

D3.2 Online questionnaire survey report

WP 3: Study of the response in ports and identification of best practices and main gaps

Action 3.1: Survey in ports

Last update: 31/08/2023





Secrétariat général
de la mer



ROYAUME DU MAROC



Ministère de l'Énergie, des
Mines et de l'Environnement

Summary

The IRA-MAR project for "improving the integrated response to pollution accident at sea and chemical risk in port" is co-funded by the European Union Civil Protection Mechanism and led by SG-Mer (France). The project aims to support Spain, France, Italy, Malta, Morocco, Portugal and Tunisia in improving preparedness for marine pollution events through an integrated approach to response, both at sea, on the shoreline and in ports.

The Work Package 3 of the project is dedicated to the study of the response in ports and identification of best practices and main gaps.

The aims are to investigating in ports to:

- collect information related to response organisation, emergency plans, decision support tools used, Human and material resources mobilised during the intervention (Activity 3.1);*
- Learn from past accidents that have resulted in accidental water pollution or threat (Activity 3.2);*
- Identify interesting experiences and good practices in terms of organisation, contingency plans, decision tools, response options, know-how and equipment that could usefully be exchanged between the different ports (Activity 3.3);*
- Organise an experience sharing and training workshop for port authorities concerned with traffic of hazardous goods (Activity 3.4).*

The Activity 3.1 included an online survey, which aim was to gather information about current port response to oil or HNS spills. The online survey designed by Cedre was published in December 2022 and opened for almost five month. It was addressed to all the European and Mediterranean countries and more particularly to France, Italy, Malta, Morocco, Portugal, Spain and Tunisia. Around fifteen questions concerning the essential aspects of spill preparedness and response (contingency plans, training, exercises, equipment stockpiles, decision support tools, responsibilities, response techniques, etc.) were asked.

This report presents the results of this survey. Around 100 ports from fourteen different countries answered. Overall, 85 responses were considered usable. Nearly half of all ports have already had to deal with accidental pollution requiring the deployment of a pollution response plan. Nevertheless, the majority of ports have an emergency plan, practice different types of exercises and take training courses. They have equipment at their disposal and have acquired expertise in various response techniques. Although most of the people responsible for pollution will be port staff, other people may also be involved. Coordination methods vary between a shared contingency plan, a shared incident management centre, liaison officers and a regular transmission of information. Finally, the biggest differences between ports concern the organisation of equipment acquisition and deployment, for which there are 3 different strategies: acquisition of equipment by the port authority and implementation by port staff, pooled equipment acquisition with industry and a pool of responders, or transfer of the response to a subcontractor responsible for maintaining the necessary resources (equipment and manpower) and also for responding to pollution incidents.

A consensus on the need to improve response to chemicals spills and decision support systems seems to be emerging. These points could be an interesting way of improving pollution response in ports in the years to come.

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1) Survey background and implementation

The IRA-MAR project for "improving the integrated response to pollution accident at sea and chemical risk in port" is co-funded by the European Union Civil Protection Mechanism of DG-ECHO and led by SG-Mer (France). The project aims to support Spain, France, Italy, Malta, Morocco, Portugal and Tunisia in improving preparedness for marine pollution events through an integrated approach to response, both at sea, on the shoreline and in ports.

The Work Package 3 of the project is dedicated to the study of the response in ports and identification of best practices to be shared as well as main gaps and improvement actions to be developed in potential future projects.

The Activity 3.1 included an online survey, which aim was to gather information on preparedness and response to accidental pollution in ports.

Cedre published an online survey in December 2022. The survey is presented in **Appendix 1**. A French and an English version were available, in which port managers were asked fourteen questions about the traffic of hazardous substances, incidents that occurred in the past, as well as actions, equipment or training already existing to deal with these risks. The survey has been open during few months and was intended at all ports in European countries and those bordering the Western Mediterranean and the Atlantic in order to gain insight into spill preparedness and response arrangements.

The first result and main information are presented below.

These results will has been used to identify ports of interest to interview (Activity 3.1 cont'd), past accidents of interest to study (Activity 3.2) and good practices and points for improvement (Activity 3.3) of interest to present/discuss at the final workshop (Activity 3.4).

2) Information about the answers obtained

2.1) Number of answers

The on line survey was available in French and English on Cedre's website. It was mainly intended for harbourmasters. Overall, 85 responses out of 111 were considered usable (Figure 1), equivalent to 77%. Empty and duplicates responses were discarded.

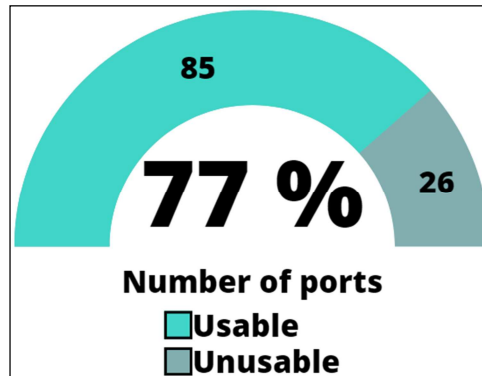


Figure 1 Number of usable answers

2.2) Countries represented

The survey was targeted mainly at the beneficiary countries of the project, but other European countries also answered (Figure 2 and 3). The majority of responses came from the UK, France and Finland. A total of 14 countries answered: Belgium (1), Bulgaria (1), Finland (9), France (16), Germany (1), Italy (2), Malta (2), Monaco (1), Morocco (4), the Netherlands (1), Portugal (1), Spain (5), Tunisia (2) and the United Kingdom (39).

