MENTATION OF THE OPRC CONVENTION
&
PERSPECTIVE OF IMO's ROLE[1]

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ABSTRACT

The International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention) came into force on 13 May 1995. The main objectives of the OPRC Convention are to facilitate international co-operation and mutual assistance in preparing for and responding to a marine pollution incident and to encourage states to develop and maintain adequate capability to deal credibly with oil pollution emergiencies. The paper outlines and describes in some detail the strategy adopted by IMO in the implementation of the OPRC Convention, the mechanisms established to address /discuss issues of mutual concern amongst the member states of IMO and the oil industry, and the various activities undertaken by IMO in co-operation with relevant sister UN organizations and the oil industry to assist countries requiring assistance including the mobilization/provision of technical assistance to countries on an individual basis. It is apparent that IMO's role as a provider of technical advice and delievery of project assistance, as a co-ordinator for the mobilization of international assistance to major marine pollution incidents upon the request of countries in need, as a Forum for discussion/overseeing the implementation of the OPRC Convention (through the meetings of the OPRC Working Group) including the development of marine pollution preparedness and response training programmes is set to become more important given its pro-active approach to promoting oil spill preparedness in co-operation with industry and governments.

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[1]Opinions or assertions expressed in this paper are solely those of the author and do not necessarily represent the views of the International Maritime Organization

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IMPLEMENTATION OF THE OPRC CONVENTION & PERSPECTIVE OF IMO's ROLE[1]

1 INTRODUCTION

The International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention) came into force on 13 May 1995. A list of the Parties to the Convention is shown at **Annex 1**. The basis for this Convention coming into existence was the recognition of the fact that a major marine pollution incident, from whatever sources, can pose a serious threat to the marine environment and related interests of one or more countries well beyond their capability to deal with it. Hence, the main objectives of the OPRC Convention are to facilitate international co-operation and mutual assistance in preparing for and responding to such incidents and to encourage states to develop and maintain adequate capability to deal credibly with oil pollution emergencies. To achieve these goals, IMO has put into place an implementation strategy which encompasses various activities for capacity building and institutional strengthening for oil spill preparedness and response with respect to developing countries and countries seeking assistance in these fields. This strategy is focused primarily on, but not limited to, providing tools (manuals, guidelines, training courses, etc.) to assist countries requiring assistance and mobilizing technical assistance for countries on an individual basis or through regional or sub-regional programmes or activities in co-operation with relevant sister UN organizations e.g. UNEP and industry.

2 OVERVIEW OF IMO's IMPLEMENTATION STRATEGY

The main activities through which IMO's strategy is implemented are:

- OPRC Working Group;
- IMO Oil Pollution Co-ordination Centre (OPCC);
- OPRC Information System;
- Promotion of R&D;
- National contingency planning development assistance;
- Regional/sub-regional co-operation mechanisms and IMO's regional strategies;
- OPRC training strategy;
- Participation in international oil spill conferences and seminars;
- Co-operation with industry; and
- Technical assistance/resource mobilization.

3 OPRC WORKING GROUP

The OPRC Working Group was established in 1991 by LMOs Marine Environment Protection Committee to oversee the implementation of the OPRC Convention. It is composed of experts from governments, intergovernmental organizations such as: Commission of the European Communities and Helsinki Commission; industry organizations such as: International Tanker Owners Pollution Federation Limited (ITOPF), International Petroleum Industry Environmental Conservation Association (IPIECA), Oil Companies International Marine Forum do not

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(OCIMF), International Association of Ports and Harbors (LAPH), Oil Industry

International Exploration and Production Forum (E&P Forum), etc., and non-governmental organizations such as Greenpeace International. It carries out its work through "lead countries or organizations", correspondence groups and workshops, and has recently developed, and is finalizing, a number of manuals and guidelines to assist countries in the implementation of the Convention which include:

Completed

- Revised Contingency Planning (Section II of the IMO Manual on Oil Pollution);
- Revised IMO/UNEP Guidelines on Oil Spill Dispersant Application including Environmental Considerations;
- Administrative/Legal Aspects Section of the IMO Manual on Oil Pollution;
- Guidelines for Facilitation of Response to an Oil Pollution Incident;
- Tropical Waters Oil Spill Response Field Guide;
- Guidelines on Sensitivity Mapping for Oil Spill Response;
- IMO Model Courses on Oil Pollution Preparedness and Response (On-scene Commander); and
- "Consultation version - Awareness and Preparedness for Emergencies at Local Level (APELL) in Port Areas" in co-operation with UNEP/IE.

