



**REGIONAL ACTIVITY CENTER/REGIONAL MARINE POLLUTION EMERGENCY, INFORMATION
and TRAINING CENTER (RAC/REMPEITC-Caribe)**

Ref: Strategic Plan 12-13/ Activity 4.1.a

December 10th, 2012

**National & Regional Oil Spill Contingency Planning Workshop
Report
26 – 29 November 2012
Saba**

Submitted by Anne Réglain and Felton Gilmore

Summary: RAC/REMPEITC-Caribe provided oversight, instruction and management for the implementation and delivery of a workshop on oil spill preparedness and response. This activity was hosted by Saba, 26 – 29 November 2012 and funded by the UNDP's Regional Risk Reduction Initiative (R3i) and Rijkswaterstaat (the executive body of the Ministry of Infrastructures and Environment in the Netherlands). Participants from Anguilla, Aruba, Bonaire, Curacao, Montserrat, St. Eustatius, St. Maarten and Turks and Caicos attended to this event.

1. Background

1.1 The Regional Reduction Initiative (R3i) is a project implemented by the United Nations Development Program (UNDP) and funded by the European Union. Its objectives are to develop the local capacities for disaster risk management of the Dutch and British overseas countries and territories in the Caribbean.

1.2 Under the framework of the R3i, some countries have requested assistance on Oil Spill Preparedness and Response, oil spills being an independent risk as well as a potential component of a larger disaster (hurricane, tsunami...). The REMPEITC was therefore commissioned by the UNDP to organize national workshops in some countries requesting assistance on the subject.

1.3 The International Convention on Oil Preparedness, Response and Co-operation (OPRC) 1990 facilitates international co-operation and mutual assistance in preparing for and responding to a major oil pollution incident and requires countries to develop and maintain an adequate capacity to deal with oil pollution emergencies. As required under

the Convention, the International Maritime Organization (IMO) has developed a comprehensive training program in the field of oil pollution preparedness and response. The REMPEITC regularly provide National Oil Spill Contingency Plan Workshop in countries of the Wider Caribbean Region, adapting the training programs developed by the IMO to the specific situation of each country.

1.4 Since the dissolution of the Netherlands Antilles in 2010, the maritime management of Bonaire, St. Eustatius and Saba (BES) has been transferred to Rijkswaterstaat, the executive body of the Ministry of Infrastructures and Environment in the Netherlands. The BES are currently working together with Rijkswaterstaat to draw up an Incident Contingency plan which must be approved by the end of the year 2012. The BES received from the Netherlands a first container of Tier-1 oil spill equipment (shoreline clean-up kit). Each island will also receive current busters, skimmers and booms. The first current buster arrived in Saba in November 2012.

1.5 Since Rijkswaterstaat was in the process of organizing a training of the current buster in Saba, it was decided to combine the two events, with REMPEITC taking the lead in the organization.

2. Workshop Objectives

The workshop was organized and delivered to a total of 32 participants from various governmental agencies, association and companies. Participants from Anguilla, Aruba, Bonaire, Curacao, Montserrat, St. Eustatius, St. Maarten and Turks and Caicos attended to this event. The participants' list is attached as **Annex 1**.

The workshop had the following stated objectives:

- a) to provide training on oil spill preparedness and response
- b) to provide training and exercise the deployment of a current buster
- c) to carry out drills to test some aspects of the plan; and
- d) to develop and to support agency cooperation at the local level and to improve links between stakeholders, industry, NGOs and government.

3. Program

3.1 The workshop was organised and hosted by the RAC/REMPEITC-Caribe. Funding was provided by the UNDP, in accordance with the letter of agreement between the UNDP and the REMPEITC-Caribe on the implementation of the R3i, dated October 16, 2012. Additional funding was provided by Rijkswaterstaat.

3.2 The four-day workshop comprised a series of lectures, drills and practical training. A team of international expert was assembled to provide the training course and facilitate the activities in conjunction with the staff of RAC/REMPEITC-Caribe.

3.3 The training course outline is included in **Annex 2**.

4. Logistics

4.1 Each participant received a USB stick which consisted of the following:

- a) Student Manual
- b) Power Point Presentations, including real situation pictures
- c) Additional documents about OPRC

4.2 The theoretical part of the workshop was held at Queen's Garden Resort:

Queens Garden Resort
Troy Hill Dr. 1
The Bottom, Saba
Email: info@queensaba.com
Phone: 00599-4163494
Fax: 00599-4163495

The practical training took place off of Fort Bay utilizing the Ferry Terminal as the deployment site.