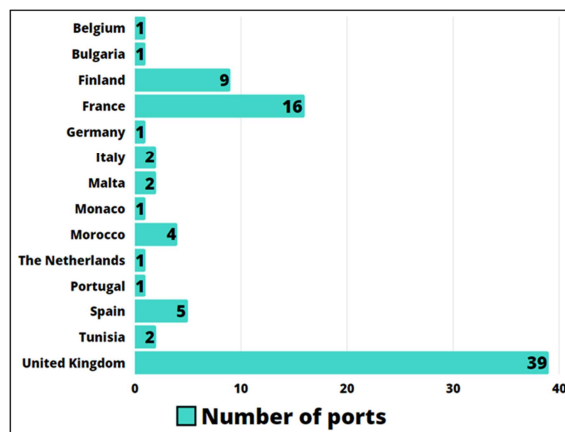


Figure 2 : Number of respondent per country (85 respondents)



Figure 3: Geographical distribution of the respondents (83 of the 85 respondents)

2.3) Position of the respondent

The questionnaire was mainly aimed at port authorities (Figure 4), so almost half (48%) of the respondents were harbour masters or their deputies. 15% of responses came from various HSEQ entities, in particular environmental or safety managers. 17% are marine operations managers. The remaining 15% were experts, managers and even pilots.

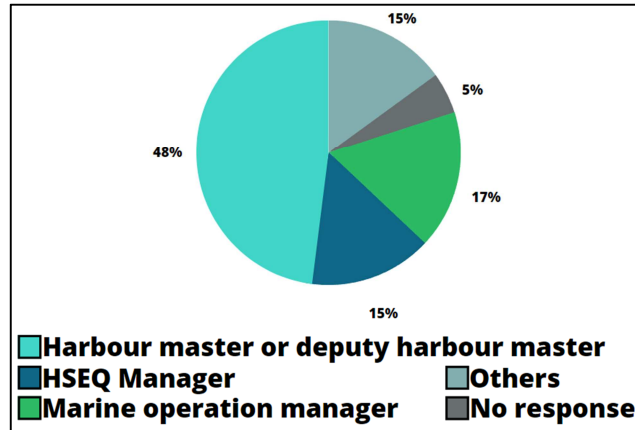


Figure 4 : Position of the respondent (open answer; 85 respondents)

2.4) Port location

Out of 85 ports whose responses (Figure 5) were used, 77 are seaports, for a total of 91%, while the remaining 9% are inland ports.

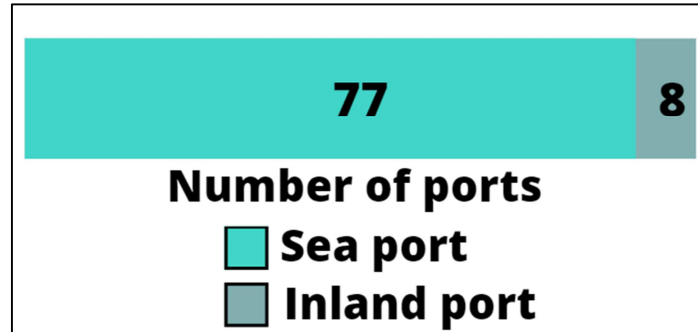


Figure 5 : Port location(One possible answer; 85 respondents)

3) Goods traffic and incident

3.1) Goods transported

Various substances are likely to transit through ports. Certain goods move through ports most frequently (Figure 6), in particular bulk products, in solid form in 65% of cases or in liquid form in 59% of cases. Refined petroleum and containers are present in around half the ports (53% and 46% respectively). Other goods are less represented, such as crude oil (in 26% of ports), and gases (in 32% of ports).

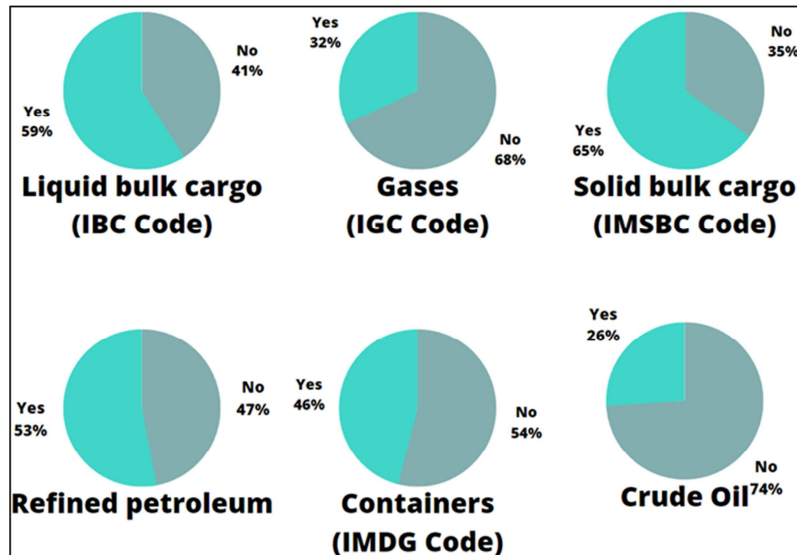


Figure 6 : Goods transiting through ports (One possible answer for each good; 85 respondents)

3.2) Access to information

Among the ports surveyed (Figure 7), almost half (48%) have an information system that enables them to know the nature and quantity of hazardous substances passing through the port. This can be done using a variety of software programmes or websites, available on the market or developed specifically for a country or even a port.

