



# MOZAMBIQUE PRESENTATION





INAMAR Headquarter in Maputo



## Key Authorities

- ▶ Toward Mozambique country, the National Competent Authority is INAMAR – Mozambique Maritime Authority, is the institution in charge of dealing with issues inherent to maritime safety, maritime pollution, contingency plan and other related issues.



- ▶ At the moment we don't have any reporting person or Hotline, what we have is maritime administration and INAMAR branches along the Mozambique coast. And in case of any spill, the nearest maritime administration will be contacted.



## National Oil Spill Contingency Plan - (NOSCP)

- In this regard, an NOSCP update is underway, because we had an old NOSCP, and due the challenges in the Hydrocarbon exploration industry in our coast line. We decide to update the old version of the NOSCP. And is scheduled for August the official approval of the new NOSCP version.



**The legislative basis for the Plan - (NOSCP)  
is:**

- ▶ the - OPRC-International Convention on Oil Pollution Preparedness;
- ▶ MARPOL 73/78 Convention;
- ▶ Environmental Law and Decrees such as 45/2006, 13/2006.



## The response organization

- ▶ In Mozambique, the incident response organization is formed by an inter-institutional committee, already established, that joins in case of emergency.



## Marine Spill Risks

- ▶ There is no any Risk assessment made in Mozambique yet, but we continue to make effort to overcome this issue. Toward the environmental sensitivity mapping, there is one draft of Mozambique Strategic map. However, we are also in the negotiation process with NGO'S and other entities to collaborate together in the elaboration of the Sensitivity maps the Coastal Sensitive Atlas (containing strategic, operational and tactical maps) at various levels -Tier).





## Marine Spill Risks

- ▶ However, within the NOSCP the potential sensitive areas for prioritization are identified.



## Response Policy/ Strategy

At the moment, because we don't have frequency of spill accidents, the response strategies are designed at the time of the emergency after an assessment of the occurrence by the committee already created. *And for the dispersant police use, there is one proposed (Guião de Uso de Dispersantes)* Dispersant Use Guideline draft document to be discussed and harmonized before the approval by the Government (pending 2013).



## Response Policy/ Strategy

- ▶ And there is no any clean-up strategy, the technique for shoreline clean-up are adopted after an incident assessment.
- ▶ We have the - Decree 94/2014 from December 31 that regulate the entire solid waste management process in Mozambique. And For waste water – the Decree- 18/2004 (of June 2), which regulates the environmental standards and affluent emissions;
- ▶ But needs to be update to accommodate the waste from oil spill incidents or for port waste facilities, and for oil industry, there is the Decree- 56/2010 from November 22.



## Response Policy/ Strategy

- ▶ For the wildlife response plan, there no any plan for this subject at the moment, even in the new NOSCP will not be included, but there will be an additional study and plan for this subject. However there are some agreements and protocols signed in this regarding, such as the following:
- ▶ the country has approved so many policies that has to do with marine pollution and wildlife, for example:
  - ▶ - strategies and regulations,
  - ▶ - Marine and coastal regulations;



## Response Policy/ Strategy

- ▶ - LBSA protocol for the protection of the marine environment from sources and activities used on the ground;
- ▶ - Cooperation protocol in case of emergency (attached to the Nairobi Convention);
- ▶ - Regulation of the license for the emission of effluents from the agro-industry (which proves the Water Law), observed in large plantations that use pesticides and much water is returned to rivers;



## Response Resources

- ▶ For the for oil spill response, the INAMAR and some entities, mainly from oil sector, has some basic equipment for oil spill response, distributed along the coast of Mozambique, but it is just for small spills (Tier-I).





## Response Resources



*Image of simulation exercise 2019*



*Image of boom and absorbents for oil spill*



## Response Resources



*Basic equipment for oil spill within trailer*



## Response Resources



- ▶ For supporting logistics, in our airports and ports there is no pre-established facilities for support an eventual accident, we just make arrangements for that.
- ▶ The maritime authority staff, along the Mozambique coast line are trained and informed in order to have ability, to face an eventual accident. The training based in table top exercises and sea simulation exercises, that has been given to the employees who deal with maritime pollution are:

## Response Resources ( continuation)



- ▶ Oil spill response, level 1 to 3;
- ▶ Shoreline clean-up methods;
- ▶ In situ burning;
- ▶ Dispersants application;
- ▶ Tools and equipment's and etc.



## Trans - boundary Aspects

- ▶ In fact Mozambique needs to be connected to the neighbor countries in the ambit of cooperation for maritime oil spill response, because there might be situation that we can't stand alone.
- ▶ Also to reinforce our response capability in case of a marine pollution accident due to oil spill.
- ▶ And the regional cooperation would be beneficial for Mozambique, because in case large scale oil pollution we would have all our ways to get help or support.

## Trans - boundary Aspects ( continuation)



- ▶ Nevertheless, above agreements, there is more initiatives aiming the establishment of a memorandum of understanding with entities linked to the Western Indian Ocean project, *which negotiation process still pending from 2012 (RSA Regional meeting).*

## Trans - boundary Aspects ( continuation)



- ▶ In our point of view, what enhanced the non-progress of the Western Indian Ocean – was the lack of funds to cover elementary project expenses, and this is also the challenge we face. And the only way to overcome this barrier is targeted financing.

**THANK YOU!**

**ASANTE!**