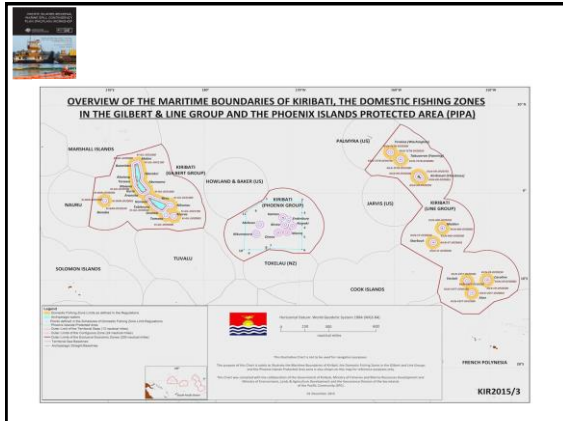


General Background information

- See section 3.1 of the Presentation guidelines
 - SINCE THE 2016 WORKSHOP KIRIBATI HAD NOT EXPERIENCED ANY SERIOUS MARINE SPILLS FROM SHIPS
- SHIPPING ACTIVITIES THAT POSE GREATEST RISKS OF SERIOUS MARINE SPILLS:
 - BUNKERING IN THE PORT OF BETIO AND IN KIRITIMATI FROM INCOMING TANKER VESSELS – CONNECTING OF HOSE FROM THE VESSEL TO THE MAIN VALVE FROM ASHORE LEADING TO THE FUEL TANKS (Tanker 2017 = (13), 2018 = (5))
- THE ENTITIES THAT ENGAGED IN THESE SHIPPING ACTIVITIES:
 - INTERNATIONAL TANKER SHIPPING COMPANIES
 - KIRIBATI STATE OWNED ENTERPRISE – KIRIBATI OIL COMPANY
 - LOCAL SHIPS AGENTS FOR INTERNATIONAL TANKER SHIPPING SHIPS CALLING KIRIBATI PORTS



National Plan

- See section 3.2 of the Presentation guidelines
- THE CHALLENGES IN ENFORCING THE KIRIBATI NATPLAN WAS DUE TO THE LENGTHY DELAY IN THE IDENTIFICATION OF THE LEADING MINISTRY – BETWEEN THE ENVIRONMENT CONSERVATION DIVISION (ECD) FROM MINISTRY OF ENVIRONMENT AND MARINE DIVISION – MINISTRY OF TRANSPORT.
- MARITIME ACT 2017 (234)
 - THE NEW NATIONAL LEGISLATION TO ADDRESS POLLUTION RESPONSE AND(233) ALSO COVERS POLLUTION INCIDENT LIABILITY
- KIRIBATI HAS NOT ENTERED INTO ANY MOU OR TECHNICAL AGREEMENT WITH ANY OTHER STATES PURSUANT TO PACPLAN (PACPLAN ATTACHMENT 8)

National Legislation

- See section 3.2 of the Presentation guidelines
- MARITIME ACT 2017, MARPOL (224 – 236)
An Act to regulate shipping, to update and modernise Law relating to shipping to give Effect to certain International Maritime Conventions and for related purposes
- MARPOL Regulation under revision
- MARINE ZONE ACT 2011
An Act to make provisions in respect of the Internal waters, the archipelagic waters, the contiguous zone, the territorial sea, the Exclusive Economic Zone and the continental shelf of Kiribati and for connected purposes.