Underway

- OECD/IMO Guiding Principles on Chemical Accident Prevention, Preparedness and Response in Ports;
- Salvage (Section III - IMO Manual on Oil Pollution);
- Chemical Spill Response (Section I - Manual on Chemical Pollution);
- Guidelines for Sampling and Identification of Oil Spills;
- Management of Exercises; and
- IMO Model Courses (Operators).

Future activities of the group will focus on the application of the OPRC Convention to chemical accidents and the development of the necessary guidance material and model training courses. The current workplan appears at **Annex 2**.

4 IMO OIL POLLUTION CO-ORDINATION CENTRE (OPCC)

The Centre was established within the Marine Environment Division of IMO for the purpose of carrying out the specific functions assigned to IMO under the Convention (i.e. information services, education and training, technical assistance, co-ordination and mobilization of international government response to major marine pollution incidents upon the request of countries in need). It is currently staffed by personnel temporarily seconded to IMO by the Governments of Japan and the United States.

5 OPRC INFORMATION SYSTEM

The IMO Oil Pollution Co-ordination Centre (OPCC) has made considerable efforts in putting together all relevant information on national and regional systems for preparedness and response.

Article 6 of the OPRC Convention contains provisions for the submission of up-to-date information to IMO on: national oil pollution response authorities; national operational contact points for the receipt and transmission of oil pollution reports; authorities dealing with mutual assistance in cases of oil pollution emergencies; oil pollution response equipment; oil pollution experts and national contingency plans.

The "OPRC Guide to International Assistance" has been published and was

circulated to IMO Member States in February 1995 (MEPC/Circ.291). It contains information on national contact points/capability of States' assistance for oil pollution preparedness and response and contact points and succinct descriptions of United Nations agencies, regional organizations, and industry organizations which can provide technical/scientific advice in the event of a spill. All IMO Member States have been requested to submit information for this Guide and it is not limited to contracting parties to OPRC.

Regulation 26 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) (Shipboard oil pollution emergency plan), entered into force on 4 April 1993 for new ships and the 24-month period of grace for existing ships expired on 3 April 1995. The shipboard oil pollution emergency plan should include as an appendix the list of agencies or officials of administrations responsible for receiving and processing reports as developed and updated by IMO in compliance with article 8 of MARPOL 73/78. With regard to the list of agencies or officials of administrations responsible for receiving and processing reports as developed and updated by IMO required under regulation 26 of Annex I of MARPOL 73/78, a more detailed and updated list which contains about one hundred and twenty States* such contact points has been circulated recently in July 1995 ("List of the National Operational Contact Point or Points Responsible for the Receipt, Transmission and Processing of Urgent Reports on Incidents Involving Harmful Substances Including Oil from Ships to Coastal States" MEPC/Circ.299, 5 July 1995). Here again all IMO Member States, as well as Contracting Parties to MARPOL 73/78, were requested to provide information to IMO and all the information was collated by the OPCC.

6 R & D

Bearing in mind that Article 8 of the OPRC Convention specifically called on Governments and IMO to play an active role in the promotion of R & D relating to the enhancement of the state-of the-art of oil pollution preparedness and response and the exchange of information, IMO took on the task of maintaining the R & D database, which includes about 270 project descriptions of current activity in oil spill technology, research and development . The International Oil Pollution Research and Development Abstract Database was originally developed by the US Coast Guard in compliance with Title VII of the Oil Pollution Act of 1990 which called for the co-ordination of a comprehensive programme of oil pollution research, technology development, and demonstration among the US federal agencies, in cooperation with industry, universities, research institutions, State governments, and other nations. IMO aims to ensure that the database will be truly international in its scope.

