Management of Environmental Emergencies in Central America: A Maritime and Coastal Glance

Carlos Sagrera, MSc.
Oil Spill Control & Environmental Advisor

Latin America Council Member

Willemstad, June 05 - 07 2018
Let's talk about the west side of the Wider Caribbean in Central America.
Global Initiative IMO/IPIECA – From 1996...

My last slide at the 2016 RAC /REMPEICT Ordinary Meeting...

The current IPIECA initiative made in this meeting for the Caribbean Region... and I hope Central America... will be a great initiative to fill the gap concerning many of the Environmental Conventions at the region...

SO THIS IS A GREAT ADVANCE...

About the speech of Mr. Joseph White of ANADARKO

Figure 1. Localization of the different Global Initiatives

1. Black Sea, Caspian Sea and Central Eurasia (OSPRI)
2. West, Central and Southern Africa (GI WACAF)
3. Mediterranean (MOIG)
4. South East Asia (GI SEA)
5. China
6. East Africa

Carlos Sagrera - Consultor Ambiental
After 28 years Miguel and ARPEL are working in this... **the results in LA are minimal ... I can say almost null ...**

Let me say something... in the last two years... we’ve in Central America (Caribbean and the Pacific side) at least one big spill of land or sea sources in each country... with probably consequences in a neighboring country...

None of them even call the other to comunicate about the situation... so the others countries knew about the situation reading the social media or the newspaper the coming day...

**In my opinion to change this... we must point out the country that fails to communicate and cooperate according to established protocols...**

**only in this way we´ll achieve a change in attitudes of the authorities in Central America...**
Mosquitia is the easternmost part of Honduras along the Mosquito Coast.

Puerto Lempira
And of course... even here we’ve oil spills...

The Mosquitia’s model...

Push the barrels from the deck to the water...

and then... pick them up to the small boats...

Do you imagine talk with this people about the IMO Conventions... ???
A new pollution in the Caribbean... The floating sargassum seaweed...

Happy to listen the UNEP with Lorna Innis talking about this at her initial speech...
And this is the new beast...

Any of a genus (*Sargassum*, family Sargassaceae) of floating brown algae (order Fucales) found in tropical seas and having a main stem with flattened outgrowths like leaves, and branches with berry-like air sacs...

Like Columbus... from the middle of the ocean... but it´s endless...
Frequency and volume of sargassum beachings and coastal overabundance has caused another challenge for the region...
Even in Roatan... and for this... the oil booms... !!!
Prevent the deployment and retrieval of fishing gear and clogging popular beaches, harbors and bays...

About the May 3th meeting in Mexico... we understood today the NOAA... and their proposals...

15 Countries... So to whom invitations were made in the countries of Central America... ???
Some factors to consider in Central America

- Lessons Learned deficit with the incidents
- Transboundary Emergency Management – The problem of plastics
- Increasing Leadership of the Environmental Authority – Jurisprudence
- Conclusions - Needs of Professional Management – The role of the private sector in Central America (it means commercial sector...!!!)

Carlos Sagrera - Oil Spill Control Advisor
Central America... well prepared for the natural disasters... ??
Lessons Learned deficit

The courage to tell and learn from mistakes

Not so good as the environmental disasters with Natural Origin... but not less extensive experience in environmental disasters with Human Origin
Maritime Incidents with Environmental Disasters...

*Each year...*

Share the own experiences
Two months ago…
The cruise ship MSC Armonía had an incident and ran into the dock at the port of Roatan, Honduras today, April 10. A video of the incident was shared on YouTube by several sources showing the cruise ship collided with the dock, and briefly going aground on a beach just past the pier.
A disaster... but not the worst case scenario... !!!
One year ago...
So... the danger is latent...
Ubicación del incendio en Puerto Sandino

Cinco días después del incendio en la planta de almacenamiento de derivados del petróleo de Puma Energy en Nicaragua, el Centro de Estudios Humboldt comprobó una fuerte afectación al ambiente. Reparar los daños llevará años.

