

DIJBOUTI

SPILL NOTIFICATION POINT

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COMPETENT NATIONAL AUTHORITY

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RESPONSE ARRANGEMENTS

The Maritime Affairs Authority of Djibouti (Affaires Maritime Djibouti) has been charged with combating all marine oil pollution which occurs outside the port boundaries or which requires a response on a national level. The Authority is also charged with managing all regulatory aspects of marine oil pollution. The Djibouti Port Authority is responsible for responding to all marine oil spills that occur within the Port of Djibouti.

A POLMAR plan, based on the French model prepared by the Maritime Affairs Authority and was implemented in 1990. For major spills a "Cellule d'Urgence" composed of various Ministries under the lead of the Maritime Affairs Authority would be formed. Within port limits, the port authority would take the lead under a "Plan D'Operation Interne" which highlights the response to tanker and bunkering spills. Other members of the response committee would include the Ministry of National Defence, Ministry of Interior, Post and Telecommunications (civil protection, police, local radio), Ministry of Agriculture & Rural Development (fisheries), Ministry of Commerce, Transport and Tourism (weather, environmental damage).

An On-Scene Commander (Commandant Sur Place a Terre) would be appointed from the lead agency: either the Director of Maritime Affairs or the Port Director, depending on the location of the spill. The OSC would then coordinate operations on the ground with the other relevant agencies.

Mobil, Total and Shell each have their own contingency plans in place to respond to small operational spills originating from one of their own facilities. These plans also allow for a joint industry response ('Consignes Generales') to larger spills and for interaction and co-operation with the designated national authorities should the need arise.

RESPONSE POLICY

The "Plan Polmar" does not extend beyond the call-out and notification stage and does not seem to contain any guidance on response options or strategies. However, protection of both coral reefs and mangrove stands present along the Djibouti coastline would be a priority.

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EQUIPMENT

Government

The Port Autonome International de Djibouti operates several tugs, some equipped with pollution combating equipment. Other specialised resources for oil spill response are few, and are limited to boom, pumps and small amounts of dispersant, sorbent materials and oil sinking agents. These items are stored at the port, and are maintained by the fire fighting unit. In addition, resources may be available on request by the Djibouti government from the French Navy base (COMAR).

The International Maritime Organisation has established a stockpile of equipment at Djibouti under the terms of the L'Accord de Djibouti. This includes chemical response equipment and pumps, skimmers, dispersant spraying equipment, dispersant and storage tanks.

Private

Mobil, Total and Shell maintain a joint stockpile of response equipment under the auspices of the 'Consignes Generales', in order to respond to small spills from their facilities.

PREVIOUS SPILL EXPERIENCE

Due to the high volume of passing ship traffic, weathered oil, in the form of tar balls, are a common occurrence on the shoreline. However, there do not appear to have been any major spills in Djibouti waters.

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



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REGIONAL AND BILATERAL AGREEMENTS

L'Accord de Djibouti (with Somalia & Yemen)

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