Article 8(3) of the OPRC Convention calls upon governments to co-operate directly or through the IMO or relevant regional organizations or arrangements to promote, as appropriate, the holding on a regular basis of international symposia on relevant subjects, including technological advances in oil pollution combating techniques and equipment. IMO organized the Second International Oil Spill Research and Development Forum which was held at IMO Headquarters in London from 23-26 May 1995 with the co-sponsorship of the US Coast Guard, US Department of Energy, US Environment Protection Agency, the US National Oceanic and Atmospheric Administration, and the Commission of the European Communities. Nearly 90 technical papers from 15 countries were presented at the Forum to approximately 250 delegates from 34 countries.

The research and development efforts reported covered a complete range of activities designed to enhance the capacities of countries and organizations to prepare

for and respond to major oil spills. A prioritized list of research and development activities which, in the view of the delegates to the Forum, should be pursued over the next 5 years is attached as **Annex 3**.

7 NATIONAL CONTINGENCY PLANNING DEVELOPMENT ASSISTANCE

One of the basic obligations of the Convention is the establishment of a national system for responding promptly and effectively to oil pollution incidents. Therefore, IMO has assigned a high priority in its technical assistance programme to providing technical advice to countries which are in the throes of developing national and local contingency plans and obtaining the necessary oil spill combating equipment. In providing such assistance the emphasis is placed on suitability and sustainability. The national system must be tailored to the needs of each country and ideally be developed from the beginning with the involvement of all interested parties. There also needs to be provision for financing and supporting the systems with trained staff There is a misguided traditional tendency to export model contingency planning, response and scientific support strategies as well as training programmes to counties without due consideration of the ability of the recipient country to absorb and maintain such systems. On the other side of the coin there is the disturbing view that it is best to encourage developing countries to stop at the contingency planning stage and leave the provision and deployment of equipment to those outside the country.

8 REGIONAL/SUB-REGIONAL CO-OPERATION MECHANISMS AND IMO'S REGIONAL STRATEGIES

Long before the adoption of the OPRC Convention, IMO, in co-operation with the United Nations Environment Programme (UNEP) and other interested international and regional organizations, was promoting and supporting regional agreements and mechanisms aimed at enhancing the capacity of countries to deal with a major marine pollution emergency through collective planning and response. It is not surprising that the Convention encourages governments to enter into such arrangements. One of the ways regional oil spill combating agreements are given effect is through the establishment of "regional centres" or operational contingency plans. IMO has successfully operated the Regional Marine Pollution Emergency Response Centre (REMPEC) for the Mediterranean Sea since 1976 and IMO is also active in developing and supporting similar centres for the Black Sea (Varna, Bulgaria), the Wider Caribbean (Curacao, Netherlands Antilles), Island States for the Western Indian Ocean and the South Asia region, and the Marine Emergency Mutual Aid Centre (MEMAC) in the Persian Gulf.

As can be seen from the table below practically every region of the world has developed a regional arrangement, in many cases through IMO's collaboration in the IJNEP Regional Seas Programme.

Wider Caribbean	Black Sea
South East Pacific	Baltic Sea
North Sea	Kuwait Action Plan Region
Mediterranean	South Asian Seas
N.E. Atlantic	North West Pacific
Red Sea & Gulf of Aden	East Asian Seas
West and Central Africa	South Pacific
Eastern Africa - Indian Ocean	

IMO has played a catalytic role in the development of the Oil Spill Preparedness and Response (OSPAR) programme whereby Japan has provided equipment and other

support services (approximately US$10 million) for the purpose of implementing the Association of South-East Asian Nations (ASEAN) Oil Spill Response Action Plan. The basic philosophy of IMO has always been that if a regional agreement or treaty is to remain viable it must be provided with a minimum of institutional support.

