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related protocols

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REPORT ON THE IMPLEMENTATION OF THE PROTOCOL CONCERNING
CO-OPERATION IN COMBATING POLLUTION OF THE MEDITERRANEAN BY OIL
AND OTHER HARMFUL SUBSTANCES IN CASE OF EMERGENCY

Background

1. The Conference of Plenipotentiaries of the Coastal States of the Mediterranean Region for the Protection of the Mediterranean Sea (Barcelona 1976) agreed upon the establishment of the Regional Oil Combating Centre "noting that the Protocol on Co-operation in Combating Pollution of the Mediterranean Sea by Oil and other Harmful Substances in Cases of Emergency makes provisions for a Regional Centre within the Mediterranean for the execution of some of the functions required by that Protocol".
2. The functions referred to are: the general exchange of information (article 6), means of communication (article 7), dissemination of alerts in case of emergency (article 8), exchange of information during and after an emergency (article 9) and assistance for combating pollution (article 10).
3. The Protocol on Co-operation in Combating Pollution of the Mediterranean Sea by Oil and other Harmful Substances in Cases of Emergency entered in force in 1978. It will be referred to hereafter as the "Protocol".
4. This paper considers what actions have been undertaken by the Regional Centre and the Contracting Parties to the Protocol with respect to each of these articles.

Article 6

5. Article 6 refers to the exchange of general information as follows:

- "1. Each Party undertakes to disseminate to the other Parties information concerning:-
 - (a) the competent national organization or authorities responsible for combating pollution of the sea by oil and other harmful substances;
 - (b) the competent national authorities responsible for receiving reports of pollution of the sea by oil and other harmful substances and for dealing with matters concerning measures of assistance between Parties;
 - (c) new ways in which pollution of the sea by oil and other harmful substances may be avoided, new measures of combating pollution and the development of research programmes.
2. Parties which have agreed to exchange information directly between themselves shall nevertheless communicate such information to the Regional Centre. The latter shall communicate this information to the other parties and, on a basis of reciprocity, to coastal States of the Mediterranean Sea Area which are not Parties to this Protocol."

6. Information related to paragraph 1 (a) has been collected from the coastal States and is regularly updated and disseminated through their focal points.

7. Information related to paragraph 1 (b) has been collected during visits to the coastal States and through questionnaires on contingency planning.

8. Information related to paragraph 1 (c) has been collected during visits to the coastal States, through questionnaires on contingency planning, manufacturers and organizations offering services, as well as through scientific focal points. The Centre has completed its own information system of world-wide documentation from various sources.

Until now information has been disseminated mainly through the ROCC NEWS (see annex I: List of Articles) and through the publication of two inventories: Commercialized Products and Equipment for Oil Pollution Combating; and Organisations Offering Services in Case of Emergency in the Mediterranean.

9. Although the Centre is dealing at present exclusively with oil pollution, some information has been collected on measures for combating pollution by harmful substances.

10. With reference to paragraph 2 of article 6 there is to date no clear and routine procedure for the communication of information to the Centre by the Contracting Parties as requested, or for its dissemination to other Parties. The list of focal points in the Contracting Parties may be used for the latter purpose. (Annex V to the present document).

Article 7

11. Article 7 refers to the co-ordination of the means of communication and reads as follows:-

"The Parties undertake to co-ordinate the utilization of the means of communication at their disposal in order to ensure, with the necessary speed and reliability, the reception, transmission and dissemination of all reports and urgent information which relate to the occurrences and situations referred to in article 1. The Regional Centre shall have the necessary means of communication to enable it to participate in this co-ordinated effort and, in particular, to fulfil the functions assigned to it by paragraph 2 of article 10."

12. During his visits to the coastal States, the Director made several efforts to collect information about telecommunication facilities in the coastal States, and to inform each focal point of the facilities available at the Centre and in Malta.

13. The facilities at the Centre have been developed and strengthened according to the needs and the activities of the Centre. The coastal States have repeatedly been informed of these facilities. At present, these include:-

- Three telephone lines: 37296, 37297, 37298
- Two telexes: 464 UNROCC MW, 396 UNROCC MW
- Telegraphic address: UNROCC, MALTA
- Telephone Answering Machine to record incoming messages out of office hours

Detailed information concerning these facilities, as well as those available in Malta, have been circulated periodically to all Contracting Parties.