Las especies de mangle serían afectadas en el golfo de Fonseca.

INFOGRAFÍA: LA PRENSA.
Lessons Learned

Puerto Sandino

August 2016

Barboza
Dos tanques incendiados de la terminal...

app. 144,000 bls (24,000 tons)

Tanks # 51 (Light Crude Oil) and them #52 (Medium Crude Oil)

500,000 tons at the Deepwater Horizon Oil Spill
On August 18th, 2016 there was an explosion at the Puma Energy plant in Puerto Sandino, Nicaragua.
Presunto delito ambiental en contra del Estado Nicaragüense, por lo tanto, debe aplicar la legislación nacional correspondiente – Remediaciòn
The final scenario...
Lack of official communication from Nicaragua... so mediatic hysteria...
“Beat plastic pollution”...

The Motagua River...
A land source problem...

Not from ships...

But consequences at sea...
And in the Caribbean... !!!
Good news...

UNDP Project (GEF)

Regional (Guatemala – Honduras)

Integrated Environmental Management of the Rio Motagua Watershed
Increasing leadership of the environmental authority
Environmental Authority...
Most relevant actor concerning environmental incidents...
Regional Environmental Jurisprudence

Proyecto Golfo de Honduras

Westerhaven Cargo Disaster January 2009
South Long Caye

“This is by far the worst I have ever seen. I’ve never seen anything like this. It is unbelievable... The reef has been completely leveled, basically from the stern to the bow of the boat.”
USD 2.700 every square meter damaged
So... why RAC /REMPEITC – IMO don’t work more with The Environmental Authorities in Central America... ???
Conclusions - Needs of Professional Management... in Central America too... !!!

Concerning oil spills
The industry fix standards...

Then... the international organizations readapt and support it
We had learned in Central America that it is necessary to help to the companies that are in problems ... and don’t go after them in the middle of the incident.
A new tool...
Standard Contract for the deployment of response equipment and personnel for clean up operations

(g) Import/Export duties – The Requesting Party shall be liable for all customs duties, all particulars, import/export duties or levies, clearance expenses, fees, taxes and other associated costs relating to the Equipment and Personnel.

(i) Security - The Contractor may request adequate security for payment from the Requesting Party of the reasonably anticipated charges which may be incurred by the Contractor once a response has been activated. Such guarantees payment by the Requesting Party of the charges relating to the Contractor’s services provided under this Contract in accordance with the Contract terms. Such guarantee will be provided in a form acceptable to both parties within a reasonable time after the incident and may be subject to a fixed amount (where appropriate) and a fixed time limit for services. The Contractor agrees that a letter of undertaking executed by the Requesting Party’s P&I Club or its financial security provider will be satisfactory as security for payment.

*Subclauses (d) and (i) do not apply if, in accordance with Box 5(b), the parties have agreed that the contract shall be for Equipment hire only.

9. Equipment Hire

Where the Requesting Party requests the Contractor to provide equipment only, the following provisions will apply:

(b) The Requesting Party undertakes to redeliver the Equipment in the same good condition. Should the Equipment be lost or damaged (save for loss or damage caused by normal wear and tear or by the Contractor’s negligence), the Requesting Party shall, at its own expense, replace or reinstall the Equipment to its original condition and the Equipment shall remain on hire until such replacement or reinstatement is complete. The Requesting Party shall forever have the option of paying to the Contractor the value of the Equipment and following which the Requesting Party’s obligations for the Equipment under this Clause shall cease together with the payment of hire.

(c) The Requesting Party undertakes that the Equipment shall never be used, whether in a training exercise or otherwise:

(i) recklessly, or without due regard for the safety of any person or property, or with deliberate intent to cause injury, loss or damage;

(ii) without adequate training;

(iii) without adequate or suitable personal protection equipment; and

(iv) otherwise than in accordance with any instructions or recommendations given by the manufacturers and/or the Contractor.