A fundamental objective of IMO's strategy for the protection of the marine environment is to strengthen the capacity for national and regional action to prevent , control, combat and mitigate marine pollution, and to promote technical co-operation to this end by co-operating fully with other organizations within the United Nations family and relevant international, regional and non-governmental organizations to ensure a co-ordinated approach to the problem and avoid wasteful duplication of efforts.

Regional strategies are seen to be effective for they take into account the problems, needs and possible solutions peculiar to a region while minimizing the considerable variations existing between continents in both maritime infrastructure and levels of development; and the following four regional strategies for the protection of the marine environment have been recently developed under the aegis of IMO;

.1 ROCRAM (1990-2000) Strategy for the protection of the marine environment of South America, Mexico, Panama and Cuba;

.2 ROCRAM-CA (1990-2000) Strategy for the protection of the marine environment of Central America and Dominican Republic;

.3 SOAPP - Strategy for the protection of the marine environment in the South Pacific;

.4 SPMEESA- Strategy and action plan for the protection of the marine environment in Eastern and Southern Africa.

However, only very limited funds are presently available to implement the specific activities outlined in these strategies, which by design, focus on prevention in addition to oil spill preparedness.

9 TRAINING STRATEGY

The OPRC Convention obliges governments to establish a programme of exercises for oil pollution response organizations and training of relevant personnel. It also calls on IMO to develop a comprehensive training programme in co-operation with interested governments and industry. The core of this programme is the development and delivery of IMO Model Courses on Oil Pollution Preparedness and Response which includes courses for operational staff, supervisors/on-scene commanders, senior management level personnel and a train-the-trainer course. This activity which has been led by the Canadian government, has given priority to the preparation of instructors manuals, student workbooks and the identification of course materials for the On-scene Commanders Course. The IMO approach is to test the model courses in developing country regions and adjust them taking into account the results. The ultimate goal is to implant the courses into existing regional and national training institutions with appropriate train-the-trainer programmes, to enable the courses to be self-sustaining.

10 PARTICIPATION IN INTERNATIONAL OIL SPILL CONFERENCES AND SEMINARS

IMO has been actively participating in many international oil spill Conferences and seminars. The latest was the 1995 International Oil Spill Conference in Los Angeles, U.S.A. during March 1995, which was sponsored by the American Petroleum

Institute, U.S. Coast Guard, U.S. Environmental Agency, International Maritime Organization and International Petroleum Industry Environmental Conservation Association. The Programme Committee of this Conference of which IMO was a core member commissioned three white papers to address issues of special importance to the oil spill community, namely:

i) Implementing an effective response management system;
ii) Perspective on establishing and maintaining oil pollution response capabilities; and
iii)The use and misuse of science in natural resource management.

It can be seen that IMO takes active interest and makes a positive contribution to the proceedings of various symposia, seminars and workshops connected with oil pollution preparedness and response.

11 CO-OPERATION WITH INDUSTRY

The OPRC Convention is the first convention developed by IMO which explicitly recognizes the importance of involving the oil and shipping industry in its implementation. To facilitate this process an IMO/Industry Consultative Forum has been established. Representatives from IPLECA, LTOPF, International Chamber of Shipping (ICS), International Association of Independent Tanker Owners (INTERTANKO), OCLMF and E&P Forum meet regularly with the Secretary-General of IMO, and the staff of the Marine Environment Division, to encourage a co-ordinated, and where feasible, joint approach to such matters as education and training, technical guidelines, advice to countries on contingency planning, and implementation of relevant chapters of Agenda 21, etc. The joint NO/industry seminar programme focuses on the contingency planning process and the need to promote government and industry co-operation in this process. Since September 1991 a series of seven such seminars have been held in the ASEAN region, the Mediterranean, Latin America, West/East Africa, the Persian Gulf Caribbean, and the Asian/Pacific region and .These seminars have highlighted that response capabilities vary considerably from country to country, and co-operation between government and industry is inadequate in many areas, and there is a need for on-going intentional leadership and support to sustain activities within regions.