14. To test these facilities and those in the Contracting Parties, the Centre organized four telecommunication exercises between June 1978 and June 1982. The participation of the Parties in these exercises has now reached a good level. However it appears from the test held in June 1982 that the present telecommunication facilities seem to have deteriorated if account is taken of the increased technical time of establishing communication from and to the Centre. This deterioration could affect seriously the assistance that the Centre may offer in cases of emergency. Consideration should be given to new actions to be taken to improve the telecommunication facilities, particularly if the trend is confirmed by the next exercise. (See annex II: Test of Communications, June 1982).

Article 8

15. This article concerns dissemination of alerts of accidents and spillages originating from ships and aircraft. It reads as follows:

- "1. Each Party shall issue instructions to the masters of ships flying its flag and to the pilots of aircraft registered in its territory requiring them to report by the most rapid and adequate channels in the circumstances, and in accordance with annex I to this Protocol, either to a Party or to the Regional Centre:
 - (a) all accidents causing or likely to cause pollution of the sea by oil or other harmful substances;
 - (b) the presence, characteristics and extent of spillages of oil or other harmful substances observed at sea which are likely to present a serious and imminent threat to the marine environment or to the coast or related interests of one or more of the Parties.
2. The information collected in accordance with paragraph 1 shall be communicated to the other Parties likely to be effected by the pollution:
 - (a) by the Party which has received the information either directly or preferably, through the Regional Centre; or
 - (b) by the Regional Centre

In case of direct communication between Parties, the Regional Centre shall be informed of the measures taken by these Parties.

3. In consequence of the application of the provisions of paragraph 2, the Parties are not bound by the obligation laid down in article 9, paragraph 2, of the Convention."

16. In the past six years the Regional Centre has received approximately 70 alerts and reports of both accidents and oil spills and occasionally reports concerning chemicals. (see annex III: List of Alerts and Accidents recorded at ROCC). Several Parties report regularly to the Centre through their operational focal point. However, in many cases, the Centre has not been informed directly by the Party concerned but through other channels, with sometimes a serious delay. In such cases the Centre has always tried to contact the Party concerned for confirmation and for further information.

17. The information transmitted during alerts was generally poor compared to the guidelines set forth in annex 1 of the Protocol. In order to improve this, the Centre developed and disseminated a Standard Alert Format which should facilitate the transmission of clear, concise and complete standardized messages about any accident or oil spill. (See annex IV).

18. When possible, the Centre attempts to maintain contact with the Party concerned until the end of the alert, and always endeavours to ensure, whenever possible, that all Parties who might be concerned by the accident, are kept informed.

Article 9

19. Article 9 is concerned with emergency response and reporting. It states that:-

- "1. Any Party faced with a situation of the kind defined in article 1 of this Protocol shall:-
 - (a) make the necessary assessments of the nature and extent of the casualty or emergency or, as the case may be, of the type and approximate quantity of oil or other harmful substances and the direction and speed or draft of the spillage;
 - (b) take every practicable measure to avoid or reduce the effects of pollution;
 - (c) immediately inform all other Parties, either directly or through the Regional Centre, of these assessments and of any action which it has taken or which it intends to take to combat the pollution;
 - (d) continue to observe the situation for as long as possible and report thereon in accordance with Article 8.
2. Where action is taken to combat pollution originating from a ship, all possible measures shall be taken to safeguard the persons present on board and to the extent possible, the ship itself. Any Party which takes such action shall inform the Inter-Governmental Maritime Consultative Organization." (*)

20. The present role of the Regional Centre is limited to action described under paragraph 1 (c) above, and this has been carried out with regard to various emergencies. A standard format which is used by IMO, has been disseminated to the Parties for use in reporting on pollution emergency response action.

21. The data available at the Centre for prediction of oil slicks, on existing facilities and on past accidents, are valuable information which can assist the Parties in assessing the emergency situation and in taking decisions on practicable response measures. Accordingly, the Parties may wish to consider consulting the Regional Centre with regard to actions to be taken pursuant to paragraphs 1 (a) and 1 (b) of this article.

Article 10

22. Article 10 concerns requests of assistance in cases of emergency and states that:-

"1. Any Party requiring assistance for combating pollution by oil or other harmful substances polluting or threatening to pollute its coast may call for assistance from other Parties, either directly or through the Regional Centre referred to in article 6, starting with the Parties which appear likely to be affected by the pollution. This assistance may comprise, in particular, expert advice and the supply to or placing at the disposal of the Party concerned of products, equipment and nautical facilities. Parties so requested shall use their best endeavours to render this assistance.