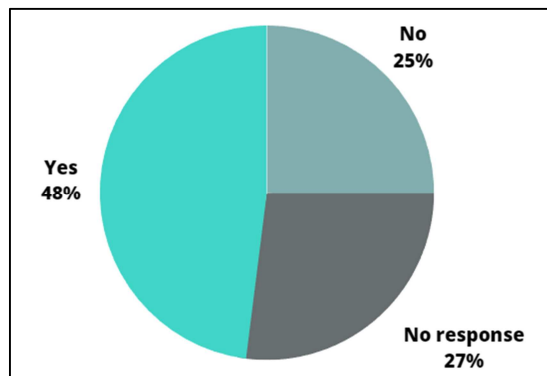


Figure 7 : Does ports have an access to information about nature and quantities of hazardous product transiting through the port (One possible answer; 85 respondents)

3.3) Oil or HNS spill

Almost half (48%) of ports have already had to deal with a spill. It may have been oil or HNS spill (Figure 8).

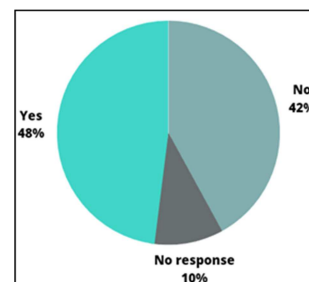


Figure 8 : Have ports ever faced a spill that required response (One possible answer; 85 respondents)

When asked about the main pollutants encountered, the products most frequently cited were:

- Crude oil, Distillate, Diesel oil, IFO and HFO, Lubricate and Hydraulic oil,
- Bilge water,
- Biofuel, Biodiesel, FAME (Fatty Acid Methyl Esters),
- Palm oil,
- Styrene, Ammonia
- and Various IMO classes carried in lorries.

Cargo (crude oil, distillate) and propulsion hydrocarbons remain the most concerned, but biofuels and vegetable oils are also mentioned. Chemicals are mentioned less frequently. Truck loads can also generate pollution.

4) Preparedness

4.1) Emergency plan

Overall, 85% of ports have an emergency plan (Figure 9). Almost half of these concern only oil spills (46 %), just over a third concern both oil and chemical spills (38%). One port (1%) mentioned a plan only focused on chemicals.

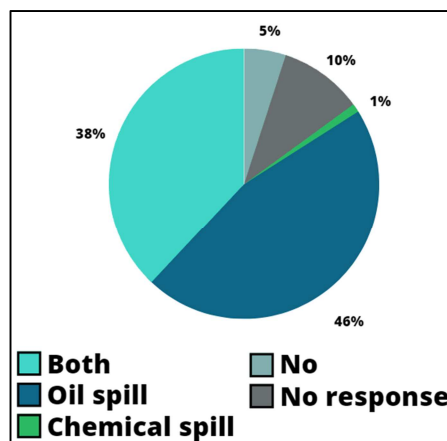


Figure 9 : Which substance is covered by the emergency plan (One possible answer; 85 respondents)

4.2) Training and certification

In three quarters of ports, teams are regularly trained and certified (Figure 10). Among the ports that replied yes (Figure 11), 38% train at least once a year, 23% less than once a year and 39% of ports did not give details of the frequency of certification and training.

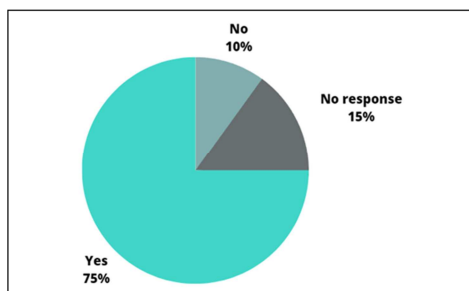


Figure 10 : Are the teams regularly trained and certified (One possible answer; 85 respondents)

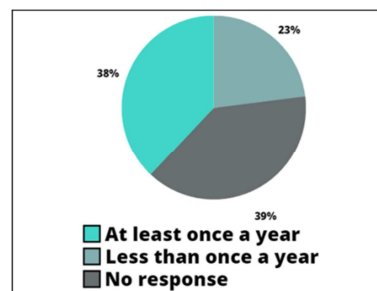


Figure 11 : Frequency of training (Open answer; 64 respondents who responded yes to the previous

Most ports use specialist anti-pollution organisations based in their country (Cedre in France; OSRL, Briggs environmental, Adler and Allan, Ambipar in UK; MATLEV in Morocco; etc.) or train internally. Some ports also mentioned EMSA

4.3) Exercises

The major part (84%) of the ports organise exercises regularly (Figure 12).

Among the ports that carry out exercises (Figure 13), 28% of them limit the exercise to port authorities but 70% extend to other port's stakeholder or wider.

In most cases, there is a plan that determines the frequency and scale of the various exercises that must be organised by the port authority and the port's operators and industry. In the end, the port authority may take part in several exercises a year (Figure 14), but with varying degrees of involvement.

Small-scale exercises are usually planned on an annual basis, while large-scale exercises are organised every 2 or 3 years.

Of the 71 ports that organise exercises, 69 organise practical exercises (equipment deployment), 55 organise table-top exercises and only 46 organise Incident Management exercises Figure 15).