IMO and industry are also presently discussing a joint initiative entitled 的 MO/Industry Initiative to Enhance the Capacity of Countries to Prepare for and Respond to Marine Oil Spills* the purpose of which is to promote capacity building and institutional strengthening at national and regional levels to deal effectively with marine oil spill incidents and to implement the OPRC Convention. Preliminary activities relating to the development of a project proposal have been already been taken. Recently, IMO/IIPIECA have established contact with the World Bank, GEF, UNDP and UNEP to progress further the proposal and initial reviews by them have been encouraging. It is hoped that further progress will be achieved during the coming months. The Initiative will be launched in the African Region at the IMO/Industry Oil Spill Planning Meeting in Cape Town, South Africa in March 1996. A grant from UK ODA provided funds for an IMO/IPIECA team to hold workshops with representatives from government and industry in Ghana, Cote d'Ivoire and Tanzania in advance of the Cape Town meeting, to test the procedures for establishing projects under the Global Initiative. The results of the workshops are to be presented at the Cape Town meeting.

Also during the course of these discussions the International Tanker Owners Pollution Fund (ITOPF) undertook a review of the state of preparedness of coastal states with regard to oil spill response entitled "A Preliminary Assessment of the Risk

of Oil Spills and the State of Preparedness in 13 UNEP Regional Seas Areas" which showed disparity among nations and regions; some countries have concentrated on implementation of compensation schemes, others on equipment stockpiles while others on national contingency plans. In one aspect or another, most showed gaps in overall oil spill preparedness.

12 TECHNICAL ASSISTANCE AND RESOURCE MOBILIZATION

Governments are obliged, under the Convention, to provide support for countries requesting technical assistance in respect of oil pollution preparedness and response and to co-operate actively in the transfer of technology, either bilaterally or multilaterally, through IMO. Consequently, marine pollution preparedness and response projects are an essential part of IMO's Sub-Programme for the Protection of the Marine Environment and an important means by which the strategy for the implementation of the OPRC Convention is realized.

IMO operates at a considerable disadvantage in this regard since the IMO Member States have not allocated funds for technical assistance projects in the regular budget of the Organization, and IMO has to depend to a large extent on UNDP, UNEP, GEF and multi-bi lateral donors for finding of project activities. Nevertheless, IMO has been successful in integrating OPRC-related issues into regional action plans and projects supported by UNEP, United Nations Development Programme (UNDP) and the Global Environment Facility (GEF), as well as mobilizing funding support from several interested governments (e.g. Norway, Sweden, United States, United Kingdom, etc. and the EEC) for specific activities.

The GEF has been restructured taking into account Agenda 21 (the Action Plan of the 1992 United Nations Conference on Environment and Development) and the desire to establish the GEF as one of the principal mechanism for global environment funding. A new GEE Trust Fund has been established and agreement reached on a first replenishment of approximately US$ 2.02 billion. "International waters* is one of the four focal areas, climate change, biological diversity and ozone-layer depletion being the other three, for which funding will be available to carry out projects which will achieve global environmental benefits. Historically only 15 to 20 percent of the total GEF has been devoted to "international waters* projects. It is anticipated that revised criteria for the eligibility of projects for funding will shortly be approved by the governments. That such projects must be country driven and based on national priorities will however remain an essential requirement and places the onus on governments to assign high priority to the implementation of the OPRC Convention in their proposals for GEF support.

It is unlikely that increased funding will be available for projects on the prevention and control of sea-based sources of pollution given the current trend to tackle the more persistent and environmentally threatening land-based sources of pollutants. There is also a clear trend toward dealing with marine pollution problems in a holistic way through coastal zone management projects in which all sources of marine environmental degradation are dealt with in an integrated fashion.

The GEF/UNDP/IMO Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas is an example of a relatively large-scale (US$ 8 million) integrated coastal zone management project in which marine pollution preparedness and response issues are addressed. Within this programme there is a specific project on strengthening pollution risk assessment and management capabilities in the Malacca Straits which obviously has a direct linkage to the objectives of the OPRC Convention.