2. Where the Parties engaged in an operation to combat pollution cannot agree on the organization of the operation, the Regional Centre may, with their approval, co-ordinate the Activity of the facilities put into operation by these Parties."

23. The Centre was able to offer its support during an emergency each time it was requested by the Party concerned.

24. In June 1980, when the "ZENOBIA" sank near Larnaca, Cyprus, one expert from the Hellenic Coast Guard and a team of three divers and equipment were provided by Greece through the Centre, to start immediate clean-up operations. Information on equipment and services was supplied by the Centre. An expert in salvage was sent at a later stage.

25. In three other cases, experts have been sent by the Centre to the site of an accident to offer their advice ("PARNASSOS", "INDEPENDENTA", "SAMIR").

26. The Centre also assisted Algeria after the grounding of the "JUAN A LAVALEJA", by indicating societies of services activating necessary contacts.

* IMCO has changed its name to the International Maritime Organization (IMO) on 22 may 1982.

List of Annexes

- I - List of ROCC NEWS Articles
- II - Test of Communications, June 1982
- III - List of Alerts and Accidents recorded at ROCC, June 1977 - June 1982
- IV - Standard Alert Format
- V / - List of Focal Points

Annex IMain Articles published in ROCC NEWSROCC NEW No. 1

- About the Centre ...
... and the Staff
- IMCO/UNEP Training Course on Control and Combating of Oil Pollution in the Mediterranean
- Alerts and Oil Spills in the Mediterranean Region
- Contingency Planning in the Mediterranean submitted by Dr. Louis J. Saliba

ROCC NEWS No. 2

- Comments on Urbino Training Course
- ELBEX: A Simulation and Stimulating Exercise
- Ad Hoc Experts' Meeting on Application and Environmental Effects of Oil Spill Chemicals
- Alerts and Oil Spills in the Mediterranean
- GREECE: Accident of the MESSINIAKI FRONTIS
- FRANCE: CEDRE - What it is ...
What it does ...
- ISRAEL: Establishment of an Anti Marine Pollution Fund

ROCC NEWS No. 3

- Readership Analysis
- Telecommunications Exercise
- Multipurpose Antipollution Vessel "ELPO"
- Summary of Oil Spills in the Mediterranean reported to the Centre from 1977 to 1979
- Accident of the Greek Tanker "IRENES SERENADE"
- National Contingency Plan of Spain

ROCC NEWS No. 4

- Outlook of the Equipment and Products presented at PETROMAR 80
- ANTIPOL 80: Present Development of Oil Combating Techniques in France
- Alerts and Accidents in the Mediterranean
- Assistance of Greece and ROCC to Cyprus
- Visit of ROCC to Pylos
- The International Oil Pollution Compensation Fund
- Safer Navigation and Cleaner Environment in the Strait of Bonifacio
- Development of Oil Reception Facilities in the Mediterranean

ROCC NEWS No. 5 & 6

- ROCC Rated
- An experience of Technical Co-operation at the Regional Centre
- Summary of Oil Spills in the Mediterranean Sea reported to the Centre in 1980
- Grounding of M/S PARNOSSOS: Anti-Pollution measures; Pumping of Ships's Bunkers
- Compensation for the victims of oil spills
- E & P Forum

ROCC NEWS No. 7

- "MEDIPOL 81" Training Course
- Oil Recovery Systems: SIRENE 20
- Third Telecommunications Exercise
- Alerts and Accidents reported to the Centre from 1 January 1981 to 30 June 1981
- Teledetection of surface oil pollution in the Mediterranean
- IMCO Project to assist Mediterranean Governments for oil reception facilities gets under way

ROCC NEWS No. 8 & 9

- ROCC's Fifth Anniversary:
 - Past Achievements: An original experience
 - Messages received from the Coastal States
- New Outlook: Oil Pollution
- Cavo Cambanos:
 - The brief history of "Cavo Cambanos" Accident
 - Petroleum hydrocarbon analysis after the scuttling of the "Cavo Cambanos"
- Exercise INTERPOLMAR 1981
- PROTECMAR: Trials at Sea for Improving Dispersant Use
- Demonstration of Scandinavian Oil Combating Equipment

Annex II

Results of the Communication Test held 23-25 June 1982
by ROCC with the Focal Points

I. Conditions of the Test

This test was conducted on the occasion of informing by telex, ROCC's focal points on the summer working hours of the Centre.