4.3 The instructors and participants stayed at the following hotels:

Queen's Garden Resort
Phone: 00599-4163494
Email: info@queensaba.com

Saba Divers & Scout's Place
Phone: 005-99-4162740
Email: info@scoutsplace.com

Shearwater Resort
Phone: 00599-4162498
Email: info@shearwater-resort.com

El Momo Cottages
Phone: 00599-4162265
Email: info@elmomo.com

Ecolodge Rendez-Vous
Phone: 00599-4165507
Email: info@ecolodge-saba.com

4.4 Instructors/facilitators for the workshop included:

(1) Dr. Rebecca Coward
Technical Adviser, ITOPF
1 Oliver's Yard, 55 City Road
London EC1Y 1HQ
United Kingdom
Tel: + 44 (0)20 7566 6999
Email: rebeccacoward@itopf.com

(2) Mr. Tor Kristian Fagerheim
Senior Oil Spill Technician
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(3) Mr. Trond Gulbrandsoy
International Sales Manager
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Norway
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(4) Mr. Geerd Drost
Crisis Manager
Rijkswaterstaat Noordzee
Lange Kleiweg 34
2288 GK Rijswijk
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(5) Mr. Jan Kool
Advisor Emergency Response
Rijkswaterstaat Noordzee
Lange Kleiweg 34
2288 GK Rijswijk
Netherlands
Email: jan.kool@rws.nl

(6) Mr. Felton Gilmore
IMO Consultant
RAC/REMPEITC-Caribe
Seru Mahuma z/n, Aviation & Meteorology Building
Curaçao
Tel: 599-9-839-3718
Email: fgilmore@cep.unep.org

(7) Ms. Anne Réglain
IMO Consultant
RAC/REMPEITC-Caribe
Seru Mahuma z/n, Aviation & Meteorology Building
Curaçao
Tel: 599-9-839-3719
Email: areglain@cep.unep.org

5. Support

The Government of Saba provided assistance to arrange a suitable conference room, refreshments, lunch break services as well as transportation. In particular, Mr. Menno van der Velde, Island secretary, provided superb logistical support in ensuring that all appropriate response agencies including himself were available and in attendance and administrative needs of the team were met.

6. Activities

6.1 The workshop started with welcoming remarks from Mr. Jonathan Johnson, Lieutenant governor of Saba, Geerd Drost, Rijkswaterstaat and Anne Réglain, REMPEITC.

6.2 Day 1 and 3 of the session entailed the instruction of the Introductory Level OPRC Course for Oil Spill Response. Presentations by Felton Gilmore and Rebecca Coward throughout the day focused on the subject matter as listed in **Annex 2**.

6.3 Days 2 and 4 were dedicated to the theoretical and practical training of the current buster. A notification, communication and decontamination drill was also conducted.

6.4 The participants had the opportunity to gather their observations about the workshop in an evaluation form. The results can be found in **Annex 3**. Finally, certificates were distributed to all participants.

7. Conclusions and Recommendations

7.1 Participants gained a solid understanding of the decision-making process typically required for a coordinated response. The subject was new for a number of participants. The benefits, limitations, and trade-offs of response techniques were discussed and evaluated specifically to the environmental and economic setting of the Caribbean Region.

7.2 The Kingdom of the Netherlands is currently in the process of finalizing their oil spill response contingency plan. Dissemination and familiarisation with the plan is crucial; outside of the immediate leadership, attendees were unaware of the contents and had limited knowledge of incident command structure, roles, and expectations. Additional table-top exercises and deployment exercises should be organized regularly. The frequency of these exercises should be determined in the plan.

7.3 Joint response evolutions and exercises need to be developed and implemented between St. Eustatius and Saba considering the proximity of the islands, the common threat and risk from Oil Tank ships, the refinery, and prevailing currents in the event of a spill.

7.4 Development of and utilization of a model for assessing National, local, and industries capabilities and preparedness for an oil spill needs to be undertaken and the information used for risk determination.

7.5 Environmental Sensitivity Index Maps need to be developed and included in the Oil Spill Contingency Plan in order to assist with local and outside source responses.

7.6 Regular deployment of the buster needs to be done by the actual teams that will be in charge of assembling, installing and deploying the equipment in the event of an oil spill. Along with the identification and training of teams, a vessel of opportunity needs to be identified and the appropriate modifications/installations put in place so that the contingent is ready in the event of an oil response.

