

National Oil Spill Preparedness Status
For
SOUTH AFRICA
March 2020

Key Authorities

1. Who is/are the **National Competent Authority** or authorities?
 - a. Department of Transport(DoT)
 - b. Department of Environment, forestry & fisheries(DEFF)
2. Who is the **Operational Authority** (if different) i.e. 24 hour contact for reporting/liaison?
 - a. South African Maritime Safety Authority(SAMSA)
3. Who is the authority which can **request or render assistance** from other countries?
 - a. Department of Transport(DoT)

National Oil Spill Contingency Plan

1. Current status: is it drafted / finalised / approved?
 - a. Revised, awaiting signature by Director General
2. What is the legislative/administrative basis for the Plan?
 - a. SAMSA Act
 - b. OPRC Bill
3. Is there a national incident response organization and management system?
 - a. Yes , IMS

Marine Spill Risks

1. Is there recent information on maritime risks?
 - a. Shipping (tankers and general shipping)- YES
 - b. Offshore exploration / production-YES
2. Has environmental sensitivity mapping been carried out?
 - a. YES
3. Is there any identification/prioritization of vulnerable areas in the National Plan?
 - a. NO

Response Policy / Strategy

1. Are response strategies identified?
 - a. Are there in-site burning or dispersant product approval and authorization for use regulations/policies?
 - i. Draft dispersant policy
 - ii. In-situ is one of the response strategies
 - b. Is Shoreline Clean-up and Assessment Technique (SCAT) adopted?
 - a. YES
2. Is there a national waste management plan?
 - a. YES- The National Waste Management Strategy has recently been released. A National Waste Management Plan is still to be developed.
3. Is there a wildlife response plan?
 - a. YES

Response Resources

1. What information is available on equipment?
 1. Stockpile locations / ownership / availability-Stockpile locations and ownership is covered. It is assumed that all stock captured in the equipment database is available and operational
 2. Types e.g. specialized (booms, skimmers, dispersant...) versus non-specialized (vacuum trucks, civil plant, hand tools...)-Mainly specialized tools are captured in the database
 3. Supporting logistics / airports / ports
 - a. This information is currently being compiled and will be included in the next update of the existing dashboard.
2. What information is held on personnel?
 - a. Training records
 - i. National record of IMS training only held by Secretariat of the Interim Incident management organisation(Interim IMOrg)

Trans-boundary Aspects

1. National perspective on regional cooperation in preparedness and response to marine pollution incidents:
 - a. is it required?
 - i. YES
 - b. in what ways would it be beneficial?
 - i. Transboundary movement of oil
2. Are there specific customs and immigration procedures for facilitating trans-boundary support?
 - a. Yes- working on a standard operating procedure for import and export of resources.

Trans-boundary Aspects

1. Do you have any bilateral agreements?
 - a. South Africa signed the Regional Cooperation Agreement for oil spill monitoring in the Western Indian Ocean Region in December 2012(Comoros, Kenya, Madagascar, Mozambique, Mauritius, Seychelles, South Africa & Tanzania.
2. What is the envisaged mechanism for implementing the *Agreement on the Regional Contingency Plan for Preparedness for and Response to major Marine Pollution Incidents in the Western Indian Ocean*
 - a. Promulgation of the OPRC Act.
3. Why has enhanced WIO regional cooperation not progressed, what are the challenges within your country, and how might these be overcome?
 - a. Agreement signed by Minister of DEFF, however, DoT is the ministry responsible for preventing and combatting pollution from ships
 - b. SAMSA cannot sign agreement for the establishment of a RCC with other countries , but only with Maritime Authorities. The DoT must sign.
 - c. Cost to establish and operate a Regional coordination Centre.
 - d. Non-payment of member state contributions

THANK YOU