Points						
Jordan	Djibouti	Saudi Arabia	Sudan	Egypt	Yemen	Somalia





Appendix 3

PERSGA RF 2 - Spill Trajectory Modelling Request Form

This form is used to request spill trajectory modelling, if required. It is sent by the Operational Authority to EMARSGA/PERSGA.

INCIDENT INFORMATION			
Incident Name:		Time:	Time Zone:
Operational Authority:			
Contact Name:			
Contact Details:			
OIL SPILL MODELLING REQUEST			
Type of Oil:			
Density:			
Viscosity:			
Spill Status:			
Instantaneous Loss Quantity:			
Continuous Loss Rate:			
Potential to be Lost:			
HNS SPILL MODELLING REQUEST			
HNS TYPE			
BULK	GAS	LIQUID	SOLID
PACKAGED	TYPE OF PACKAGING:		
PROPER NAME:			
UN NUMBER:		CAS NUMBER:	
IF SDS Available then Attach			
Manufacturer:			
Amount Lost:			
Potential to be Lost:			





Appendix 4

PERSGA RF 3 – Marine Incident Situation Report (SITREP) Form

This form is used to provide an update on the incident. It is sent by the Operational Authority to EMARSGA/PERSGA and to Member States.

Incident		
Incident Name:		
SITREP No:		
Date:	Time:	Time Zone:
Sender:		
Situation report details		
1. Current weather or conditions on site		
2. Operations (since the last SITREP, if any) and future operations (after sending this SITREP)		
3. Any major issues or constraints (current or foreseen)		
4. Actions planned to be taken ☐ mobilized resources from other countries, ☐ international/regional assistance requests and offers, ☐ next regional coordination meeting, etc		
Next SITREP update (date and time)		
Approved by On Scene commander or/and National Coordinator		
_____ Date: _____		
On Scene Commander/National Coordinator signature		

Name of On Scene Commander	National Coordinator	





Appendix 5

Notification Procedure – Checklist – Operational Authority

Responsible Party	Action	Guidance & Information	Completed
Operational Authority	Call the EMARSGA emergency hotline to make the initial verbal notification	Hotline: +2 065 3544159	
	Complete and submit PERSGA Marine Incident Report Form (PERSGA RF 1) to EMARSGA	PERSGA RF 1 – Appendix 2	
	Activate the National Contingency Plan		
	Activate the national emergency centre		
	Commence appropriate response procedures	Refer to relevant Regional Guidelines for further advice	
	Use Operational Response Flowcharts and Forms	Refer to relevant Regional Guidelines for further advice	
	Complete and submit any modelling requests to EMARSGA using Spill Trajectory Modelling Request Form (PERSGA RF 2) to EMARSGA	PERSGA RF 2 – Appendix 3	
	Document all activities and decisions made during the response to the incident		
	Complete and submit any Situation Report updates using Marine Incident Situation Report (SITREP) (PERSGA RF 3) to EMARSGA	PERSGA RF 2 – Appendix 4	
	Manage any media or external communications as and when necessary		
	Maintain record of all costs incurred in the response to the incident, with supporting paperwork (Purchase Order, Invoices, Contracts, etc.)		
	Terminate response operations, when appropriate		
	Establish a formal incident investigation and share findings with PERSGA and member states		
	Establish a post-spill environmental and socio-economic surveys, as required		
	Prepare claim for compensation		





Appendix 6

Notification Procedure – Checklist – EMARSGA

Responsible Party	Action	Guidance & Information	Completed
EMARSGA	Check and validate the identity of the person reporting the incident		
	On receipt, check the PERSGA Marine Incident Report Form (PERSGA RF 1)		
	Seek additional information, if necessary and available	Possible questions to ask:	
		Are there any casualties of injured personnel?	
		Has the National Contingency Plan been activated?	
		Has the national emergency centre been mobilised?	
		Is it possible to identify spill source and to make the area/s safe?	
		Can you estimate the extent of the spill (i.e., spill volume) and possible movement of the slick?	
		Have any response actions been implemented at the time of notification	
	Consolidate all initial incident details from the initial notification and other relevant sources		
	Notify PERSGA Duty Officer	Contact details in Appendix 8	
	Notify EMARSGA Director	Contact details in Appendix 8	
	Circulate the PERSGA Marine Incident Report Form (PERSGA RF 1) to the PERSGA member States' National Coordinators	Contact details in Appendix 8	
	Check all PERSGA member States' National Coordinators have received the PERSGA Marine Pollution Report Form (PERSGA RF 1)	PERSGA member States' National Coordinators	
	Run modelling, if requested, based on submitted Spill Trajectory Modelling Request form (PERSGA RF 2)		
	Submit modelling results to Operational Authority, copied to PERSGA		