It was not intended to be the usual annual full communication exercise but simply a test without previous notice. Accordingly the Centre did not send a circular of information beforehand but simply referred in its message to previous circular, Ex/Circ. 43.

The messages were sent between the 22nd and the 25th of June 1982 to all the 18 Mediterranean coastal States, in French or in English, according to the working language of the country. The Centre tried to contact all the countries by telex, but cable had to be used to contact 4 countries, namely Albania, Lebanon, Syria and Turkey.

II. Analysis of the Exercise

1. The Centre sent 18 messages, one to each coastal State; 14 countries replied at various intervals:
 - 4 in less than three hours: FRANCE, ISRAEL, MALTA, SPAIN
 - 4 in less than twenty-four hours: EGYPT, GREECE, MONACO, MOROCCO
 - 6 in more than twenty-four hours: ALGERIA, CYPRUS, ITALY, TUNISIA, TURKEY, YUGOSLAVIA
 - 4 countries did not reply: ALBANIA, LEBANON, LIBYA*, SYRIA
2. As a first analysis, this test shows that all the countries (with the exception of one) which participated in previous exercises replied this time. However, the time taken for the reply to be received by the Centre is, on average, much longer than before.
3. This delay may partly be explained by the fact that the test was conducted without prior notice, and that the message launching it included non-urgent information not connected with the test.

* The Centre received this time a partial reply from Libya, who had never participated before. Libya asked for information about Ex/Cir.43, but did not reply afterwards as requested.

4. However, the establishment of two-way telex communication links between the Centre and the Parties, appears to have become more difficult than before.

There was no problem for the Centre to establish contact with countries using English as a working language. However, it required 3 days before the Centre could contact all countries using French as a working language.

The delay separating the time at which a reply was dispatched by the addressee and the time the Centre actually received the reply is also very long in several cases and probably due to difficulties in establishing communications. However, we cannot be precise on this point as many replies were received outside the working hours of the Centre, using the normal procedure to contact the Centre by telex.

III. Conclusion

The following conclusions may be drawn from this test:-

- the message launching the test or exercise should not in the future include any information not connected with the test as it is a source of confusion
- the focal points should not hesitate to use the "procedure to contact the Centre outside office hours in case of emergency" when sending the reply outside those hours, in order to give more precision to the results, and also to test this procedure
- the present telecommunication facilities seem to have deteriorated taking into account the increased time of establishing two-way communication. This deterioration may affect seriously the efficiency of the assistance that the Centre may offer in cases of emergency. Consideration should be given to means to improve the telecommunication facilities, particularly if the trend is confirmed by the next exercise.

Annex III

List of Alerts and Accidents recorded at ROCC
between August 1979 and November 1982

For technical reasons this annex will be issued separately.

ROCC STANDARD ALERT FORMAT
MESSAGE STANDARD D'ALERTE DU ROCC

This document is a guide meant to facilitate the formulation of an urgent message (telex, telegram, telephone) to be sent to ROCC by the authorities of the endangered country or by the witness of an accident. Please refer to examples in Annex. Send a first message as quickly as possible, giving the information available immediately and complete the message on receipt of new data. Attention: This document is neither to be completed nor to be returned. When sending message to ROCC, use only number and letter as indicated below, giving the relevant information. Start your alert with code URGENT URGENT URGENT.

Ce document est un guide destiné à faciliter la rédaction d'un message urgent (telex, télégramme, téléphone) envoyé au ROCC par l'autorité d'un pays menacé ou par le témoin d'un accident. A titre d'exemple, veuillez s'il vous plaît, vous référer à l'Annexe. Envoyez un premier message aussi vite que possible contenant les informations immédiatement disponibles et complétez le par d'autres messages dès réception de nouvelles données. Attention: Le document ci-dessous n'est ni à remplir ni à retourner. Votre message comprendra seulement le numéro et la lettre comme indiqué ci-dessous, suivi de l'information. Commencez le message par le code: URGENT URGENT URGENT

1. GENERAL INFORMATION

- A. Subject of message
- B. Date and time of accident (GMT or local time)
- C. Source of information
- D. How to contact the source
- E. Location and bearing (LAT, LONG) of accident

