Global Initiative for West, Central and Southern Africa

Strengthening capacities for preparedness and response to oil spills

A contribution to a better protection of the marine environment in the region

GIWACAF

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A brief history of GI WACAF

The GI WACAF Project was launched in 2006 in a shared desire to strengthen the oil spill preparedness and response capacities of 22 African countries in West, Central and Southern Africa in accordance with the provisions set out in the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 90). The OPRC 90 Convention promotes industry-government cooperation and encourages them to work together to address core elements of effective preparedness and response to oil spills.

GI WACAF is a collaborative project established by IMO, the International Maritime Organization, the United Nations specialized agency with responsibility for safety, and security of shipping and protection of the marine environment – and IPIECA, the global oil and gas industry association for advancing environmental and social performance, under the framework of the Global Initiative programme.

Launched in South Africa in 1996, the Global Initiative (GI) is a programme through which IMO and IPIECA work together to encourage and facilitate the improvement of global oil spill preparedness and response capacities.

As a follow-up to several technical missions held in the West, Central and Southern Africa region, IMO and IPIECA recognized the value of having a planned regional approach to capacity building, financed with the support of the oil industry and IMO. Early in 2005, IMO and IPIECA expressed interest in joining forces to develop a project for this region, for an initial period of two years. Further discussions and developments led to the establishment in 2006 of the Global Initiative for West, Central and Southern Africa (GI WACAF).

GI WACAF is supported and funded by IMO and several oil company members of IPIECA. Through an annual membership contribution to GI WACAF, these oil and gas industry leaders provide a share of the necessary financial resources for the implementation of the Project.

IMO INTERNATIONAL MARITIME ORGANIZATION

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Countries covered by the GI WACAF Project

- Angola
- Benin
- Cabo Verde
- Cameroon
- Congo
- Côte d'Ivoire
- Democratic Republic of Congo
- Equatorial Guinea
- Gabon
- Ghana
- Guinea
- Guinea-Bissau
- Liberia
- Mauritania
- Namibia
- Nigeria
- Sao Tome and Principe
- Senegal
- Sierra Leone
- South Africa
- The Gambia
- Togo

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1. Focus on the region and its risks

a. Oil and gas activities
b. Increase in maritime traffic
c. Tanker traffic
d. Accidents occurring in the region

a. Oil and Gas activities

The GI WACAF region[1] has been a longstanding and dynamic oil producing area. Oil production has been ongoing in the region since the late 1950s and the Gulf of Guinea has witnessed a large growth in oil production and exploration during the last 20 years. Today Africa represents 8.7% of global oil production and 7.5% of the worlds proven oil reserves. More than half of the continent's oil production (in barrels per day) is situated in the GI WACAF region[2].

Extended exploration and production areas

Gabon, Nigeria and Angola were the first producing countries. Whilst for a long time oil and gas activities were focused on the Gulf of Guinea area, the exploration and production zone has now been extended to West and Southern Africa.

The main oil producers in the region remain Angola and Nigeria, and on a smaller scale Gabon and Congo. However, during the last decade several major discoveries of oil and gas resources were made in the basin between Mauritania and Guinea, called the MSGBC basin (Mauritania, Senegal, The Gambia, Guinea Bissau, Guinea Conakry). The recent discovery of the Greater Tortue Ahmeyim gas field between Mauritania and Senegal with total gas resources estimated to be around 15 trillion cubic feet is a good example of this ongoing development[3]. Major companies are also taking interest in South Africa and Namibia's prospects. Namibia has in recent years attracted interest from oil and gas companies keen to explore its offshore potential, which has been likened to Brazil's prolific Santos basin. South Africa's offshore has also yielded a massive natural gas and condensate find that could open a new exploration province for oil majors[4].

Development of offshore facilities

New extraction techniques, such as deeper offshore drillings, and exploitation of unconventional hydrocarbons such as shale gas or shale oil, also played a role in the extension of the geographical areas covered by oil and gas exploration and production in remote and hemmed in basins that were inaccessible before. Offshore techniques are playing a crucial role in the development of the exploration and production in the GI WACAF region.

Moreover, countries of the region export more than 50% of the oil produced[5], which means that in addition to oil and gas exploration and production activities, activities such as loading and unloading oil and increased maritime traffic are also potential risks of oil spills.