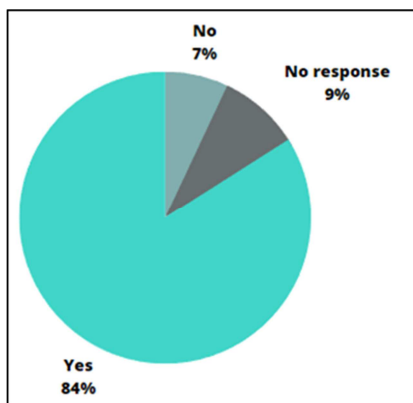


Figure 12: Are exercises regularly organised (One possible answer; 85 respondents)

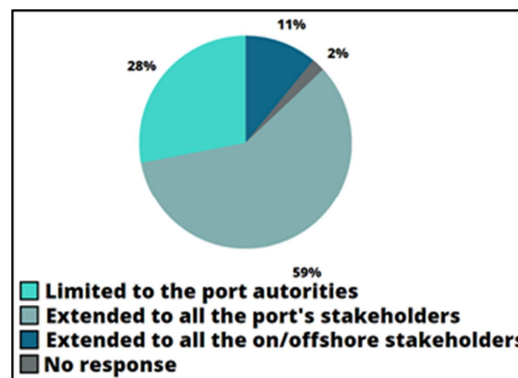


Figure 13: Scale of exercises (One possible answer; 71 respondents who responded yes to the previous question)

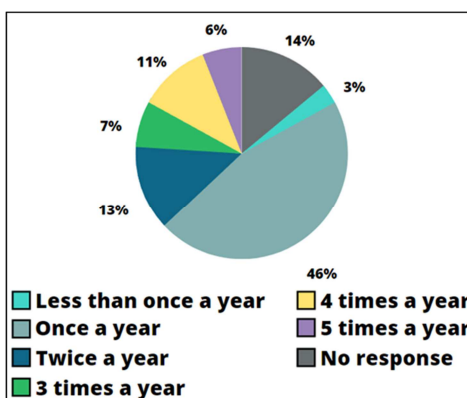


Figure 13 : Frequency of exercises (Open answer; 71 respondents who responded yes to the previous question)

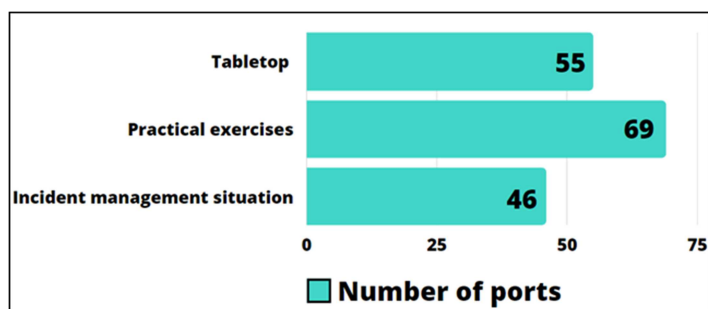


Figure 15: Type of exercises (Various possible answers; 71 respondents who responded yes to the previous question)

5) Response management and coordination

5.1) Entity in charge of the response

A large number of responders are likely to work together in the event of a spill, depending on the circumstances and the scale of the incident. In some countries, a specialised organisation is in charge of the response.

The survey shows (Figure 16) that the people most often in charge of the response are port personnel (64 ports) or port operator / concessionaire (42 cases). Civil protection and private companies contracted by the port intervene in the same proportion, respectively in 33 and 34 ports. The polluter (when known), or its sub-contractor can also be in charge of the response. In some cases, the navy or coastguard are also involved.

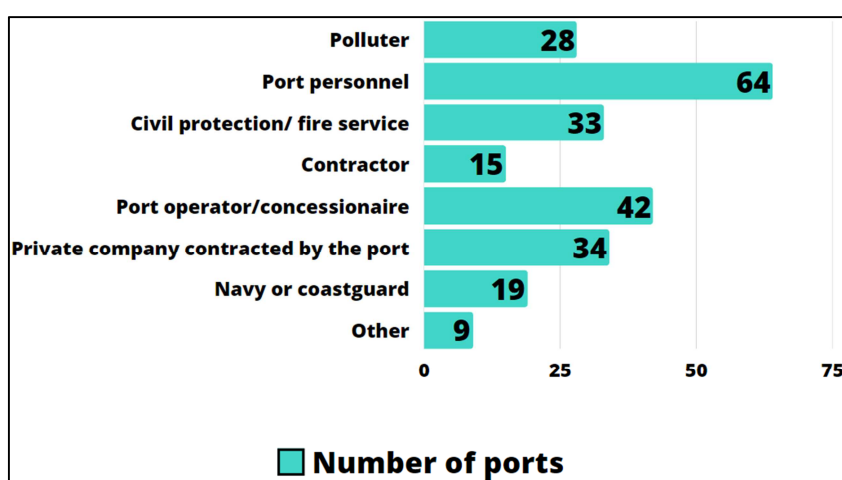


Figure 146 : Who is in charge of the response (Various possible choices; 85 respondents)

5.2) Chief Commander

Even if the practical arrangements and entities vary from one country to another, pollution response is directed by the port authority within the port perimeter and by a maritime authority (Maritime or Transport Administration, coastguard, etc.) or land authority (municipality, local government representative, civil protection, etc.) as soon as the pollution has left the port water body or reached the coastline outside the port.