1. GENERALITES

- A. Objet du message
- B. Date et heure de l'accident (précisez: GMT ou H. locale)
- C. Source de l'information
- D. Comment contacter la source
- E. Localisation et relèvement (LAT, LONG) de l'accident

2. ACCIDENT

A. Accident occurred to

- . Vessel(s)
- . Rig
- . Refinery
- . Depot
- . Pipe-line
- . Others

B. Cause of accident

- . Collision
- . Explosion
- . Fire
- . Wreckage
- . Grounding
- . Leakage
- . Others

C. Details on vessel(s) or installation(s) involved

- . Name
- . Type
- . Nationality
- . Deadweight
- . Owner
- . Nature and tonnage of cargo
- . LLOYD's Register Number of the ship (if possible)

2. ACCIDENT.

A. Accident survenu à

- . Navire(s)
- . Plateforme
- . Raffinerie
- . Dépôt
- . Pipe-line
- . Autres

B. Cause de l'accident

- . Collision
- . Explosion
- . Incendie
- . Naufrage
- . Echouement
- . Fuite
- . Autres

C. Détails sur le(s) navire(s) ou installation(s) concerné(s)

- . Nom
- . Type
- . Nationalité
- . Port en lourd
- . Propriétaire
- . Nature et tonnage de la cargaison
- . Numéro du LLOYD's Registre du navire (si possible)

3. METEOROLOGY

A. Meteorological conditions

- . Wind velocity
- . Wind direction
- . Sea state (Beaufort Scale or Wave Height)

B. Surface currents in the area

- . Direction
- . Speed

C. Local trend

(Improvement, worsening, steadyness)

3. METEOROLOGIE

A. Conditions météorologiques

- . Vitesse du vent
- . Direction du vent
- . Etat de mer (Force Beaufort ou Creux)

B. Courants de surface dans la zone

- . Direction
- . Vitesse

C. Tendence locale

(Amélioration, aggravation ou stabilité)

4. POLLUTION

A. Is there any product spilled at sea?
(YES or NO)

If above answer is YES, go on filling Item 4 and then Item 6; If NO go on to Item 5

B. Type of product spilled

- . Crude (light, medium, heavy)
- . Refined product (white or black)
- . Slops
- . Ballast
- . Condensates
- . Liquified Gas
- . Liquid Chemicals

- . Solid Chemicals

C. Details on the spilled product(s), (if available)

- . Density
- . Inflammability (no, low, high)
- . Viscosity
- . Toxicity (low, medium, high)

D. Quantity spilled;
Present spillage rate

E. If the product floats, estimated area covered

F. Is the product on fire?
(YES or NO)

G. Has the coastline been affected? (YES or NO)

H. Location of places concerned

I. Length of coast affected (km)

J. Types of coast concerned

- . sandy beach
- . pebbly beach
- . rocky beach
- . marsh land
- . other

4. POLLUTION

A. Y a-t-il pollution marine?
(OUI ou NON)

Si le réponse est OUI continuez à remplir Rubrique 4; puis passez à Rubrique 6; Si NON passez à la Rubrique 5

B. Type de produit épandu

- . Brut (léger, moyen, lourd)
- . Raffiné (blanc ou noir)
- . Boues
- . Lest liquide
- . Condensats
- . Gaz liquéfiés
- . Produits chimiques liquides
- . Produits chimiques solides

C. Détails sur le(s) produit(s) répandu(s), (si disponibles)

- . Densité
- . Inflammabilité (non, faible, haute)
- . Viscosité
- . Toxicité (faible, moyenne, haute)

D. Quantité épandue;
Vitesse actuelle de déversement

E. Si le produit flotte, estimation de l'aire couverte

F. Le produit est-il en feu?
(OUI ou NON)

G. La côte est-elle touchée?
(OUI ou NON)

H. Précisez endroits touchés

I. Longueur de côte affectée (km)

J. Types de côte concernés

- . plage de sable
- . plage de galet
- . côte rocheuse
- . marais
- . autre

5. POLLUTION THREAT

- A. Is there any threat of spillage?
(YES or NO)

Go on filling Item 5 only if above answer is YES; if NO go on to Item 6.

