

## SPILL NOTIFICATION POINT

The national notification point or 'reporting centre' is Port Control Walvis Bay. Contact can also be made to the nearest terminal or port, Coastal Radio (Walvis Bay Radio), the Civil Aviation Emergency Room or the Ministry of Fisheries and Marine Resources Operations Centre.

Namibian Ports Authority  
Port of Walvis Bay  
PO Box 361  
Walvis Bay

Tel: 264 64 2082263/4/5  
Fax: 264 64 2082325

Namibian Ports Authority  
Port of Luderitz  
PO Box 836  
Luderitz

Tel: 264 63 200511  
Fax: 264 63 200206

## COMPETENT NATIONAL AUTHORITY

Directorate of Maritime Affairs  
Private Bag 12005  
Windhoek

Tel: 264 61 2082195/6  
264 64 2082027  
Fax: 264 61 240024

Directorate of Maritime Affairs  
Private Bag 5004  
Walvis Bay

Tel: 264 64 203317  
Fax: 264 64 205266

Directorate of Maritime Affairs  
Private Bag 2015  
Luderitz

Tel: 264 63 203969  
Fax: 264 63 203970

Ministry of Works, Transport and Communication  
Department of Transport  
Private Bag 12005  
Windhoek

Tel: 264 61 2089111  
Fax: 264 61 224060

## RESPONSE ARRANGEMENTS

The Government Action Control Group, led by Namibian Search & Rescue (NAMSAR) has developed an emergency plan covering 17 scenarios, including oil spills.

The Directorate of Maritime Affairs of the Ministry of Works, Transport and Communication produced a National Oil Spill Contingency Plan (NOSCP) with the aid of the International Maritime Organization. This was launched in September 2007. The port of Walvis Bay has developed a local oil spill contingency plan.

The On-Scene Command structure is identified in the NOSCP. Shoreline clean-up is the responsibility of the National Response Team (NRT) of the National Oil Spill Contingency Organisation (NOSCO).

## RESPONSE POLICY

Dispersant use is controlled by government authorities. Oiled debris may be disposed of in landfill.

## EQUIPMENT

### Government and Private

Limited tier-2 level equipment is jointly held by the Ministry of Works, Transport & Communication and the Namibian Ports Authority at Walvis Bay and Luderitz. Aircraft and helicopter surveillance can be provided by the NRT. International operating oil companies have limited amounts of tier 1 level equipment.

## PREVIOUS SPILL EXPERIENCE

The IRENE (1995) spilt over 700 tonnes of HFO due to hull failure. Some of this washed ashore at Walvis Bay. South African organisations provided a response.

## CONVENTIONS

Prevention & Safety					Spill Response		Compensation						
MARPOL 73/78		Annexes III IV V VI			OPRC '90	OPRC -HNS	CLC '69 '76 '92			Fund '92	Supp Fund	HNS*	Bunker
✓	✓		✓		✓				✓	✓			

\* not yet in force

## REGIONAL AND BILATERAL AGREEMENTS

Namibia is party to the Southern African Development Community Protocol on Transport, Communication and Meteorology, the Benguela Current Large Marine Ecosystem Programme (BCLMW) and is negotiating a number of bilateral agreements with several African maritime nations.

Date of issue: February 2009

### Terms & Conditions

These Country Profiles are provided in good faith as a guide only and are based on information obtained from a variety of sources over a period of time. This information is subject to change and should, in each case, be independently verified before reliance is placed on it. Country Profiles may have been re-issued solely to incorporate additional or revised information under one heading only. Each Profile has therefore not necessarily been completely verified or updated as at the stated Date of Issue.

The International Tanker Owners Pollution Federation Limited ("ITOPF") hereby excludes, to the fullest extent permitted by applicable law, any and all liability to any person, corporation or other entity for any loss, damage or expense resulting from reliance on or use of these Country Profiles.

©The International Tanker Owners Pollution Federation Limited (ITOPF) 2009.

These Country Profiles may be reproduced by any means for non-commercial distribution without addition, deletion or amendment, provided an acknowledgement of the source is given and these Terms & Conditions are reproduced in full.

These Country Profiles may not be reproduced without the prior written permission of ITOPF either for commercial distribution or with addition, deletion or amendment.