7.7 Participants from other islands mentioned that they did not have oil spill equipment. However, oil companies do possess equipment for Tier 1 spills at their facilities. Cooperation with the private sector (tourism industry, oil companies, etc) is essential and formal written agreement must be established. Tabletop exercises and deployment exercises could be organized regularly, with industry and government cooperation. It is also important to remember that even though governments may not have specific response equipment such as skimmers or booms, they still have some very useful resources. For instance, they usually possess helicopters or small aircraft which can be used for aerial assessment and monitoring of the spill. Regional agreements with neighboring islands should also be developed. However, governments should not mainly rely on assistance from neighboring countries as those countries may also have very limited resources and it will take some time before regional assistance arrives. It is also

important to predetermine clearances and customs procedures to expedite import of emergency resources.

7.8 Cooperation should be initiated with the Maritime Rescue Co-ordination Centre (MRCC) for the region based in Martinique and under the authority of the French Government.

Annex 1 – Participants’ List

	Name	Organization/Department	Email address
1	Gregoor Van Laake	Saba Conservation Foundation	sabapark.ranger@gmail.com
2	Keith Murphy	Saba Conservation Foundation	
3	Kai Wulf	Saba Conservation Foundation	
4	James Franklin Johnson	Saba Conservation Foundation	jamesjohnsonsaba@yahoo.com
5	Byron Hassell	Saba Conservation Foundation	byronhassell@live.com
6	Justin Yu	Saba Harbour Authority	
7	Roland Levenstone	Saba Harbour Authority	
8	Travis Johnson	Saba Harbour Authority	travis.johnson@sabagov.nl
9	Jonathan Johnson	Saba Lieutenant Governor	
10	Meno van der Velde	Saba Island Secretary	hetiswat2002@yahoo.co.nz
11	Stefanie Tsonos	Saba Trainee	stefanie.tsonos@sabagov.nl
12	Fred Bower	Saba Dive centre	liquidvisionsaba@gmail.com
13	Vito Charles	Saba Public entity	vitocharles@gmail.com
14	Claudius Carty	St. Maarten Civil aviation & Shipping and Maritime Affairs	claudius.carty@sintmaartengov.org
15	Aart Henk Goossens	St. Maarten- Dutch Caribbean Coast Guard	ahgoossens@gmail.com
16	Jean Henry Hoek	Aruba - Dutch Caribbean Coast Guard	Jeanhoek@hotmail.com
17	Bradley Pinder	Turks & Caicos - Port Authority	bpinder@ports.tc
18	Dallen Connor	Anguilla Department of Environment	dallen.connor@gov.ai
19	Billy Darroux	Montserrat Disaster Management Coordination agency	darrouxb@gov.ms
20	Jan Sierhuis	Curacao Maritime Authority	jan.sierhuis@gov.an
21	Robert St. Jago	Bonaire Harbour Authority	robsintjago@gmail.com
22	Suradno Justino Mercera	Bonaire Harbour Authority	surmer@hotmail.com
23	Edwin Domacasse	Bonaire National Marine Park (STINAPA)	chiefranger@stinapa.org
24	Austin van Heyningen	St. Eustatius Harbour Authority	habour@statiagov.com
25	Roy Lawrence	St. Eustatius Harbour Authority	habour@statiagov.com
26	Cyrill Woodley	St. Eustatius Harbour Authority	habour@statiagov.com
27	Ted Hassel	St. Eustatius Harbour Authority	hassell68@hotmail.com
28	Melvis Harrigan	St. Eustatius Harbour Authority	luc.vanosch@rijksdienstcn.com
29	Luc van Osch	St. Eustatius Authority	luc.vanosch@rijksdienstcn.com
30	Jessica Berkel	St. Eustatius National Parks Foundation	research@statiapark.org
31	Andre Bennett	St. Eustatius- fire department	andrebenett16@hotmail.com
32	Edris Bennett- Merkman	St. Eustatius Disaster Management Coordination agency	ebenett.int.aff@statiagov.com