The ramp-up of the pollution response system, the handover between the different authorities and the coordination of the various services must therefore be perfectly anticipated

5.3) Coordination

Ports use a variety of strategies to coordinate with other stakeholders in the case of incidents (Figure 17). The most common way, in 47 cases, is to use the same contingency plan: the port emergency plan has been distributed to all stakeholders and is binding on all. The regular transmission of information is also often mentioned (46 cases). The various entities can be brought together in the same crisis unit or use liaison officers. Sharing a logbook is a relatively minor procedure. Other tools as applications and social networks have also been sometimes mentioned.

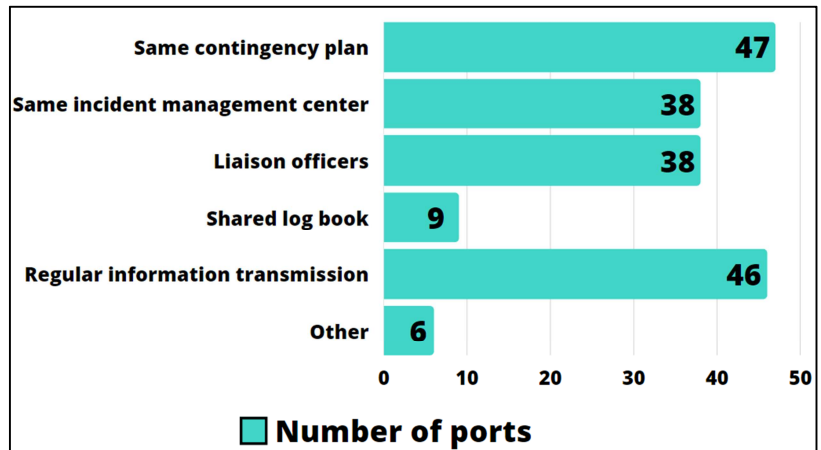


Figure 167 : Ways to coordinate with stakeholders (Various possible choices; 85 respondents)

6) Response strategies, techniques and tools

6.1) Response strategies and techniques

The main response strategy is containment and recovery. The containment is done by using booms and sorbents. The recovery is done by using sorbents, skimmers or vacuum trucks.

The dispersion is more rarely used. It is done mechanically by mixing pollutant and water with boats or, in few cases, chemically by using dispersant.

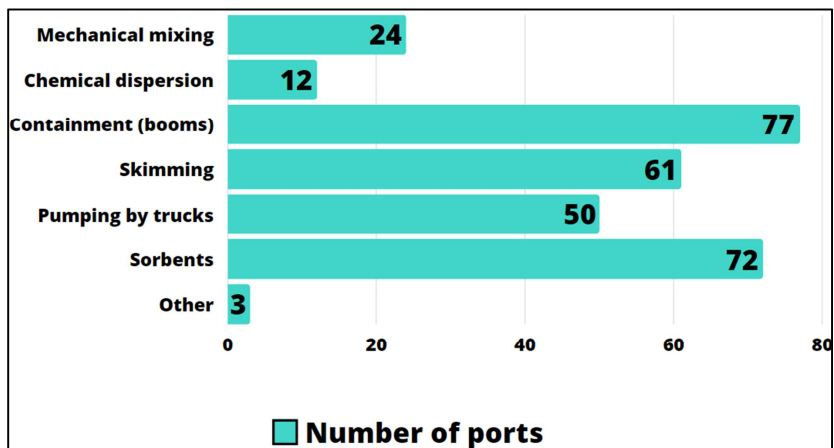


Figure 178 : Response technique which can be implemented (Various possible answers; 85 respondents)

6.2) Response Equipment

Nowadays, the vast majority of ports have equipment available or accessible. Here it's 94% of ports can provide their own equipment if necessary (Figure 19)

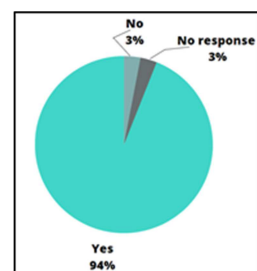


Figure 189 : Is equipment available (One possible choice; 85 respondents)

This equipment may belong to several entities (Figure 20), most of whom are port authorities (in 61 ports). A smaller proportion belongs to operators/concessionaires (36 ports) and a minority is available in industrial firms or ports subcontractor (16 and 17 cases respectively). Some ports also mentioned oil industry/port authority joined paid pool of equipment.

They may also belong to local fire brigades, specific organisations or coastguards.

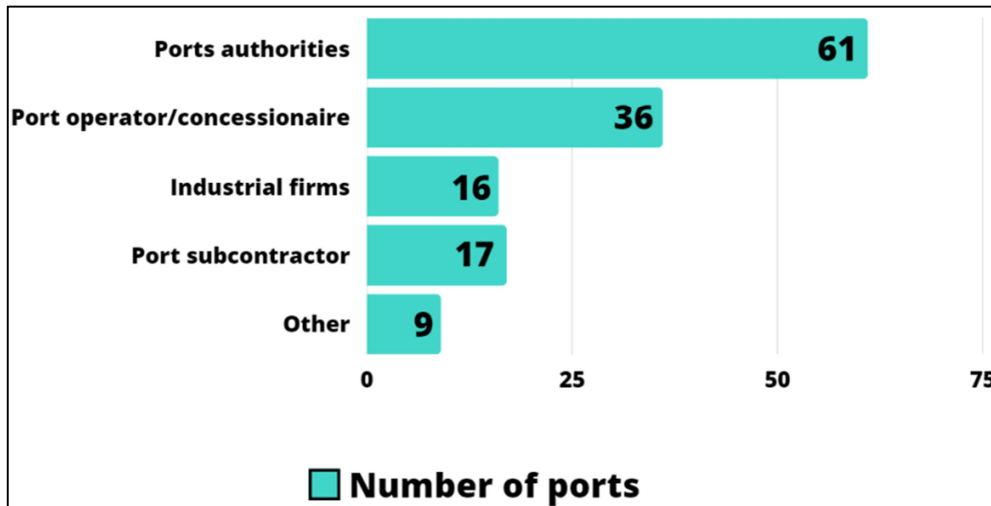


Figure 20: Entity who owns the equipment (Various possible answers; 79 respondents who responded yes to the previous question)