Domestic Pollution Response Arrangements

- See section 3.3 of the Presentation guidelines
- MARINE DIVISION
(within Ministry of Information Communication Transport Tourism Development)
- IS THE RESPONSIBLE AUTHORITY THAT HAS RESPONSIBILITY FOR ADMINISTERING AND ENFORCING LEGISLATION FOR THE OVERALL MANAGEMENT OF NATPLAN
- IS ALSO THE LEAD AGENCY WITH OPERATIONAL RESPONSIBILITY FOR MANAGING MARINE SPILLS
- DIRECTOR OF MARINE (AND MARPOL MARINE OFFICER) IS A SINGLE POINT OF CONTACT THROUGH WHICH COMMUNICATIONS WITH SPREP AND AUSTRALIA OR OTHER ASSISTANCE COUNTRIES UNDER PACPLAN WOULD BE MADE
- KIRIBATI HAS NOT YET UNDERTAKE ANY INTERNAL EXERCISES TO ASCERTAIN HOW TO RESPOND TO AN OIL SPILL AND INVOKE PACPLAN

International Conventions

As at May 2018	INTERVENTION CONVENTION INTERVENTION PROTOCOL (IOP)	COLLISION 95	COLLISION 16	COLLISION 92	FUND PROTOCOL 95	FUND PROTOCOL 92	FUND PROTOCOL 2001	LLMC CONVENTION 95	LLMC PROTOCOL 96	OPRC CONVENTION 90	OPRC CONVENTION 2002	HNS CONVENTION 95	HNS PROTOCOL 2002	OPRC/HNS 2002	BUNKER CONVENTION 92	NATIONAL MARC 2007	NOUVEA PROTOCOL
Australia	x	x	d	x	x	x	x	d	x	x	x			x	x		
Kiribati				x		x		x		x					x		
Nauru																	x
Papua New Guinea	x		d	x		x											x
Solomon Islands				x													x
Tuvalu			d	x	x		x	x							x	x	
Vanuatu	x	x	d	x	x	x		x		x	x			x	x		



Funding pollution response

- See section 3.6 of the Presentation guidelines
- OIL LEVY FUND WAS IN THE MARPOL REG. (revised)
(Maritime Act 2017 (224))
 - The levy fund to fund for the OIL SPILL CLEANUP
 - Purchasing of Marine Oil Spill equipment's required
 - The fund will be used to fund trainings on the protection of marine spills



Oil and Shipping Industry Participation

- See section 3.7 of the Presentation guidelines
- IN CASE OF OIL SPILL
THE NATIONAL MARINE POLLUTION COMMITTEE WILL BE IN CHARGE OF ANY OIL SPILL.
- MARINE DIVISION IS CHAIRING THE NATIONAL MARINE POLLUTION COMMITTEE
- ALL KEY STAKEHOLDERS WILL BE DIRECTED TO ASSIST IN THE OIL SPILL
- STAKEHOLDERS INCLUDE, REPRESENTATIVES FROM ECD, KIRIBATI OIL COMPANY LIMITED, KIRIBATI PORT AUTHORITY, MARINE DIVISIONS SEA TRANSPORT REGULATORY OFFICER (AS LEGAL REPRESENTATIVE FOR OFFICE OF ATTORNEY GENERAL), MARITIME POLICE, MINISTRY OF INTERNAL AFFAIRS AND A REPRESENTATIVE FROM THE KIRIBATI ISLANDS SHIP OWNERS ASSOCIATION



PACPLAN issues for KIRIBATI

- KIRIBATI DOMESTIC POLLUTION RESPONSE ARRANGEMENTS – NATPLAN IS STILL IN DRAFT FORM
- NATPLAN IS TARGETED TO BE FULLY ENDORSED BY GOVERNMENT AND IMPLEMENTED BY 3RD QUARTER 2018.
- REVISION OF KIRIBATI MARPOL REGULATION IS IN PROGRESS BY THE STRO AND TO ENCOMPASS NEW AMENDMENTS TO THE MARPOL CONVENTION. SHCEDULULED TO BE FINALISED IN 2ND QUARTER OF 2018)
- KIRIBATI IS LOOKING TO CONSIDER THE RATIFICATION OF THE RELEVANT CONVENTIONS WHICH ARE NOT YET RATIFIED
 - LLMC 96.
 - INTERVENTION CONVENTION AND PROTOCOL
 - OPRC CONVENTION AND THE OPRC-HNS PROTOCOL
 - NOUVEA PROTOCOL