- B. Type of product likely to be spilled
See B, Item 4
- C. Details on the product(s) likely to be spilled
See C, Item 4
- D. Estimated maximum quantity likely to be spilled (m³ or tons)

5. MENACE DE POLLUTION

- A. Y a-t-il menace de déversement?
(OUI ou NON)

Ne continuez à remplir la Rubrique 5 que si la réponse ci-dessus est OUI; si NON passez à la Rubrique 6.

- B. Type de produit pouvant être déversé
Voir B, para. 4
- C. Détails sur le(s) produit(s) pouvant être déversé(s)
Voir C, para. 4
- D. Quantité maximum estimée (m³ ou tonnes)

6. ACTIONS ALREADY TAKEN

A. Alerts

- . Name any other coastal State likely to be threatened; has any alert been sent?

B. At Sea

- . Towing
- . Lightening
- . Containment
- . Skimming
- . Spraying Dispersants
- . Fire-fighting
- . Others

C. On Land

- . Cleaning-Up
- . Waste Disposal
- . Protection of Sensitive Areas
- . Others

6. MESURES DEJA PRISES

A. Alertes

- . Autres pays riverains susceptibles d'être menacés; ont-ils été alertés?

B. En Mer

- . Remorquage
- . Allègement
- . Confinement
- . Ecrémage
- . Traitement par dispersants
- . Lutte contre le feu
- . Autres

C. A Terre

- . Nettoyage
- . Elimination des déchets
- . Protection des points sensibles
- . Autres

7. ASSISTANCE REQUESTED

What kind of assistance?

- . Towing
- . Offloading (pumping)
- . Solids Handling
- . Refloating
- . Containment Booms
- . Skimming
- . Spraying Dispersants
- . Fire-fighting
- . Other means

In which form?

- . Expert advice
- . Equipment
- . Specialised teams
- . Other

8. OTHER REMARKS

7. ASSISTANCE DEMANDEE

Quel type d'aide?

- . Remorquage
- . Allégement (pompage)
- . Manutention de solides
- . Renflouement
- . Barrages de confinement
- . Ecrémage
- . Traitement par dispersant
- . Lutte contre le feu
- . Autres moyens

Sous quelle forme?

- . Conseil d'expert
- . Matériels
- . Equipes spécialisées
- . Autre forme

8. AUTRES REMARQUES

ANNEX TO ROCC STANDARD ALERT FORMAT
ANNEXE AU MESSAGE STANDARD D'ALERTE DU ROCC

EXAMPLES OF TELEX MESSAGES
REPORTING MARINE POLLUTION
(OR MENACE)

In order to help you in using the attached form, here are 2 samples of messages by which the two briefly described fictitious accidents can be reported. Any resemblance to real accidents would be merely by chance.

ACCIDENT 1
(AT SEA)

Fire and explosion on board a coastal tanker sailing about 10 nm offshore; sea rather rough; vessel drifted on to reef, went aground and sustained damage. Cargo: approx. 14,000 t of refined black product. Two wounded, one missing.

see MESSAGE 1

ACCIDENT 2
(ON THE SHORE WITH CONSEQUENCES
AT SEA)

Further to landslide after a violent storm, pipeline rupture and hole on a fire wall, located round a storage tank, in a tank farm near to the shore.

see MESSAGE 2

EXEMPLES DE MESSAGES TELEX
NOTIFIANT UNE POLLUTION MARINE
(OU MENACE DE)

Pour vous aider à utiliser le formulaire ci-joint, voici 2 exemples de messages qui pourraient signaler les deux accidents fictifs brièvement décrits. Toute ressemblance avec des accidents réels serait purement fortuite.

ACCIDENT 1
(EN MER)

Feu et explosion à bord d'un caboteur pétrolier naviguant à environ 10 nautiques au large de la côte; mer assez forte. Le navire a dérivé vers des récifs ou il s'est échoué et a subi des dégâts. Chargement: environ 14,000 t de raffinés noirs. Deux blessés, un disparu.

voir MESSAGE 1

ACCIDENT 2
(SUR LE LITTORAL AVEC CONSEQUENCES
EN MER)

Suite à glissement de terrain consécutif à de violents orages, rupture de conduite et brèche dans un merlon autour d'un bac de stockage dans un dépôt d'hydrocarbures situé à proximité du rivage.

voir MESSAGE 2

MESSAGE 1

MESSAGE 1

Code: URGENT URGENT URGENT

From: (origin)

To: UNROCC 464 MW

1A = Accident at sea
 1B = 28 March 1985 at 23.16hrs GMT
 1C = Head of Maritime Sector ...xxx
 1D = Mr...yyy.. Head of MS -
 Telex..... Tel.....
 1E = Heading...zzz.. 34.25 N/18.21 E

2A = Oceangoing vessel
 2B = Grounding further to fire and
 explosion, fire apparently out,
 severe damage, no detailed
 report as yet.