8.7%

Of global oil is produced in Africa

7.5%

Of proven oil reserves are in Africa

References
1. The expression "GI WACAF Region", used throughout the text, incorporates the 22 member countries of the project from West, Central and Southern Africa, as shown on Map 1. **2.** *BP Statistical review* 2018. Data for 2017. **3.** https://www.bp.com/en/global/corporate/news-and-insights/press-releases/bp-announces-final-investment-decision-for-phase-1-of-the-greater-tortue-ahmeyim-lng-development.html **4.** https://oilprice.com/Energy/Crude-Oil/South-Africa-Oil-Discovery-Could-Be-A-Game-Changer.html and https://www.reuters.com/article/namibia-exxonmobil-idUSL5N2274K9 **5.** Benjamin Augé, « L'exploration et la production pétrolière en Afrique depuis 2014. Evolution des acteurs et de leurs stratégies », *Notes de l'Ifri*, Ifri, mai 2018.

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b. Increase in maritime traffic

Seaborne trade has grown steadily from the 1970s and shipping carries now between 80 and 90% of international trade. Seaborne trade continues to gain momentum with volumes transported having increased by 4% in 2017.

Developing countries have emerged as prominent world exporters and importers. Whilst this underscores the general strategic importance of developing countries as the main driver for seaborne trade and their growing participation in global value chains, Africa stands out. The relative prominence of traditional African exporters of liquid and dry bulk cargoes is decreasing and was only partly compensated for by alternative African raw material sources.

Developing countries of Africa have, to a much lesser extent, managed to participate in global supply chains and still very much depend on exports of raw materials. However, according to UNCTAD[6], if global maritime transport performance in Africa is lower (notably due to lacking port infrastructures or administrative barriers), the gap is gradually narrowing.

Reference

6. UNCTAD, "50 years of Review of Maritime Transport, 1968-2018: Reflecting on the past, exploring the future", Transport and facilitation Series No. 10.

Combined with the increase in oil production, the region will become more strategically important in the future and will witness an increase in maritime traffic, from ships navigating on offshore maritime routes or calling at African ports.

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Focus on the region and its risks

c. Tanker traffic

In absolute terms, global tanker traffic has increased over the years since the 1970s. As such, crude oil trade contributed 17.5% to ton-mile growth seaborne trade in 2017[7]. However, tanker traffic currently comprises a smaller part of overall seaborne trade. For example, in 1970 oil and gas amounted to about 55% of total seaborne trade, while this share had dropped to about 30% in 2017.

References

7. UNCTAD, Review of Maritime transport, 2018. Data for 2017.

8 (page 13). Disclaimer from ITOPF regarding the data: "Please note that there is considerable annual variation in both the incidence of oil spills and the amounts of oil lost. While we strive to maintain precise records for all spill information, we cannot guarantee that the information taken from the shipping press and other sources is complete or accurate. The number of incidents, volumes of oil spilt and any other data are based on the most up to date information. Consequently, the information provided, should be viewed with an element of caution."

d. Accidents occurring in the region

In the last decades, the region witnessed two major accidents in 1983 (Castillo de Bellver) and 1991 (ABT Summer) which are part of the top 20 major oil spills in history. However, most of the spills occurring in the region are of smaller scale and difficult to record. ITOPF provides statistics[8] on accidental tanker oil spills of 7 tonnes or over. The table across summarizes the data from 2000 to 2019.

This data shows that spills which occurred in the region were most often linked to non-tanker maritime traffic. The potential impact of a spill is determined by many factors, including the amount of oil transported, be it as bunker fuel for all kinds of ships or as cargo in tankers.

YEAR	COUNTRY	SIZE (when known)	VESSEL TYPE
2000	SOUTH AFRICA	–	Non-Tanker
2001	CAMEROON	7-700 tonnes	Tanker
2002	SOUTH AFRICA	7-700 tonnes	Non-Tanker
2005	NAMIBIA	–	Non-Tanker
2009	NIGERIA	over 700 tonnes	Tanker
2009	NIGERIA	–	Tanker
2011	NIGERIA	–	Tanker
2013	SOUTH AFRICA	–	Non-Tanker
2013	SOUTH AFRICA	–	Non-Tanker
2016	GHANA	–	Non-Tanker
2017	COTE D'IVOIRE	–	Non-Tanker
2017	SOUTH AFRICA	–	Non-Tanker
2018	TOGO	7-700 tonnes	Tanker
2018	CAMEROON	7-700 tonnes	Tanker
2019	SOUTH AFRICA	–	Non-Tanker

Table 1. Source: ITOPF

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2. GI WACAF, a technical cooperation project that benefits every actor in the region

Enhancing the level of preparedness and response to oil spills in the region to contribute to the protection of marine environment

GI WACAF works in close cooperation with the relevant national authorities of 22 African countries, supporting them in the strengthening of their oil spill preparedness and response capacities. By doing so, the GI WACAF is contributing to a better protection of the marine environment in the region.