In the North-West Pacific region, IMO in co-operation with UNEP is undertaking activities for promoting sub-regional co-operation to enhance national capabilities in marine pollution emergency preparedness and response. The countries involved are China, Democratic People's Republic of Korea, Japan, Republic of Korea and the Russian Federation. The second phase of the project which was the organization of a meeting of government-designated OPRO experts to consider the IMO/UNEP expert's recommendations and to further develop the region's marine pollution preparedness and response programme was held in Bangkok, Thailand, 27-29 November 1995. The meeting discussed and adopted a future plan for co-operation.

In November 1994, IMO undertook a needs assessment mission to the Island States of the Western Indian Ocean for the establishment of an emergency response, information and training centre for co-ordination of relevant activities. The proposed activities have the support of the Governments of Mauritius, Madagascar, Comoros, Seychelles and the Maldives. In March 1995, the draft report of the Consultant was sent to the countries for their review and comments. Comments were received from Madagascar, Maldives, Mauritius and Seychelles while the input from Comoros is still awaited. However, the report of the Consultant was finalized and submitted to participating countries for their endorsement in the beginning of February 1996. It is proposed to submit this project framework to UNDP/GEF for securing funds to mount a project formulation mission towards the third quarter of 1996.

In the South Asia region, IMO in co-operation with UNEP will shortly commence work on developing a project proposal entitled "Development and Implementation of National and Regional oil Spill Contingency Planning* including work on reviewing and updating the South Asia Marine Pollution Emergency Action Plan for Bangladesh, India, Pakistan, Maldives and Sri Lanka Secondly, in response to a request received from the Oil and Natural Gas Corporation Ltd., India to assist in reviewing the existing situation within the context of establishing oil spill response centres on the east and west coasts of India including recommendations on the scope of the stockpile of equipment to be procured, guidance on the organization set up and operational modalities, IMO fielded a two-man advisory mission to India during 19-30 October 1995.The draft report of the IMO advisory mission team was submitted to ONGC in December 1995.

In the Red Sea region, IMO has assisted Eritrea in developing a draft National Contingency Plan.

13 FUTURE ORIENTATION OF ACTIVITIES

It is known that complying with the requirements of any treaty or convention and the responsibility for its implementation rests with governments. The various requirements of the OPRC Convention, namely the establishment of pollution reporting systems, oil pollution emergency plans, and national response systems will have to be reflected in national laws and policies. However, the mobilization and management of resources required to respond to a large oil spill is a great challenge to any nation, large or small, advanced or developing. Most developing countries are at particular risk due to their limited resources and economic reliance on the coastal environment , in particular for fishing and tourism.

As mentioned earlier, scarcity of funds available from traditional donors such as UNDP will have impact on the range and scope of technical assistance activities. Governments and industry will have to co-operate more closely to achieve their objectives of maintaining a viable response capability, and IMO will be called upon more often to facilitate this arrangement.

Paragraph 17.33 of Agenda 21 calls upon States to consider ratifying the Convention on Oil Pollution Preparedness, Response and Co-operation, which addresses, inter alia, the development of contingency plans on the national and international level, as appropriate, including provision of oil-spill response material and training of personnel, including its possible extension to chemical spill response. Recognizing that oil and chemical spills generally have major differences in their response requirements, the OPRC Working Group is now starting to consider ways that national capabilities to respond to chemical spills may be developed and co-ordinated internationally. Thus , the chemical spill response aspect of Agenda 21 will also assume more importance in IMO's future work programme. Preparatory work in this area will start with the preparation of a revised draft protocol on extending the application of the OPRC Convention to harmful/hazardous substances during the second intersessional meeting of the OPRC Working Group during 26 February to 1 March 1996 for consideration at MEPC 38.