(d) The Requesting Party undertakes:

(i) to take all necessary steps to protect and preserve the Equipment in good condition and working order;

(ii) to provide all fuel and lubricating oil for use of any motorised Equipment.

Copyright © 2017 ISCO and BIMCO. All rights reserved. Any unauthorised copying, duplication, reproduction or distribution of this document will constitute an infringement of ISCO’s and BIMCO’s copyright. Explanatory notes are available from www.isco.org. Conditions of use apply - please go to the end of this document for details.
HONDURAS: OIL SPILL RESPONSE – NEW REQUIREMENTS

December 22 - Web-only circular issued by International Group clubs - Members are informed that there are new oil spill response requirements in Honduras. These will come into force on 1 January 2018 and will apply to both tank and non-tank vessels.

The Honduras Maritime Authority has advised that according to Act DGMM-022-2015 all vessels must nominate an oil spill response organisation (OSRO) which has been approved by the Authority to secure the availability of private personnel and equipment necessary to remove, to the maximum extent practicable, a worst-case discharge, and to mitigate or prevent a substantial threat of such a discharge.

One such OSRO currently exists, Ocean Pollution Control S.A. Honduras, who has agreed to contract on an unamended RESPONSECON form in the event of a spill. Members will recall that RESPONSECON is the standard industry contract developed by BIMCO/ISCO for the hire of specialised spill response services and equipment in the event of an incident in international waters outside the United States. The terms and conditions conform to International Group’s guidelines for vessel response plan contracts.

The Honduras Maritime Authority has confirmed that an IG Club’s Certificate of Entry is sufficient evidence of insurance to cover the liability of the registered owner for pollution damage for all vessels calling at Honduran ports or requesting anchorage within Honduran waters. This is required to be submitted to Port State Control officials at least 24 hours prior to the vessel’s arrival together with, for CLC tankers, the vessel’s State Certificate issued in accordance with the International Convention on Civil Liability for Oil Pollution Damage.

The shipowner will also need to arrange via their local ship’s agent in Honduras Coverage for marine pollution response issued by Ocean Pollution Control S.A. by contract conforms to International Group’s guidelines. The contract has the date of 12.01.2017 and can be accessed via the link...

All Clubs in the International Group of P&I Clubs have issued:

[Thanks to Tony Paulson, Chairman of Pollution Committee INTERNATIONAL Kæravad Jacobsen, Manager, Contracts & Clauses BIMCO]

First Latin American Country that refers to the contract RESPONSECON...
DGMM OSRO Regulation – Honduras
**Professional Management... Local and International Companies...**

**Latin America – S. XXI**

*Consolidation of the OSROs in the emergencies management*
Request of RAC / REMPEITC... 2016...

Idea to Increase the Availability of Port Reception Facilities & next steps

- Develop agreements with local oil companies and refinery for the handling of oily waste (Annex I)
- Consider the designation or the WCR as a Special Area under Annex I
- View waste as a resource - Explore possible ways to reuse/recycle waste - waste to energy options, composting etc.
- Set up modern waste management infrastructures, not only for ship generated waste but for the benefit of the island itself.
- Development of a Regional Master Plan based on the density of the maritime traffic and the estimation of waste type and quantity that needs to be handled.
Regional Port Reception Facilities Plan

- Identification of ports which would be good candidates for Regional Ships Waste Reception Centres (RSWRC)

- Identification of ports with limited facilities (PLF), based on the foregoing assessments.

- Identify options suited to the vessels calling at ports within the region that will not encourage any illegal discharge into the sea.

- Identify stakeholders roles and responsibilities for in implementing the RRFP.
The answer of the private sector in Central America
New Port Reception Facilities in Costa Rica
Puerto Limón - August 2018
Carlos Sagrera
HSE Advisor
Latin America

Carlos.sagrera@int-marconsult.com