The main equipment stored in ports is oil PPE (overalls, boots, masks, helmets, gloves, goggles...) and containment (floating booms), recovery (sorbents, skimmers and pumps) and waste storage capacities (IBC, tanks), in line with the above-mentioned main response strategy.

Only few ports mentioned chemicals PPE or spill kit.

6.3) Decision support system

The use of decision support systems and incident management system is not yet widely spread, with only 35% of respondents using them in their ports. Furthermore, more than a quarter (27%) gave no answer to this question.

The systems used can be of different kinds: databases, modelling software, mapping software. They are all used in fairly similar proportions, with 13, 10 and 11 ports using them respectively.

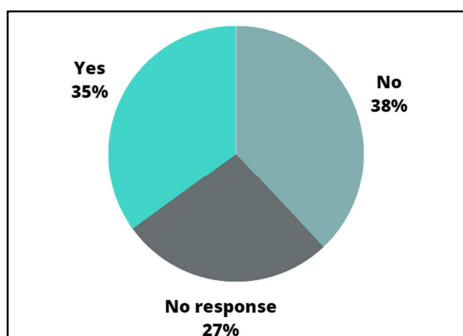


Figure 191 : Do they have a decision support system (One possible choice; 85 respondents)

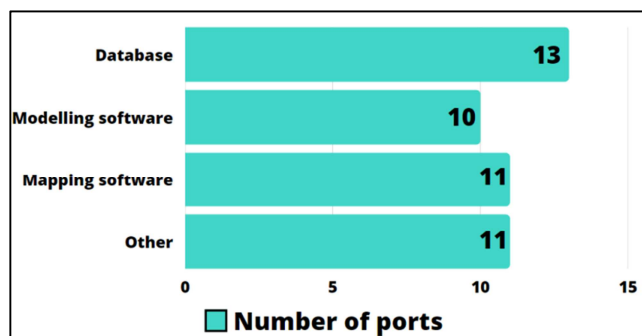


Figure 202 : what type of tool is used (Various possible answers; 30 respondents who responded yes to the previous question)

7) Strength and improvement

The final question in the survey sought the views of port authorities on their strengths and good practices, as well as their weaknesses and areas for improvement.

The ports all have exemplary points and points that still need to be improved. Often, strength in one port will be a weakness in another.

The following are the main points mentioned, which will be studied in greater detail in order to draw up the report on good practice (Activity 3.3).

7.1) Asset, strength, and good practices

- The port authority has an emergency plan to prevent and combat marine oil pollution. This plan describes, among other things, response strategies and organisation, crisis management, warning systems and response resources. The plan is shared and known to all stakeholders.
- A stock of well-maintained equipment is available from different players, or even pooled between them, and equipment is pre-located in high-risk areas.
- Although there are many of them, stakeholders know each other well (local/regional/national authorities, port members, port users, experts, etc.), links have already been established which facilitates communication and cooperation in the event of a pollution incident.
- The teams present in the ports are motivated and trained regularly and continuously, the staff is experienced and know the area very well.
- Response is entrusted to a specialist response company available 24 hours a day, with trained personnel and a wide range of anti-pollution equipment.
- The port has a marine pollution response and technical assistance agreement which covers training, the organisation of training exercises, and remote and on-site response in the event of pollution.
- The port authority has a disaster prevention and response team, available 24 hours a day, 7 days a week, for any reconnaissance, assessment or prevention or response intervention.

7.2) Weaknesses and possible improvement opportunities

A number of ports cited the absence or too few of the elements mentioned above as strengths. Sometimes, too, a strategic choice cited as a strong point may, on the other hand, represent a weakness in a different context :

- Contingency plans are not always kept up to date.
- Ports lack staff, especially permanently trained staff.
- The training itself is not practical enough: more equipment needs to be deployed, more training needs to be provided in coordination with the other stakeholders, and different types of ships and pollutants need to be tested.
- Equipment is stored too far from the area most likely to be polluted, or in too small quantities, which increases response times, especially for Tier 2 and Tier 3 spills.

- Sometimes the equipment does not belong to the port, which creates a high level of dependence on subcontractors.
- When they are present, the equipment available is not very diversified, and neither are the response techniques, which means that it is not always possible to adapt to the product encountered.
- Communication, information exchange and cooperation outside the port need to be improved.

In addition, the following difficulties were identified:

- Weaknesses in the management of chemical pollution: not included in the plan, no specific equipment or training. These products are not well known and there is a lack of awareness of their dangers.
- Decision-support systems are not yet widespread enough.
- Difficulties in setting up a complete waste management chain
- Difficulties linked to the insular nature of certain ports

Conclusion

This report presented the global results of the survey carried out in European and West Mediterranean ports. This study, based on 85 responses considered to be usable, started with the role of the respondents and the type of port, which was predominantly seaport.