14 CONCLUSIONS

All of the 90 representatives of the States which participated in the diplomatic conference which adopted the OPRC Convention were well aware of the existence and importance of regional agreements and arrangements on co-operation in combating marine pollution. Indeed, it was well understood that the OPRC Convention was not intended to supersede the obligations of such agreements or the functions of viable regional centres such as REMPEC and MEMAC. The intent was to strengthen global cooperation and mobilize mutual assistance in instances where a regional response is either not available or unable to cope with the situation for whatever reason. But, of course, as can be seen, the Convention's scope is wider than simply providing "back-up insurance ,, m a spill is beyond national and regional government response capability. It is primarily focused on encouraging states to develop and maintain an adequate capability to deal with oil pollution emergencies through participation in a global network of states and industry prepared to help through the OPRC framework and IMO. It is anticipated that wide acceptance of the Convention will provide the basis for the provision of so-called "capacity building" technical assistance activities currently being financed under the umbrella of the implementation of Agenda 21 of the United Nations Conference on Environment and Development.

If this Convention is to provide a viable international framework for co-operation, mutual assistance, and transfer of technology it is essential that it is widely accepted and implemented. Indeed, it is hoped that the Governments will recognize the importance of their participation in the implementation of the OPRC Convention given the vital role this Convention can play in developing the capacity of countries to respond to oil pollution emergencies.

It is obvious that the ultimate effectiveness of the OPRC Convention will depend on the extent to which governments and the industry working together can build the capacity of countries to prepare for and respond to oil pollution incidents. This can be best achieved by approaching the problem from a global perspective which will promote international co-operation, and IMO can co-ordinate this process by first promoting industry/government co-operation at the national level and gradually building up to the sub-regional/regional and finally to the global level.

Given its pro-active approach to promoting oil spill preparedness in co-operation with industry and governments, IMO's role as a provider of technical advice and delivery of project assistance and as a forum for discussion in overseeing the implementation of the OPRC Convention is bound to become more important in future.

ANNEX 1

List of countries that have ratified/accepted the OPRC Convention:

- Argentina
- Australia
- Canada
- Egypt
- El Salvador
- Finland
- France
- Germany
- Greece
- Iceland
- Japan
- Liberia
- Marshall Islands
- Mexico
- Netherlands
- Nigeria
- Norway
- Pakistan
- Senegal
- Seychelles
- Spain
- Sweden
- Tunisia
- United states
- Uruguay
- Venezuela

ANNEX 2

SCHEDULE OF TASKS AND TARGET DATES FOR COMPLETION
1996-1997

revised in September 1995

Task	INTERSESSIONAL Feb/March 1996	MEPC 38 July 1996	MEPC 39 March 1997	MEPC 40 Oct/Nov 1997
1 Overview of Organization Functions and Activities (Art.12, Resolution 3)				
(a) Information Services	C O	N T I	N U O	U S
(b) Education and Training	C O	N T I	N U O	U S
(c) Technical Services	C O	N T I	N U O	U S
(d) Technical Assistance	C O	N T I	N U O	U S
(e) Co-ordination	C O	N T I	N U O	U S

ANNEX 3

Second International Oil Spill Research and Development Forum

IMO, London. 23-26 May 1995

Summary List ofAgreed Top Research Priorities

Involve the user in the specification of the R & D project
Provide user-friendly information from the R & D work programmes with proper recognition of the user requirements (rather than the researchers' requirements)
Establishment, in representative field conditions, of the contribution of different bioremediation techniques to a faster restoration of the original situation or to a quicker decrease in pollutant toxicity compared to natural processes
Studies on the natural removal rates and processes - physical, chemical and biological - associated with the recovery of oiled shoreline
Production of clear/concise site documentation criteria to identify the environmental conditions under which bioremediation strategies would be recommended
Determination of conditions for safe near-shore dispersant use
Evaluate performance of fire resistant booms in realistic circumstances
Development of an integrated standard report system for oil spill incidents to provide a user-friendly database
Development of the use of advanced communication technology (Internet, etc.) for distance learning and response training
Improved understanding of the interactions between oil and mineral fines
Determination of the environmental consequences and trade-offs associated with different clean-up countermeasures and strategies
Internationally accepted relevant standard approval tests for dispersant toxicity/efficacy
Rational data sets to be monitored during actual and experimental spills
Development of standard measurement and analytical techniques to assist quantification of fate processes requiring further research, particularly emulsification
Development of Eurocrude project to assemble global database of crude oils using GC/MS biomarker analysis
Develop means to enhance the natural range of burning for oil spills
International guidelines for oil spill-source identification including standardised analytical techniques to produce quality data