Annex 2 – Workshop agenda

Day 1: Monday 26th November 2012		Lecturer/Facilitator
08 :00 – 08 :30	Registration of participants	A. Réglain
Session 1	OPENING	
08 :30 – 09 :00	Welcoming remarks by the host representative, REMPEITC and Rijkswaterstaat	J. Johnson A. Réglain G. Drost
09 :00 – 09 :30	Introduction of the Workshop: <ul style="list-style-type: none"> • Introduction of the Lecturers • Purpose of the workshop and programme agenda • Introduction of the participants and review of expectations from the workshop Group photo	Group
Session 2	IMO OPRC INTRODUCTORY COURSE	
09:30 – 10:00	1. Background knowledge	R. Coward
10:00 – 10:15	Tea/Coffee Break	
10:15 – 10:45	2. International contingency planning arrangements	F. Gilmore
10:45 – 11:30	3. Oil spill properties, fates and effects	R. Coward
11:30 – 12:00	4. Health and safety	F. Gilmore
12:00 – 12:30	5. Command control & communications	F. Gilmore
12:30 – 13:30	Lunch Break	
13:30 – 14:30	6. Response strategies: <ul style="list-style-type: none"> • Monitoring and in-situ burning • Dispersants • Containment and recovery 	R. Coward
14:30 – 15:00	7. Shoreline cleanup	F. Gilmore
15:00 – 15:30	8. Storage and disposal of recovered oil and waste	R. Coward
15:30 – 15:45	Tea/Coffee Break	
15:45 – 16:15	9. Claims and compensation	R. Coward
16:15 – 16:45	10. Media management and awareness	F. Gilmore
16:45 – 17:15	Q & A session with general discussion	Group

Day 2: Tuesday 27 th November 2012		Lecturer/Facilitator
Session 3	THEORETICAL TRAINING - DEPLOYMENT OF THE CURRENT BUSTER	
08:30 – 09:00	Notification drill	R. Coward F. Gilmore
09:00 – 09:45	Introduction to Current Buster and Current Buster system <ul style="list-style-type: none"> • Buildup and Current Buster design System configuration including container, power pack reel and boom vane	All Maritime
09:45 – 10:00	Assembly of boom vane	AllMaritime
10:00 – 10:15	Tea/Coffee Break	
10:15 – 10:45	Deployment of the current buster: <ul style="list-style-type: none"> • Towing of the current buster with two boats • Towing of the current buster with one boat using boom vane 	AllMaritime
10:45 – 11:15	Recovery of the system: <ul style="list-style-type: none"> • Cleaning and storage • Maintenance and repair 	AllMaritime
11:15 – 12:00	Decontamination and Communication drill	R. Coward F. Gilmore
12:00 – 13:00	Lunch Break	
Session 4	PRACTICAL TRAINING - DEPLOYMENT OF THE CURRENT BUSTER	
13:00 – 17:30	Go through the system components Prepare for deployment Assembly of boom vane Deployment of the current buster: <ul style="list-style-type: none"> • Towing of the current buster with two boats • Towing of the current buster with one boat using boom vane • U-turns • Hunting of oil Recovery of the system <ul style="list-style-type: none"> • Cleaning and storage Maintenance and repair	AllMaritime

Day 3: Wednesday 28th November 2012		Lecturer/Facilitator
08 :00 – 08 :30	Registration of participants	A. Réglain
Session 5	OPENING	
08 :30 – 09 :00	Welcoming remarks by the host representative, REMPEITC and Rijkswaterstaat	J. Johnson A. Réglain J. Kool
09 :00 – 09 :30	Introduction of the Workshop: <ul style="list-style-type: none"> • Introduction of the Lecturers • Purpose of the workshop and programme agenda • Introduction of the participants and review of expectations from the workshop Group photo	Group
Session 6	IMO OPRC INTRODUCTORY COURSE	
09:30 – 10:00	1. Background knowledge	R. Coward
10:00 – 10:15	Tea/Coffee Break	
10:15 – 10:45	2. International contingency planning arrangements	F. Gilmore
10:45 – 11:30	3. Oil spill properties, fates and effects	R. Coward
11:30 – 12:00	4. Health and safety	F. Gilmore
12:00 – 12:30	5. Command control & communications	F. Gilmore
12:30 – 13:30	Lunch Break	
13:30 – 14:30	6. Response strategies: <ul style="list-style-type: none"> • Monitoring and in-situ burning • Dispersants • Containment and recovery 	R. Coward
14:30 – 15:00	7. Shoreline cleanup	F. Gilmore
15:00 – 15:30	8. Storage and disposal of recovered oil and waste	R. Coward
15:30 – 15:45	Tea/Coffee Break	
15:45 – 16:15	9. Claims and compensation	R. Coward
16:15 – 16:45	10. Media management and awareness	F. Gilmore
16:45 – 17:15	Q & A session with general discussion	Group