	Document all activities and decisions made during the response to the incident		
	On receipt, forward PERSGA Marine Incident Situation Report Form (SITREP) (PERSGA RF 3) to member States' National Coordinators	PERSGA member States' National Coordinators	
	Check all PERSGA member States' National Coordinators have received the PERSGA Marine Incident Situation Report Form (SITREP) (PERSGA RF 3)	PERSGA member States' National Coordinators	
	Maintain record of all costs incurred in the response to the incident, with supporting paperwork (Purchase Order, Invoices, Contracts, etc.)		
	In discussion with Operational Authority and PERSGA terminate response operations, when appropriate		
	Assist in the Operational Authority's formal incident investigation, as appropriate		
	Prepare relevant claim for compensation and submit to Operational Authority		





Appendix 7

Notification Procedure – Checklist – PERSGA

Responsible Party	Action	Guidance & Information	Completed
DUTY OFFICER	PERSGA Duty Officer alert PERSGA Secretary-General	Contact details in Appendix 8	
	PERSGA Duty Officer, in discussion with EMARSGA Duty Officer to review initial information and make preliminary incident assessment	On review consider if:	
		Further information is needed to verify or clarify the details of the reported incident	
		The incident is likely to impact the waters of more than one country	
		There is the need for support from PERSGA	
		The incident requires the activation of the RSCP	
		The incident requires the activation of PERSGA's Incident Coordination Team to support the Operation Authority	
		Requests for Assistance may be required.	
	Arrange conference call with EMARSGA between PERSGA Secretary-General, EMARSGA Director and EMARSGA Duty Officer	Establish PERSGA support, as appropriate	
SECRETARY-GENERAL	Mobilise PERSGA's Incident Coordination Team (ICT)	Establish ICT in Jeddah office	
	Mobilise regional or international technical experts to support the ICT		
	Establish an initial Emergency Coordination Meeting conference call between PERSGA/EMARSGA and National Coordinators and Focal Points	Contact details in Appendix 8	
	Notify external multilateral partners (UNEP, IMO, MEMAC, UN relevant agencies, etc.), as appropriate		
	Notify any other units, agencies or technical parties, as appropriate		
	Continue to host follow-up Emergency Coordination Meetings between the member states, as required	Contact details in Appendix 8	
	Continue to host follow-up coordination briefings with external multilateral partners, as required		
	Continue to host follow-up coordination briefing with other units, agencies or technical parties, as appropriate		
	Manage any media or external communications as and when necessary, in agreement with the Operational Authority		
ICT	ICT to process and coordinate the requests for assistance	Refer to relevant Regional Guideline for advice and forms	
	Document all activities and decisions made during the response to the incident		





	Maintain record of all costs incurred in the response to the incident, with supporting paperwork (Purchase Order, Invoices, Contracts, etc.)		
	In discussion with Operational Authority and EMARSGA terminate support operations, when appropriate		
	Assist in the Operational Authority's formal incident investigation, as appropriate		
	Prepare relevant claim for compensation and submit to Operational Authority		





Appendix 8

PERSGA FOCAL Points – Contact Details

Contact information	Regional incident response members	Country
Tel : (+962) 32014031 Fax: (+962) 32090831 Mob: (+962) 799880249	Captain Ali Yassin Head of the Prince Hamza Center for Combating Marine Oil Pollution	Jordan
Mob : (+962) 0797121623	Tagreed El-Maayta Director of the Environment Directorate - Aqaba Authority	
Tel (+253) 21 35749: Fax (+253)21 351618: Mob (+253)77 82 01 21: Email adenhassan22016@gmail.com	Aden Hassan Elmi Ministry of Environment and Sustainable development	Djibouti
Tel : (+249)123170172 Email : abudaragoes@gmail.com	Cap / Islam Babker Abodarak Director of the Sudanese Maritime Inspection Department and General Registrar of Ships and Sailors	Sudan
Tel: (+966)2653600 Fax: (+966) 6516426 Mob: (+966)537006009 Email : abdaalshamrani@necec.gov.sa	Dr/ Abdallah Elshamarany Senior Advisor and Executive Director of Environmental Emergencies National Center for Environmental Compliance Oversight	Saudi Arabia
Tel (+2) 25245407 Fax (+2)25256454 Mob +20 10 12050905 amoawad002@gmail.com Email:	Ayman Moawad Environmental Affairs Agency Ministry of State for Environmental Affairs	Egypt



Tel: (+967)2240607 Mob: (+967)71210028 (+967)771995665 Email : Algabi082@gmail.com	Eng/ Abdel Salam Mohamed Elgabi Ministry of Water and Environment Public Authority for Environmental Protection	Yemen
Mob: : +252 61 0855462	Mrs Maryam Ali Deputy Director General of Environment Prime Minister's Office Federal Republic of Somalia	Somalia



PERSGA

الهيئة الإقليمية للمحافظة على بيئة البحر الأحمر وخليج عدن
Regional Organization for the Conservation of
Environment of the Red Sea and Gulf of Aden