Task	INTERSESSIONAL Feb/March 1996	MEPC 38 July 1996	MEPC 39 March 1997	MEPC 40 Oct/Nov 1997
2 Upgrading Combating Manuals/Guidelines				
(a) Salvage (Section III)[2] (Resolution 8)	XXXXXXXXXXX	XXXXXXXXXXX		
(b) Chemicals (Section I)[3]	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	
(c) Oil Sampling/Identification Guidelines		XXXXXXXXXXX	XXXXXXXXXXX	
(d) Tropical Field Guide	XXXXXXXXXXX			
3 Review of Facilitation Guidelines	XXXXXXXXXXX	XXXXXXXXXXX		
4 Promotion of R&D in Oil Pollution Preparedness and Response	C O	N T I	N U O	U S
5 Compatibility Standards			XXXXXXXXXXX	XXXXXXXXXXX
6 OPRC/IMO Training Strategy, Programme, Implementation	C O	N T I	N U O	U S

[2] Lead delegation: USA
[3] Lead: Secretariat

Task	INTERSESSIONAL Feb/March 1996	MEPC 38 July 1996	MEPC 39 March 1997	MEPC 40 Oct/Nov 1997
7 OPRC Model Courses[4] (Review/Implementation[5])				
(a) Level 1 - Operator[6]		XXXXXXXXXXXX		
(b) Level 2 - Supervisor/ On-scene Commander[7]	XXXXXXXXXXXX	XXXXXXXXXXXX		
(c) Level 3 - Senior Manager[8]	XXXXXXXXXXXX	XXXXXXXXXXXX		
(d) Level 4 - Trainer Training[9]				
8 Prepare Instrument to Expand OPRC to Harmful/Hazardous Substances[10]	XXXXXXXXXXXX	XXXXXXXXXXXX		

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[4] Lead delegation: **Canada**

[5] Means for reviewing and approving Model Courses:

1. Design + Development Process has its own review and testing process;
2. MEPC/OPRC WG Process reviews revisions and recommendations of the Pilot Course(s)

[6] Design approved . Development in progress - Lead delegation: **Denmark**

[7] Design approved. Development completed - Testing in progress

[8] Design to be approved. **ITOPF** and **Oil Spill Response Limited** (Southampton, United Kingdom) preparing a draft.

[9] Implementation to follow completion of the model courses

[10] Lead delegation: **Netherlands.** Draft protocol to be developed for adoption at a diplomatic conference.

Task	INTERSESSIONAL Feb/March 1996	MEPC 38 July 1996	MEPC 39 March 1997	MEPC 40 Oct/Nov 1997
9 Resolution 10: Practical Application of OPRC to Hazardous/Noxious Substances (see item (10))	C O	N T I	N U O	U S
10 Overview of development and Implementation of IMO/Industry Global OPRC Initiative (Resolution 5: Equipment Stockpiles Review)	C O	N T I	N U O	U S
11 Overview of Regional Co-operation and Work of Other Organizations	C O	N T I	N U O	U S
12 Preparedness and Response related to Carriage of Nuclear Material at Sea (INF Code)[11]	XXXXXXXXXXX	XXXXXXXXXXX	XXXXXXXXXXX	
13 Shipboard Emergency Plans[12]	C O	N T I	N U O	U S

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[11] INF Code: Code for the safe carriage of irradiated nuclear fuel, plutonium and high-level radioactive wastes in flasks on board ships

[12] Overview of the development of shipboard emergency plan for substances other than oil.