Day 4: Thursday 29th November 2012		Lecturer/Facilitator
Session 7	THEORETICAL TRAINING - DEPLOYMENT OF THE CURRENT BUSTER	
08:30 – 09:00	Introduction to Current Buster and Current Buster system <ul style="list-style-type: none"> • Buildup and Current Buster design • System configuration including container, power pack reel and boom vane 	AllMaritime
09:00 – 09:15	Assembly of boom vane	AllMaritime
09:15 – 09:45	Deployment of the current buster: <ul style="list-style-type: none"> • Towing of the current buster with two boats • Towing of the current buster with one boat using boom vane 	AllMaritime
09.45 – 10.15	Recovery of the system: <ul style="list-style-type: none"> • Cleaning and storage • Maintenance and repair 	AllMaritime
10:15 – 10:30	Tea/Coffee Break	
10:30 – 12.00	Go through the system components Prepare for deployment Assembly of boom vane	Saba Participants
12:00 – 13:00	Lunch Break	
Session 8	PRACTICAL TRAINING - DEPLOYMENT OF THE CURRENT BUSTER	
13:00 – 17:30	Deployment of the current buster: <ul style="list-style-type: none"> • Towing of the current buster with two boats • Towing of the current buster with one boat using boom vane • U-turns • Hunting of oil Recovery of the system <ul style="list-style-type: none"> • Cleaning and storage Maintenance and repair	Saba Participants

Annex 3 – Course Evaluation Summary

A	Seminar Objectives	Did not meet	Met in part	Fully met
1	<i>Background Knowledge</i>	5%	16%	79%
2	<i>International Contingency Planning</i>	0%	17%	83%
3	<i>Oil Spill Properties, Fates & Effects</i>	0%	11%	89%
4	<i>Health & Safety</i>	0%	22%	83%
5	<i>Command, Control & Communications</i>	0%	37%	63%
6	<i>Response Strategies</i>	0%	37%	63%
7	<i>Shoreline Clean-up</i>	0%	21%	79%
8	<i>Storage & Disposal of Recovered Oil & Waste</i>	5%	37%	58%
9	<i>Claim and Compensation</i>	0%	26%	74%
10	<i>Media Management & Awareness</i>	0%	16%	84%
11	<i>Deployment of a current buster - Theory</i>	0%	12%	88%
12	<i>Deployment of a current buster - Practice</i>	0%	14%	86%
13	<i>Comments</i>	1. Great job on workshop. 2. Due to a lack of time, session 10 was a bit rushed but I think it was also due to the fact that there was a lot of discussion during the session. 3. Very satisfied with the course/workshop. 4. Well executed. 5. The sessions were very well presented and were well explained. Do keep up the good work. 4. This introductory course/workshop really sensitized me on the need to plan for that risk. Awareness of already available tools for the plan development was especially helpful. 5. Overall the objectives were met. 5. A lot of information in a very short time but with skills and practical experience of the instructors it was understandable.		

B	Overall Evaluation of the Seminar	Yes	No	Comments
1	<i>What sessions need improvement, if any? How could they be improved?</i>			1. Maybe more focus can be on the actual situation and equipment of the specific island and/or region. More time on the communication drill. 2. I found the session to be good as they are. 3. None. 4. Enjoyed it very much, great speakers, great introduction, great location. Thank you all. 5. Deployment of the buster unit/ recovery, Decontamination, layout and procedures. Communication and notice, claims. on hand and simulations. 6. It was a good seminar to get us familiar with the new equipment. Should be useful to provide the same session on the other Islands to implement the same system on each island. 7. It was good. 8. The sessions were very informative, prepared. However having some 6 sessions or 2 facilitators over a lengthy period suggest doing something interactive in-between be it on assignment or view a video. 8. All were fine. 9. This is the first time I do this but this was very good.
2	<i>List in order the sessions which are most important to you.</i>			1. For me it was good. 2. Oil spill properties, Health & safety, Command control & communication, Response strategies, Deployment of the buster. 3. All. 4. Claims & Compensations, Deployment of the buster, Oil spill properties, Dispersants, Containment and recovery. 5. Oil recovery and clean-up. 6. Deployment of response equipment, Command control & communication. 7. Notification, communication. 8. All relevant in one way or another, would not miss a thing. 9. Oil spill properties, Health & safety, Response strategies, Shoreline clean-up, Storage and disposal of recovered oil & waste, Claims and compensation, Media management & awareness, Deployment of the buster. 10. The hands-on practical part. 11. Coastal clean-up. 12. I found them all to be important as none can be useful without the other. 13. Health & safety, Command control & communication, Response strategies, Media management & awareness. 14. Command control & communication, Response strategies, Deployment of the buster.
3	<i>Are there topics not covered in this seminar which you feel should be included? (If yes, please list)</i>	19%	81%	1. I find it to be complete as it is. 2. The practical approach of the decontamination, it is almost impossible on our islands. 3. More first response and drill procedures will be useful. 4. To be a bit more detailed pertaining Dutch Maritime protocols as to how do these fit into eg ITOPF or claims & compensation realm.
4	<i>Are there topics which you feel were not appropriate to this seminar?</i>	0%	100%	1. They all were very important in their own way. 2. All topics were appropriate.

