



SULTANATE OF OMAN

MINISTRY OF REGIONAL MUNICIPALITIES, ENVIRONMENT AND WATER RESOURCES

OMAN NATIONAL OIL SPILL CONTINGENCY PLAN 2004

INTRODUCTION

In accordance with the policies of His Majesty Sultan Qaboos Bin Said and the Government of the Sultanate of Oman to prevent, abate and eliminate all forms of pollution that may affect the Oman environment and to assist in providing the greatest possible health and social welfare for the nation and citizens of the Sultanate as declared in the Law for Conservation of Environment issued by Royal Decree 114 / 2001, the Oman National Oil Spill Contingency Plan has been prepared by staff of the Ministry of Regional Municipalities, Environment and Water Resources together with assistance and guidance of ITOPF and IMO.

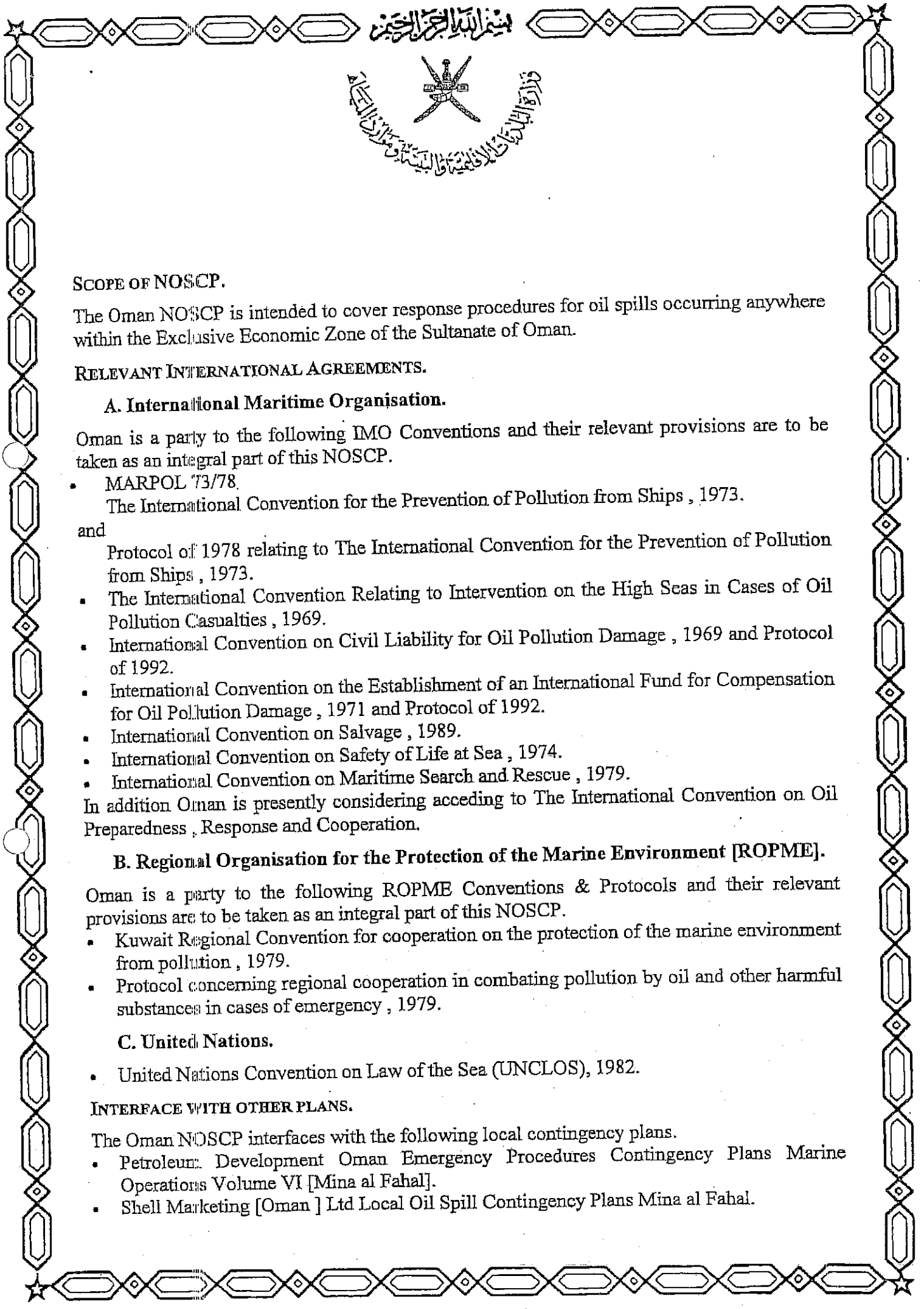
HISTORY OF THE OMAN NOSCP.