2C = COSTMED coastal tanker -
 STUPIRIEN flag 22,310 tdwt -
 Agent NULIUS -
 Cargo: 15,6000 t black refined
 product.

3A = NW 25/30 kn - 6/7 Beaufort Scale
 3B = SW/NE approx. 1 kn
 3C = Expected to worsen

4A = Yes
 4B = Black refined product & bunkers
 4C = Unknown, awaiting further
 details from cargo owners

4D = Unknown
 4E = 3 x 0.5 nm
 4F = No
 4G = No

6B = Personnel rescue by helicopter -
 2 tugs fitted for firefighting
 on standby.

6C = Impossible appreciate land-
 based pollution.

7 = Equipment and specialists
 lightening, expertise, keel
 damage, expertise and pollution
 abatement, equipment on stand-
 by.

8 = Contact NULIUS agent and the
 Ministry of ...nnn..

Regards.

YYY.....

Code: URGENT URGENT URGENT

De: (source)

A: UNROCC 464 MW

1A = Accident de mer
 1B = 28 mars 1985 à 23.16 GMT
 1C = Chef du Secteur Maritime de
 ...xxx
 1D = M...yyy.. Chef SM -
 Telex..... Phone.....
 1E = Cap...zzz.. 34.25 N/18.21 E

2A = Navire de mer
 2B = Echouement suite à incendie
 et explosion - incendie
 apparemment éteint -
 sérieuses avaries - pas
 encore de compte-rendu
 détaillé.

2C = COSTMED caboteur pétrolier -
 pavillion STUPIRIEN 22,310 tpl
 Armement NULIUS -
 Chargement: 15,600 T de
 raffinés noirs.

3A = NW 25/30 n - 6/7 Beaufort
 3B = SW/NE env. 1 n
 3C = Aggravation prévue

4A = Oui
 4B = Raffinés noirs + soutes
 4C = Caract. inconnues - attendons
 précisions du propriétaire
 de cargaison

4D = Inconnue
 4E = 3 x 0,5 nautiques
 4F = Non
 4G = Non

6B = Sauvetage hommes par
 helitreuillage -
 2 remorqueurs équipés incendie
 en stand-by.

6C = Impossible apprécier
 pollution à terre.

7 = Matériel et spécialistes
 allégement - expertise -
 dégâts de coque - expertise
 et moyens antipollution -
 stand-by remorquage et
 renflouement jusqu'à expertise.

8 = Contacter armement NULIUS et
 Ministère de ...nnn..

Salutations.

YYY.....

MESSAGE 2

Code: URGENT URGENT URGENT

From: (origin)

To: UNROCC 464 MW

1A = Shore accident
 1B = 15 July 1985 at 05.20hrs LT
 1C = Provincial Governor's Office ...

1D = Cdr...yyy.. Head of Rescue
 Operations
 Telex..... Tel.....

1E = ANYOUER Province of ...zzz..

2A = Tank farm
 2B = Leakage further to rupture on
 a 6" pipe
 2C = BADSITUT depot - refined product
 total capacity: 80,000 m³
 damaged tanks: 18,000 m³
 BADSITUT Co. - probable leakage:
 5000 m³ approx. half of which
 has leaked outside the firewall.

3A = Slight SE breeze - 4 kn.

3B = None

3C = Stability

4A = Yes

4B = Kerosene

4C = Highly inflammable

4D = Estimate: 2000 m³

4E = All the fishing grounds.

4F = No

4G = Yes

4H = Between cities ANYO and ANON

4I = 3 km

4J = Sandy beach and fishing port

6B = Maritime shipping stopped -
 fishing port personnel
 evacuated - all road traffic
 and pedestrians kept clear -
 additional fire and rescue
 equipment brought in -
 explosion level measurements
 under way but hampered by lack
 of explosimeters.

7 = Safety expert - ready
 explosimeters - flameproof
 pumping gear - back-up safety
 team on stand-by alert status.

8 = Extensive spill - help of no
 avail 12 hrs after receiving
 this message.

Regards.