A method beneficial for everyone in the region

To achieve its mission, the GI WACAF Project organizes and delivers technical cooperation activities. One of the objectives of these activities is to communicate good practice in all aspects of spill preparedness and response, drawing on expertise and experience from within governments, industry and other organizations working in this specialized field. GI WACAF encourages and support industry and governments to work cooperatively.

The Project's activities are supported and facilitated by its network of dedicated government and industry focal points. Among the various activities implemented, the GI WACAF Regional Conference forms an integral part of the biennial management system of the Project. Every two years it gathers industry and government focal points from across the region to exchange experiences, review the progress achieved and prioritise goals for the next biennium. GI WACAF collaborates with national authorities to constantly adapt and reflect the various needs of the partner countries.

The different activities organised by the Project can thus take various forms from workshops to trainings, technical advice missions or exercises.

GI WACAF applies a 3-step systemic approach in the preparation for an effective response to oil spills, continuously building on progress achieved: →

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1. **Establishing the legislative and regulatory framework is the foundation to an effective national preparedness and response system.**

2. **Countries are encouraged to set up policies, processes and tools to implement the legislative framework.**

3. **Cross-functional aspects, such as trans-boundary cooperation and the development of procedures to facilitate international assistance, are recognized as an integral part of a successful approach.**

By contributing to the effective implementation of international agreements and conventions GI WACAF is helping both governments and operators reach high standards in their contingency planning, thus reducing the environmental consequences in the event of a major oil spill. This benefits industry and governments alike.

While countries see their level of preparedness to respond to oil spills enhanced, industry benefits from the improvement of the legal and institutional framework that reduces regulatory uncertainty and enhances collaboration with relevant authorities.

3. Measuring progress and assessing the needs

First key performance indicators

During the early years of GI WACAF a broad picture of the state of preparedness and response capacities in the region emerged. Information provided by relevant government and industry representatives supported the completion of a gap analysis study[9]. Data collected in 2006 has been regularly updated against a series of key indicators corresponding to the requirements of the OPRC 90 Convention. Since 2006, using data submitted by each country during the biennial Regional conferences, it has been possible to monitor the evolution of the level of national preparedness and response capacities across the region.

Six key indicators have been developed to follow this evolution:

1. **Designation of authority:**
   The country has in place a designated national authority to deal with oil spill related issues.

2. **Legislation:**
   The country has ratified the relevant international conventions, first of all the OPRC 90 Convention.

3. **National Oil Spill Contingency plan (NOSCP):**
   The country has at least a draft NOSCP.

4. **Regional agreement:**
   The country ratified a regional or sub-regional agreement related to marine pollution.

5. **Training and Exercise:**
   The country has undertaken oil spill training and exercises at national level (at least once a year).

6. **National Resources:**
   The country has equipment and resources to adequately address oil spill risks.

References
9. GI WACAF Annual Review, 2006.

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GI WACAF Key Performance indicators results

This graph displays the results of the 6 main indicators and shows how the level of preparedness and response to oil spill has improved across the region since 2006.
For instance, in 2019, all the 22 countries have designed authorities responsible in case of an oil spill and have developed at least a draft NOSCP, which are two key elements of an efficient oil spill preparedness and response national system.