Oman initially addressed this concern through the publication of the Oman NOSCP in 1995. An update followed in 1992 entitled "Action Plan for Combating Marine Oil Spills," both of which were superseded by the Oman National oil spill Contingency Plan in 1995.

OBJECTIVES OF THE OMAN NOSCP.

The primary objectives of the NOSCP are as follows:

- a) To provide a definitive guide to the oil spill response policy of the Sultanate of Oman.
- b) To define the organisational structure within which the oil spill response operations will be conducted.
- c) To identify the various Government agencies and organisations which will be actively involved in oil spill response operations and define their responsibilities.
- d) To provide guidelines for reporting, assessing and responding to oil spill incidents.
- e) To provide basic information on the availability and location of oil spill response equipment and material resources in Oman.
- f) To identify external sources of assistance and describe the procedure for call out.
- g) To provide the On-Scene-Coordinator with a single reference source of essential information, procedures and instructions to assist him during oil spill emergencies.
- h) To identify training needs.



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SCOPE OF NOSCP.

The Oman NOSCP is intended to cover response procedures for oil spills occurring anywhere within the Exclusive Economic Zone of the Sultanate of Oman.

RELEVANT INTERNATIONAL AGREEMENTS.

A. International Maritime Organisation.

Oman is a party to the following IMO Conventions and their relevant provisions are to be taken as an integral part of this NOSCP.

- MARPOL 73/78.
The International Convention for the Prevention of Pollution from Ships , 1973.
- and
Protocol of 1978 relating to The International Convention for the Prevention of Pollution from Ships , 1973.
- The International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties , 1969.
- International Convention on Civil Liability for Oil Pollution Damage , 1969 and Protocol of 1992.
- International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage , 1971 and Protocol of 1992.
- International Convention on Salvage , 1989.
- International Convention on Safety of Life at Sea , 1974.
- International Convention on Maritime Search and Rescue , 1979.

In addition Oman is presently considering acceding to The International Convention on Oil Preparedness , Response and Cooperation.

B. Regional Organisation for the Protection of the Marine Environment [ROPME].

Oman is a party to the following ROPME Conventions & Protocols and their relevant provisions are to be taken as an integral part of this NOSCP.

- Kuwait Regional Convention for cooperation on the protection of the marine environment from pollution , 1979.
- Protocol concerning regional cooperation in combating pollution by oil and other harmful substances in cases of emergency , 1979.

C. United Nations.

- United Nations Convention on Law of the Sea (UNCLOS), 1982.

INTERFACE WITH OTHER PLANS.

The Oman NOSCP interfaces with the following local contingency plans.

- Petroleum Development Oman Emergency Procedures Contingency Plans Marine Operations Volume VI [Mina al Fahal].
- Shell Marketing [Oman] Ltd Local Oil Spill Contingency Plans Mina al Fahal.



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- International Petroleum Buhka Limited Buhka Field Development Oil Spill Contingency Plan.

VESSEL TRAFFIC AND NAVIGATION RISKS

As annexe 1 are four maps of the tanker routes which traverse the coastline of Oman [Tanker movements Indian Ocean, Arabian Sea and Gulf of Oman; Tanker movements Coast of Oman; Tanker movements Muscat; Tanker movements Mina al Fahal]. The possibility of a collision at sea is a real and constant threat with some 200 tankers a day passing Muscat and entering the Arabian Gulf through the Straits of Hormuz. Potential collision points are at the following locations:

- Ras al Hadd
- Offshore Muscat where the tankers turn for Mina al Fahal
- Mina al Fahal Port Approaches.
- Port Sultan Qaboos Approaches.
- The Straits of Hormuz
 - + Approaches to Sur port and Oman LNG
 - + Sohar Port Approaches
 - + Salalah Port Approaches

ACTIVITIES CAUSING RISK.

- A. The major risk in Oman arises from the export of crude oil at Mina al Fahal from single buoy moorings [SBM's]. This risk is covered by Petroleum Development Oman Emergency Procedures Contingency Plans Marine Operations Volume VI [Mina al Fahal].
- B. A secondary risk exists at Mina al Fahal from the loading of oil product including fuel oil onto coastal tankers serving the Musandam , Masirah Island and Salalah. This risk is covered by Shell Marketing [Oman] Ltd Local Oil Spill Contingency Plans Mina al Fahal.
- C. A minor risk is involved at Mina Raysut , Salalah during the unloading of oil product.
- D. A minor risk is involved with the Bukha gas condensate offshore development. This risk is covered by the Buhka Field Development Oil Spill Contingency Plan.

In defining priority areas for protection from oil pollution two main parameters have been considered:

- a. The degree of risk and
- b. The vulnerability of an area.

Maps of the actual locations of the types of resources listed should be inserted in the data directory (refer also section A.2.5.)

It has been recognised that it would not be economically feasible to provide an equal measure of protection to the whole coast of Oman.