



Nauru Presented by Kemp Detenamo & Roy Harris




PACIFIC ISLANDS REGIONAL
MARINE SPILL CONTINGENCY
PLAN (PACPLAN) WORKSHOP




General Background information




- Nauru because of its geographic position - we are not in the common routes for a busy shipping lane.
- We have an average of 2 ships per month or every 6 weeks. – 1 tanker & 1 container vessel.
- Since the phosphate mining is in low production – 1 bulk carrier for 2-3 months.
- Fishing licences is now one of the biggest revenue – Behind Regional Processing Centre




National Plan



- We are yet to establish a committee – However, there are existing committees that maybe we could tap into.
- Port should develop its own plan in case of an oil spill. (lead agency)
- Vital petroleum will provide its own plan & provide Tier 1 emergency kits.
- If the oil spill escalates & gets out of control - Then NES or NC will take over.
- SECNES will seek outside help through our NDFat – SPREP, neighbouring states, NZ & Australia




National Legislation




- Nauru probably still need to have the marine pollution bill in place. (CIE Environment bill is still in draft. Port Authority Act. Challenges is the justice (draughters) is overwhelm with government department legislations.
- Working group for Treaty (WGT) – was just been revitalised and had their first meeting in April – expected to meet every month.

1. International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)
2. Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (SOLAS PROT 1988)
3. International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978 (STCW 1978)
4. International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (MARPOL 73/78).
5. Annex III of MARPOL 73/78, Annex IV of MARPOL 73/78, Annex V MARPOL 73/78 & Annex VI 73/78
6. We will on our return endeavour to push the WGT the much needed IMO convention & protocol that was recommended back in 2016.

IMO - MEMBER



Domestic Pollution Response Arrangements



PAN – PORT AUTHORITY OF NAURU – LEAD AGENCY

Stake holders will have their own plans & will coordinate & work together.

1. Vital Energy
2. Ronphos
3. Ship
4. Police
5. Fire
6. Medical

International Conventions

As at May 2018

	INTERVENTION CONVENTION 92	INTERVENTION PROTOCOL 93	GEC CONVENTION 93	GEC PROTOCOL 94	GEC PROTOCOL 95	FUND PROTOCOL 96	FUND PROTOCOL 97	FUND PROTOCOL 98	LLMC CONVENTION 95	LLMC PROTOCOL 96	OPRC CONVENTION 90	SALVAGE CONVENTION 89	HNS CONVENTION 95	HNS PROTOCOL 2002	CAPOUCHINE 2000	BUNKER CONVENTION 92	INCIDENTAL WASTE 2007	INCIDENTAL PROTOCOL
Australia	x	x	d	x	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	x
Vanuatu	x	x	d	x	x	x	x		x		x	x			x	x		

Funding pollution response

- Environment levy \$ 0.05cent per GRT
- Marine navigation levy \$ 0.07cent per GRT



Oil and Shipping Industry Participation

- Vital Energy has a program to train and develop its workers to respond to oil spills.

ADB –New wharf project

- Funding – ADB, GCF, AUSAID & NAURU = US\$80 million



PACPLAN issues for Nauru

- Legislation!
- IMO – Convention & Protocols
- Capacity – Human resource
- Fundings!