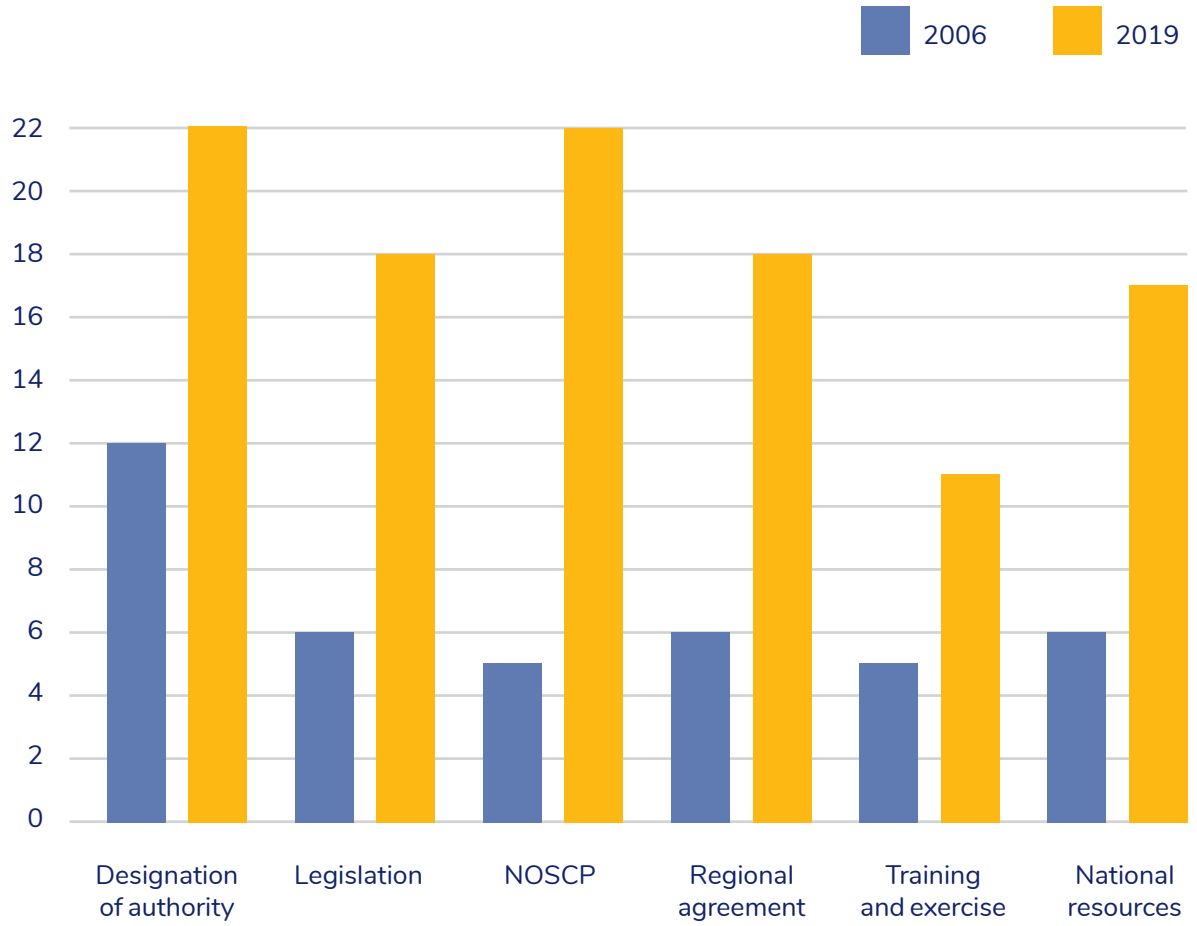

Figure 2. GI WACAF KPIs 2006- 2019

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Supplementary indicators

Whilst the trend across the region has shown a marked development in oil spill response capability, the rate at which this development has taken place has varied significantly among individual countries, with some advancing more rapidly than others. In this regard, the project's work programme has become much more diversified in recent years in order to respond to the needs of individual countries.

In order to develop a more qualitative reporting of the progress made as capacities improved, the Project Secretariat developed additional indicators. These supplementary indicators were subsequently endorsed by the Steering Committee in 2015 and consist of:

1. **Sensitivity Maps:**
   The country has developed sensitivity maps which are approved and available.

2. **Dispersant Policy:**
   The country has a national dispersant policy developed and approved.

3. **Shoreline Assessment and Clean-up:**
   The country has a shoreline response plan developed and approved (including shoreline assessment and clean-up strategies).

4. **Waste Management Plan:**
   The country has a waste management plan included in the NOSCP.

5. **Trans-boundary Cooperation:**
   The country has in place a mechanism of oil spill response cooperation at the bilateral and/or sub-regional level.

6. **Incident Management System:**
   An Incident Management System has been developed to set out how a response to an oil spill will be managed; and is included in the NOSCP.

GI WACAF Supplementary indicators results

Each of these supplementary indicators corresponds to a different aspect or policy that should be included in the NOSCP in order to have a comprehensive emergency document. This graph shows that countries are currently prioritizing the development of a strong emergency planning mechanism (IMS or associated systems). It also shows that efforts have to be made to enhance transboundary cooperation.