The information obtained tells us that a lot of goods transit through harbours, but only half of the harbours have systems that allow them to know the exact quantities that pass through the harbour entrance.

Nearly half of all ports have already had to deal with accidental pollution requiring the deployment of a pollution response plan. Nevertheless, the majority of ports have an emergency plan, practice different types of exercises and take training courses.

They have equipment at their disposal and have acquired expertise in various response techniques.

Although most of the people responsible for pollution will be port staff, other people may also be involved. Coordination methods vary between a shared contingency plan, a shared incident management centre, liaison officers and a regular transmission of information.

Finally, the biggest differences between ports concern the organisation of equipment acquisition and deployment, for which there are 3 different strategies:

- acquisition of equipment by the port authority and implementation by port staff,
- pooled equipment acquisition with industry and a pool of responders,
- or transfer of the response to a subcontractor responsible for maintaining the necessary resources (equipment and manpower) and also for responding to pollution incidents.

A consensus on the need to improve response to chemicals spills and decision support systems seems to be emerging. These points could be an interesting way of improving pollution response in ports in the years to come.

All these points will be explored in greater depth by interviewing a selection of ports on the basis of the guidelines available in Appendix 2. Good practice and possible areas for improvement will be confirmed and discussed during the workshop at which this work package will be presented.

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Appendices

Appendix 1: Survey on spill response in ports

Appendix 1: Online questionnaire survey on spill response in ports

SURVEY ON SPILL RESPONSE IN PORTS

The IRA-MAR project on “Improving the Integrated Response to pollution Accident at sea & chemical risk in ports” aims to support the countries bordering the western Mediterranean basin and the Atlantic (Spain, France, Italy, Malta, Morocco, Portugal and Tunisia) in order to improve their response to pollution risks, in particular related to the traffic of hazardous and noxious substances in ports.

This two-year project is co-funded by the Directorate-General for European Civil Protection and Humanitarian Aid Operations (DG-ECHO) and coordinated by the General Secretariat for the Sea (SGMer), in partnership with the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC). As an inter-ministerial organisation, SGMer has been coordinating projects promoting cooperation in relation to prevention and emergency response to marine oil and HNS spills in the western Mediterranean since January 2019.

<http://wwz.cedre.fr/en/Projects/2022/IRA-MAR-2022>

Within this context, Cedre (<http://wwz.cedre.fr/>), a French State-approved association with a public service mission, has been tasked with conducting a survey on oil and chemical spill response in ports.

The aim of this survey is to gain insight into spill preparedness and response arrangements in ports, and to identify interesting experiences to share but also improvement opportunities which could be developed in future projects.

This survey is composed of 14 questions. It will take 30 to 45 minutes to complete.

The identity of the respondents will only be known to Cedre and individual responses will not be published.

Only global statistical results will be published, the ports concerned will not be cited.

You will be invited to attend a presentation of the survey results and the project outputs.

Thank you for taking time to complete this survey.

For any queries or additional information please contact: annaig.londres@cedre.fr

All data provided will be handled in compliance with GDPR.



Co-funded by
the European Union



IRA-MAR
IMPROVING THE INTEGRATED RESPONSE
TO POLLUTION ACCIDENT AT SEA
AND CHEMICAL RISK IN PORT



Information about your port and yourself:

Surname:

First name:

Email:

Phone:

Position:

Address:

Name of your port:

City/town:

Country:

Seaport or Inland port

Would you agree to be contacted by Cedre in for an interview? Yes No

Would you agree to host a visit of your facilities by Cedre? Yes No

1/ Which of the following goods transit through your port (please indicate quantities per year if possible) (multiple choices possible):

- Crude oil
- Refined petroleum products
- Liquid bulk cargo (according to IBC Code)
- Solid bulk cargo (according to IMSBC Code)
- Containers (according to IMDG Code)
- Gases (according to IGC Code)

2/ Do you have an information system on the nature and quantities of hazardous substances transiting through your facilities?

No	Yes		
If so, is this information shared?		No	Yes
Specify how:.....			
Can we access this information for the project?		No	Yes

3/ Have you previously faced an oil or HNS spill that required response operations within the port?

No	Yes		
If so, involving which pollutant(s)?.....			
Can you make available a report of intervention?		No	Yes

4/ Do you have an emergency plan including response to accidental release?

No	Yes
If so, does it cover	
	oil spills
	chemical spills
	both

5/ Who is in charge of response in the field in the event of a spill (multiple choices possible) :

- Polluter
- Port operator/concessionaire
- Port personnel
- Private company contracted by the port

Civil protection/fire service Navy or coastguard

Contractor

Other, please specify:.....

6/ Are the port's response teams regularly trained and certified?

No

Yes

If so, how often and by whom?.....

7/ Is spill response equipment available in the port?

No

Yes

If yes, who owns this equipment (multiple choices possible)

Port authorities

Industrial firms

Port operator/concessionaire

Port subcontractor

Other, please specify:.....

If yes, is specific equipment to fight against chemical pollution (PPE...) available ?

.....

If no, where it would come from in case of an accident?.....

8/ Which response techniques may be implemented in the port in case of oil spill (multiple choices possible):

Mechanical mixing

Chemical dispersion

Containment (booms)

Skimming

Pumping by trucks

Sorbents

Other, please specify:.....

9/ Are exercises regularly organised?

