

	Dangerous Goods Handling & Accident Prevention	Emergency Preparedness & Response
Preparatory work	1. Prepare roadmap 2. Present roadmap and introduce project to KPA Management to convince management of project 3. Present roadmap and project to KMA Stakeholder Meeting to obtain endorsement of project and input for hazard mapping 4. Formation of Steering Group (extension of Emergency Management Plan Committee and could include key port stakeholders) 5. Work with NCPC on stakeholder mapping 6. Preparation of outline of courses that could be offered 7. Perform a gap analysis on Dangerous Goods Management in the supply chain: consult with stakeholders to identify areas for improvement and possible training needs.	
Short term activities (2014)	1. Project launch + Awareness Raising in Top management of main organisations in and around the port, i.e. "Port Community of Stakeholders" (6 hours including lunch) => General awareness raising and understanding on Prevention of Accidents involving DG and Emergency Preparedness and Response a. Gain appreciation for cost-benefit analysis in HSE Management b. Understand that leadership is key for HSE success at ports c. Understand basics of HSE management systems at ports and how they relate to the surrounding economic area 2. Support the NCPC-led Mapping of Chemical Accident Hotspots in Kenya and the sub-region: a. Provide data on chemicals passing in and out of the Port, if possible with destinations (geographic area) b. Provide list of key stakeholders and appropriate contact person involved in the stripping, distribution, transportation, and storage of chemicals in Kenya and the sub-region.	
	3. Responsible Production in the Port: Hotspot Mapping 4. Responsible Production at (selected) CFSs – Quick Scan	
	5. Training 1: General Awareness Raising & Basic Best Practices in Dangerous Goods Accident Prevention and Preparedness for Middle Management / Decisions makers / Key Port Stakeholders => 2 day course including field visit and activities: a. Intro to international codes (IMDG, TDG, GHS) b. Dangerous goods classification c. Markings, Labels, Placards d. DG Documentation e. Segregation and separation f. Personal protection equipment g. Spill prevention, containment and clean-up h. Transition to ER Module: Basics of Emergency response	6. Technical consultation on selecting equipment for a fully operational HAZMAT team (liaison with ICCA) 7. Training 2: Emergency Preparedness & Response Workshop (2-3 days) a. Example of accidents and responses b. General procedure in developing a EP&R Plan c. Examples of EP&R Plans d. Recommended equipment for responding to emergencies e. Scenario development relevant to Mombasa Port (based on RP results from the Port) f. Group exercise: response to theoretical

	plans i. Introduction to integrated Health Safety and Environment Management systems j. Best practice examples in Ports	emergencies g. Importance of multi-stakeholder involvement 8. Training 3: Expert HAZMAT & Emergency Response Training for First Responders (liaison with ICCA) 9. Procure mobile HAZMAT response equipment 10. Induction training to mobile HAZMAT response equipment
	11. Development of a document “The essentials of Dangerous Goods Management and Emergency Response” for Port Operators a. Simple and easy to understand instructions (visual) on how to handle, transport, and sub-segregate dangerous goods. Emphasis on compliant segregation including: do’s and don’ts table, large segregation posters strategically placed, dangerous goods segregation wheel for container transporters, b. Basics of spill prevention, detection, containment, and disposal c. Emergency Response Instructions	
	12. Training 3: Basic training in Dangerous Goods Management and Emergency Response for Port Operators (done by KPA, material based on t) a. Training based on developed guidance document	
	13. Development of a document “ The essentials of Dangerous Goods Management and Emergency Response ” for CFSs a. Simple and easy to understand instructions (visual) on how to handle, transport, and sub-segregate dangerous goods. Emphasis on compliant segregation including: do’s and don’ts table, large segregation posters strategically placed, dangerous goods segregation wheel for container transporters, b. Basics of spill prevention, detection, containment, and disposal c. Emergency Response Instructions	
	14. Training 4: Basic training in Dangerous Goods Management and Emergency Response for CFSs (done by KPA) a. Training based on developed guidance document	
	15. Sub-regional best practice sharing workshop (for all stakeholders in the transport and warehousing of chemicals) in Mombasa, hosted by KPA, with participation of regional shippers/transporters associations/ regional government representatives/ NCPCs in the region and Tema Port/other regional ports (e.g. Dar es Salaam) 16. Revise roadmap based on outcomes of 1st year	
Medium to long term	Dangerous Goods Handling & Accident Prevention	Emergency Preparedness & Response
	1. Training: Expert Handling of Dangerous Goods & Best Practices for port officers directly controlling dangerous goods, operational officers who control handling in yard, transit shed,	3. Finalization of KPA Emergency Preparedness & Response Plan a. Component: proper arrangement of transit networks within the port as well as in and out of the port (e.g. one point of

	or warehouse. => 3 days with practical (combined with Ghana in next phase of project) a. Detailed understanding of dangerous goods and its chemical compounds b. Describe different classes of DG by label, hazards, and placard. Identify and correct wrong practices c. Detailed knowledge of main hazards and risks of each class d. Segregate correctly including knowledge of engineering measures e. Organize required emergency measures f. Best practices in prevention, control, and treatment of spills 2. Procurement of equipment for spill containment, treatment, and disposal and review of best practices	passage for DG) 4. Field testing of KPA Emergency Preparedness & Response Plan 5. Harmonization of local Emergency Response Plans (based on APELL?) a. Including all relevant stakeholders (e.g. members of Port Community of Stakeholders, Police, Navy, media, NEMA, NDOC, surrounding industry storing dangerous goods (e.g. petroleum tank farm beside Focus CFS,...) 6. Full-scale field test of local Emergency Response Plan
	7. Designation and erection of an area for temporary storage of Dangerous Goods according to global best practices. 8. Designate dedicated CFS(s) to handle Dangerous Goods in order to reduce chances of accident and improve emergency preparedness and response 9. Training: Sector-specific Basic Training & Basic Best Practices: a. Dangerous Goods (Chemicals) Management: for actors within the supply chain consisting of transportation (possible cooperation with KTA) and warehousing (possible cooperation with Kenya Manufacturers Association) b. Emergency Response: all first responders (municipal fire brigade, police, ambulance, navy, airport, ...) 10. Establish an East African Network of Excellence sharing best practices on handling DG and Emergency Preparedness & Response (can include best-practice workshops, operator exchange programme, publications, media engagement) 11. Lobbying(title?): Include Chemicals Safe Management onto the UN Kenya National Country Programme and the East African Community agenda 12. Cooperation with UNEP, IMO, ICCA, and other international stakeholders to promote IMDG compliant placarding, packaging, and labelling of Dangerous Goods. First step: To identify quantity of non-compliant containers and their origin. Document how many containers are improperly declared and placarded, and if possible the containers' ports of origin.	