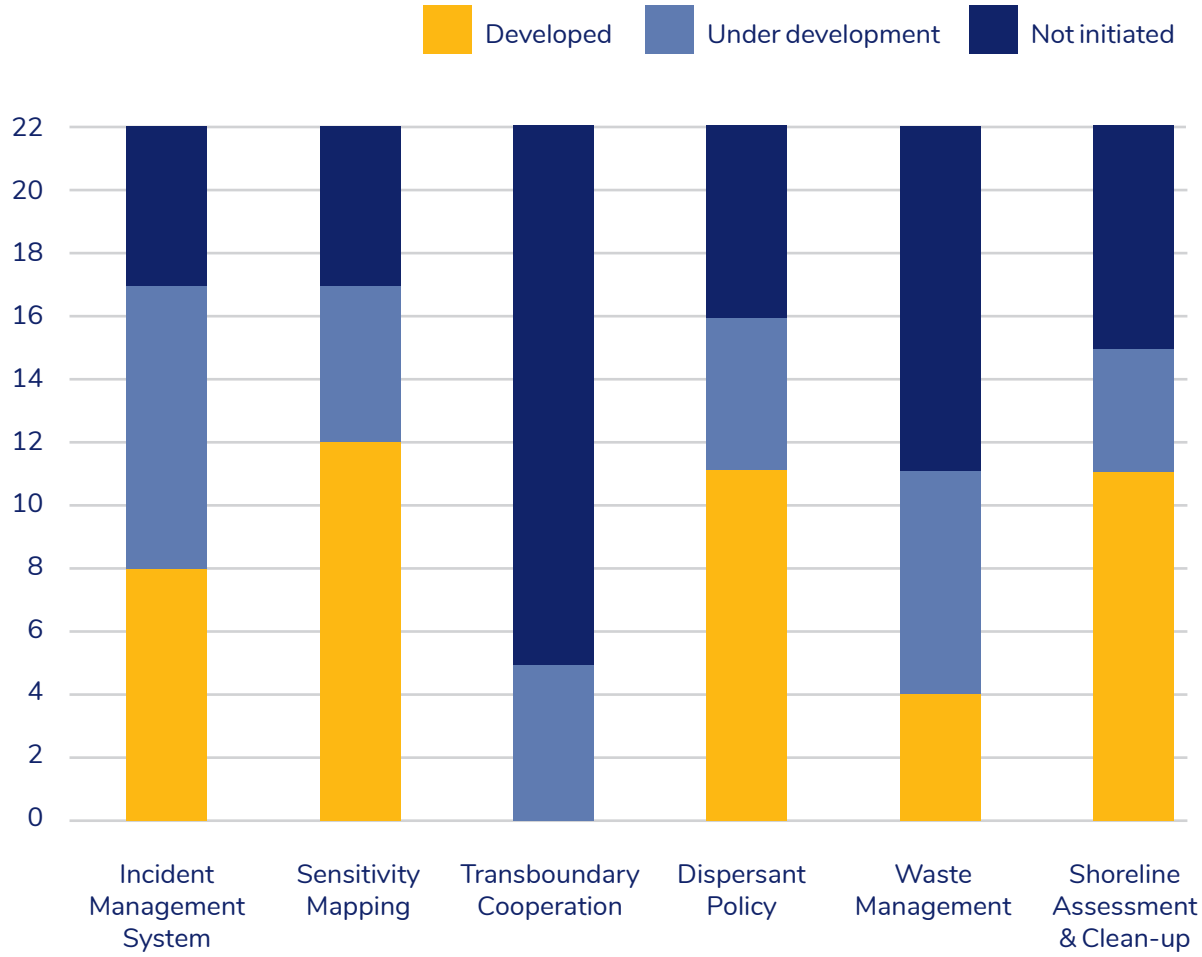

Figure 3. GI WACAF New KPIs 2019

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Achievements

120+

activities organised

22

countries

5000+

personnel trained

With more than 120 activities organised in 22 countries, and more than 5,000 personnel trained, the sustained and regional approach to capacity building utilised by GI WACAF has proven its effectiveness and value for the region.

Since 2006, the GI WACAF Project has implemented over 120 workshops, training courses and conferences. During this period significant advancements in preparedness and response in the region have been made. Of particular note is the progress made with designating national authorities responsible for oil pollution preparedness and response in each country, as well as the development of national oil spill contingency plans, which are now in place throughout the vast majority of the region.

A source of pride is how the Project has been embraced by partner countries in the region, something that has been made visible through the commitment and enthusiasm shown by industry and government focal points, as well as the participants who have attended GI WACAF activities.

The achievements made in oil spill preparedness and response in the region seem to demonstrate the effectiveness and relevance of the GI WACAF Project.

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For more information on GI WACAF,
please visit www.giwacaf.net