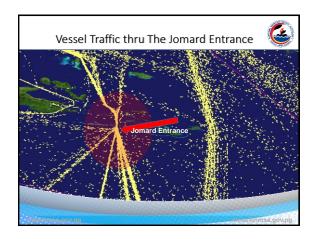
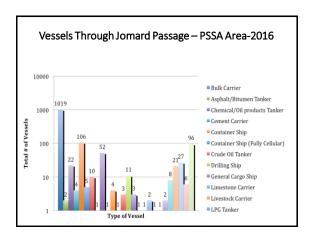
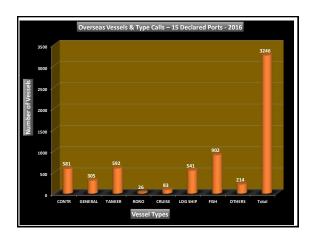


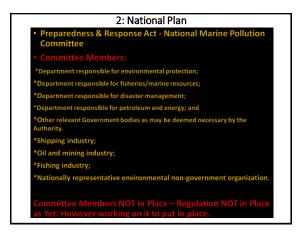
## 1: General Background Information Major Risks of Marine Oil Pollutions. 1: Domestically • Tankers-150,000 tones of oil imported for domestic refinery. • Local Submarine oil pipeline burst- oil fields and terminals. • Domestic shipping activities-Bunker fuels. • Fishing Vessels













PNG's PACPLAN commitments are addressed by the Preparedness and Response Act and National Oil Pollution Prevention Strategy.

 PNG has an Memorandum of Understanding (MOU) with AMSA in terms of seeking assistance in response and training and professional development skills.

3:Domestic Pollution Response Arrangements

Under the National Maritime Safety Act-2006,
The PNG National Maritime Safety Authority (NMSA)
is the Designated LEAD AGENCY responsible
for coordinating all aspects the response
to marine causalities, marine pollution
incidents and spills in Papua new Guinea Waters.

Organization
Position
NMSA
Head Office Port Moresby

24 HR HOTLINE
Landine (875) 213 2033
Or (875) 211 244
Mobile (875) 71902347/4646
PNOMRCC@Imma gov. pp

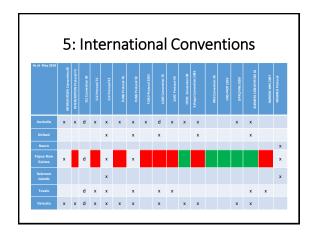
No Internal exercises undertaken to ascertain how to respond to an oil Spill and invoke PACPLAN — No training equipment, proper facility-But Soon Going to happen.
Industries are required to provide their own drills & exercises & provide lists to NMSA.

4: Information Gathering

• All Foreign Vessels calling into PNG Ports are inspected in making sure that insurances are current and in place.

• With the local vessel (PNG Flag Vessels), insurance is part of requirement when aplying for registrations.

• Merchant Shipping Act revised –will include compulsory insurances.



5: In the Process of Ratifications of the following conventions

1. International Convention on the Control of Harmfold Anti-fooling Systems on Ships, 2001 (AFS Conventions);

2. 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (London Protocol);

2. International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990 (OPRC Convention)

4. Protocol on Preparedness, Response and Co-Operation to Pollution Incidents by Hazardous and Reviews Substances, 2000 (OPRC-INS Protocol);

5. Protocol relating to Intervention on the High Seas in Cases of Pollution Dy Substances other than Oil, 1973 (Intervention Protocol);

6. International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention);

7. Convention on Limitation of Liability for Maritime Colims, 1976 (LIMC 76);

8. Protocol of 1996 to Amend the Convention on Limitation of Liability for Maritime Claims, 1976 (LIMC 56 Protocol);

9. International Convention for the Convention on Limitation of Ships: Balliast Water and Sediments, 2004 (BWM Convention).

10. International Convention for the Prevention of Pollution From Ships (MARPOL Annex VI- 1978)

11. Nairobi International Convention on the Removal of Wirecks - 2007 and

12. Hong Kong International Convention on Safe and Environmentally Sound Recycling of Ships-2009.

G: Funding Pollution Response

Under the Merchant Shipping Act of NMSA, Oil Pollution Levies are collected. But used for the general operations of NMSA.

The funds are used for the purchasing of Tier II Oil Spill Response Equipment and sponsoring officers to partake in trainings either abroad or with industries.

PART II - NATIONAL MARINE POLLUTION FUND (POLFUND).

In this Part.

Contusting Vessel' means any vessel that is able to carry more than 10 tonnes of oil, either as fuel or cargo or which is carrying more than 10 tonnes of oil, either as fuel or cargo or which is carrying more than 10 tonnes of oil, either as fuel or cargo or which is carrying more than 10 tonnes of oil, either as fuel or cargo over which is carrying more than 10 tonnes of oil, either as fuel or cargo over which is carrying more than 10 tonnes of chemicals, and which in either case enters a port or terminal in Papua New Guitnea.

6. POLFUND ESTABLISHED.

(1) There is established a fund to be known as the National Marine Pollution Fund (POLFUND), financed by marine pollution levies on contributing vessels in accordance with Sections 9 to 12.

(2) The POLFUND shall be administered by the Authority and expenditure from the POLFUND shall be governed in accordance with Sections 7 and 8.

(3) The levies payable under Section 9 and any other money payable to the POLFUND shall be paid into the fund.

(4) All monies payable to the POLFUND shall be paid to an interest-bearing account established for that purpose by the Authority.

6: Funding Pollution Response

• Under the Public Finance Regularization Act 2017 by the National Government

Prohibits Creation & Operations of Trust Accounts.

• Thus the POLFUND may NOT be possible – Unless the National Government through the Finance Department Agrees-Most Likely NOT Happen or Could Happen Depending on:

Case Submissions & Slow Responses on Major Incidents

7: Industry Participation

• Under the Preparedness & Response Act-Oil & Shipping as well as Port Operators are to develop their site specific PLANS based on the NATPLAN.

• Conduct Risk Assessments and based on their risks-establish and maintain levels of response equipment.

• Conduct trainings as well. Provide Lists to NMSA to maintain data.

• NMSA to conduct 2 x trainings annually-involving industries and relevant government agencies.

• Seek 3<sup>rd</sup> party expertise to provide training, equipment maintenance etc.

• Industries can be part of the Oil Pollution Committee-eg;

\*Shipping industry;

\*Oil and mining industry;

\*Fishing industry;

\*Nationally representative environmental non-government organization.

PACPLAN issues for [PNG]

• PACPLAN Members Combine Trainings

• Clear Procedure on how PACPLAN can be triggered during incidences – Contact Details etc.