No

Yes

If so, what type:

Tabletop exercises

Practical exercises (equipment deployment)

Incident management simulations

If so, on what scale:

Limited to port authorities

Extended to all of the port's private/public stakeholders

Extended to all onshore and offshore stakeholders

If so, how often?

10/ Do you use or have decision support systems and incident management systems?

No

Yes

If so, what type:

Databases: what type?.....

Modelling software: what type?.....

Mapping software: what type?.....

Other, please specify:

11/ Which entity will act as the chief commander in case of a spill:

Inside the port?.....

Outside the port on the water?.....

Outside the port on the shoreline?.....

12/ How do you coordinate with other stakeholders in the event of a spill (multiple choices possible):

- By using the same contingency plan
- By sharing the same incident management centre
- By providing liaison officers
- By using a shared log book
- Via regular information transmission
- Other, please specify.....

Please, describe briefly your coordination procedures:

13/ In your opinion, in terms of spill preparedness and response,

what are your assets, strengths or points you consider to be exemplary in your port

.....
.....

.....or, conversely, what are possible improvement opportunities in your port

.....
.....
.....

14/ Any other information you would like to share with us:

.....
.....
.....

Cedre, SGMer and the IRA-MAR project partners would like to thank you for taking time to complete this survey.



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IRA-MAR
IMPROVING THE INTEGRATED RESPONSE
TO POLLUTION ACCIDENT AT SEA
AND CHEMICAL RISK IN PORT



For all queries please contact: annaig.londres@cedre.fr

SURVEY ON SPILL RESPONSE IN PORTS
Guidelines for interviews

The IRA-MAR project on “Improving the Integrated Response to pollution Accident at sea & chemical risk in ports” aims to support the countries bordering the western Mediterranean basin and the Atlantic (Spain, France, Italy, Malta, Morocco, Portugal and Tunisia) in order to improve their response to pollution risks, in particular related to the traffic of hazardous and noxious substances in ports.

This two-year project is co-funded by the Directorate-General for European Civil Protection and Humanitarian Aid Operations (DG-ECHO) and coordinated by the General Secretariat for the Sea (SGMer), in partnership with the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC).

Within this context, Cedre (<http://wwz.cedre.fr/>), a French State-approved association with a public service mission, has been tasked with conducting a study on oil and chemical spill response in ports.

An online survey has been done to gain insight into spill preparedness and response arrangements in ports, and to identify interesting experiences to share but also improvement opportunities which could be developed in future projects. Global results have been published in August. You answered to this questionnaire and accepted to be interviewed by Cedre. Your answers are interesting and we would like to collect more information.

There are around fifteen points that we would like to raise with you.

Thank you for taking time to meet us.



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1/ Information to be checked

Surname: First name: Position:
Email: Phone:
Name of your port: City/town: Seaport/Inland port

2/ Dangerous goods transit through your port ?

For the 9 ports with none of these types of traffic but which have accidentally been polluted, what was the source of the pollution?

3/ What is your information system on the nature and quantities of hazardous substances transiting through your facilities? Why did you choose this tool ?

Is this information shared? With Who?

Can we access this information for the project?

4/ Have you previously faced an oil or HNS spill that required response operations within the port?

Pollutant(s)? Quantities?

Response? Who, Equipment? Waste management?

Consequences? Cost?

Report available?

5/ What is covered by your contingency plan ? Oil? HNS? Both?

Is it regularly updated? Who is in charge ?

Is it checked by an authority?

Is it shared with other stakeholders? Who?

6/ Who is exactly in charge of response in the field in the event of a spill ? What is the responsibility of the Polluter, Port operator/concessionaire, Port personnel, Private company contracted by the port if any, Civil protection/fire service, Navy or coastguard, Contractor...

How are they coordinated ?

How do you apply the polluter pays principle?

7/ Are the port's response teams and other stakeholders regularly trained? certified?

How often? By Whom?

Details about the training plan : number of people, kind of training, training services provider...

8/ Are exercises regularly organised? Regulation?

Can you give details of the exercises?

What type? Tabletop exercises, Practical exercises (equipment deployment), Incident management simulations

Who prepare and manage such exercises?

Who is involved? port authorities, operators, industry, local or regional authorities...

9/ Is spill response equipment available in the port? Tier?

If yes, who owns this equipment: Port authority, Industry, Port operator/concessionaire, Port subcontractor,...

Is specific equipment to fight against chemical pollution available ?

How will this equipment be provided and how quickly?

10/ What is your main response strategy?

Details about Mechanical mixing, Chemical dispersion, Containment (booms), Skimming, Pumping, Sorbents...

What are the obstacles to implementing these different strategies?

What is the policy regarding the use of dispersant in the port?

Do you face to difficulties to manage waste?

11/ Which entity will act as the chief commander in case of a spill? What is the command diagram?

Inside the port?

Outside the port on the water?

Outside the port on the shoreline?

How coordination and information sharing is made?

12/ Do you use or have decision support system, incident management system, communication/information sharing tool?

Details? Who use it?

Was any training required to use the tool?

13/ In your opinion, in terms of spill preparedness and response, what are your strengths ? what are possible improvement opportunities in your port?

What do you need first to better manage the next oil pollution and the next chemical pollution?

14/ Any other information you would like to share with us:

15/ Would you accept to participate as lecturer to the final workshop ?

Cedre, SGMer and the IRA-MAR project partners would like to thank you for taking time to meet us.