C	Seminar Organization/Administration	Yes	No	Comments
1	Were the facilities adequate for this kind of seminar? (Please explain)	83%	17%	1. Environment was sufficient and comfortable. 2. Room was spacious and well fitted out. Projection of presentations was large and clear. 3. Seminar started and ended on time, room was properly organized, training material provided was helpful. 4. Excellent. 5. From operational standpoint - practical training. However, it help we think outside the box as all scenarios have their challenges. 6. The facility was adequate for the seminar but wish it was closer to the hotel.
2	Was the number of participants appropriate for this kind of seminar? (Please explain)	100%	0%	1. A good size group with a good mix of experiences. 2. Just right. 3. The room was full and this was good as many persons could participate from the different islands. 4. This number ensured that the maximum amount of person could be provided with training. 5. Easier as small group makes the sessions more interactive. 6. Just enough, anymore then venue would not have served us.
3	Was the seminar organization / administration supportive of the aims and objectives of the seminar? (Please explain)	100%	0%	1. Absolutely. 2. There were very relevant classroom sessions, appropriate breaks to keep the participants "fresh" and enough time affected for the actual hands on training. 3. The logistics work prepared me for the session.
4	Was the seminar length appropriate?. Please explain or comment on length of instructional days, overall seminar length, length of exercises, etc.	47%	53%	1. Too much info for the short period. 2. Fully packed agenda day. Suggest a day goes until 4:30pm; as it always exceeds the stipulated times. 3. I think it could have been longer. 4. We advice to extend seminar to do more hands on training. 5. Lot of information could be more time to get in depth a bit more (however, presentations were provided). 6. More time should be provided to ensure that participants are able to fully grasp the knowledge being presented. 7. The presentations were appropriate and left time for discussions and questions which was important. 8. Yes, it was reasonable. 9. Some sessions would have been better served with practical session. 10. The afternoon in the harbour was a good practical break, more time for the drill needed, 2 days in total is ok. 11. Time was an issue because there is a lot of info that has to be given and that has to be sinking so you can have question about it.
5	Was the information regarding the objective, scope and subject areas you received prior to the seminar sufficient? (If no, please specify)	100%	0%	1. Yes, I received sufficient information via emails to understand what the workshop would cover.
6	Would a pre-seminar reading assignment or exercise prove useful?	75%	25%	1. Pre-seminar is useful to refresh theory. 2. This would help the participant better grasp the information being presented. 3. We did whoever get a very useful booklet during the seminar from ITOPF which made for good reading and elaborated further on the subjects discussed. 4. Maybe but yet seeing the setting of the program this was not needed. 5. Maybe a short 3-5 page background booklet or something. 6. Then you will have more questions from the participants.
7	Do you have any suggestions for improving the administrative arrangements for future seminars similar to the one you are now participating in? (Please specify)	38%	63%	1. Combine the seminar with Island drills, so we may involve more field personnel with procedures and training. 2. Accommodations should be prior checked out. 3. The pickups in the morning, bus late but everything else ran smoothly. 4. Keep up the good work. 5. Pre- reads.
8	Do you see any need for further assistance from IMO in the delivery of similar seminars or other training seminars?	89%	11%	1. Carrying out function of the oil spill plan (duties). 2. On different islands for more responders. 3. Follow-up, refreshment, assistance with claim legislation. 4. To help us learn more in the future. 5. Assist with contingency plan preparedness and advice with yearly/half yearly drills. 5. Command centre management. 6. It is a great start, I would like to keep it up, the more prepared the better. Thanks! 6. We all work on the sea and training and upgrading with the latest techniques and regulations etc. are always welcomed. 7. All the help to improve the maritime knowledge in the Caribbean is welcomed: courses, training (money is always an issue). 8. Yes, there are a lot of volunteers and professionals that needs to familiarize themselves with the equipment. 9. National level planning. 10. Because now I am curious about the awareness and I am looking forward to help my island if something does happen.