YYY.....

MESSAGE 2

Code: URGENT URGENT URGENT

De: (source)

A: UNROCC 464 MW

1A = Accident littoral
 1B = 15 juillet 1985 à 05.20 heure
 locale

1C = Cabinet Gouverneur Province
 de ...

1D = Cdt...yyy.. Chef Opération
 Secours
 Telex..... Phone.....

1E = ANYOUER Province de ...zzz..

2A = Dépôt pétrolier
 2B = Fuite suite à rupture conduite
 6"

2C = Dépôt BADSITUT - produits
 raffinés
 capacité totale: 80.000 m³
 bac avarié: 18.000 m³
 Société BADSITUT - fuite
 probable: 5000 m³ environ dont
 moitié écoulée hors merlon.

3A = Légère brise de SE - 4 n.

3B = Nul

3C = Stabilité

4A = Oui

4B = Kérosène

4C = Forte inflammabilité

4D = Estimation: 2000 m³

4E = Tout le bassin de pêche

4F = Non

4G = Oui

4H = Entre les villes ANYO et ANON

4I = 3 km

4J = Plage de sable et port du pêche

6B = Arrêt complet trafic maritime -
 évacuation personnel port de
 pêche - arrêt trafic routier et
 piéton - moyens incendie et
 sauvetage renforcés -
 prospection explosivité
 commencée mais ralentie par
 manque de matériel.

7 = Conseil expert Sécurité -
 prêt explosimètres - moyens
 de pompage antidéflagrants -
 stand-by renfort de moyens
 sécurité.

8 = Dégazage important - secours
 inutiles au-delà de 12 h
 après ce message.

Salutations.

YYY.....

Annex VList of ROCC Focal Points

- ALBANIA Son Excellence
M. le Secrétaire permanent
Ministère des Affaires Etrangères
Tirana
- No tel.nr.; no telex nr.
- ALGERIA Monsieur Dekhli
Directeur de la Protection de la Nature
Secrétariat d'Etat aux Forêts et de la Mise
en valeur des terres
Bois du Petit Atlas, El Mouradia
Alger
c/o Direction générale des relations
économiques internationales
Ministère des Affaires Etrangères
Alger
- Telex : 53444 sefor ; 53445 sefor
Tel. : 60.48.08
- CYPRUS Mr. Andreas D. Demetropoulos
Head, Fisheries Department
Ministry of Agriculture and Natural Resources
Nicosia
- Telex : 2366 minaff cy
Tel. : 40/3279 nicosia
- EGYPT 1. Dr. A.R. Bayoumi
Director of the Institute of
Oceanography and Fisheries
Academy of Scientific Research and Technology
101 Kasr El-Ainy Street
Cairo
- Telex : 93069 asrt/un
Tel. : 31780 cairo
2. Ports and Lighthouses Administration
Alexandria
- Telex : none
Tel. : 802367

FRANCE

M. Bruno Janin
Ministère des Affaires Etrangères
Direction des Affaires Économiques et Financières
Service des Affaires Générales
37, Quai d'Orsay
75007 Paris

Telex : 270819 afeip
Tel. : 555.95.40

M. Christian Chastel
Chef du Bureau des Plans de Secours
SNPC
18, rue Ernest Cognacq
9230 Levallois
Paris

Telex : 611390 codisec
Tel. : 758.11.86

GREECE

Captain Ioannis Manoussakidis
Director of Marine Environment
Protection Division
Ministry of Mercantile Marine
Yen 88 Notara
Piraeus

Telex : 213592 yen gr
Tel. : 41.71.832

ISRAEL

Dr. Yuval Cohen
Head, Marine Pollution Section
Environmental Protection Service
Ministry of the Interior
P.O. Box 6158
91060 Jerusalem

Telex : 26162 iepe il
Tel. : 02-669671

ITALY

1. Mr. Filippo Anfuso
Ministre plénipotentiaire
Direzione generale degli affari economici
Ministero degli Affari Esteri
Piazzale della Farnesina 1
Roma

Telex : 610429 mae i
Tel. : 396.43.58

2. Mr. Scipione de Martino Rossaroli
Madame Gerarda d'Agostino
Ministero della marina mercantile
Direzione generale
Domanio marittimo e porti
Divisione XVII
Viale Asia (Eur)
00100 Roma

Telex : 612153 mimerc i

Tel. : 5908 roma

LEBANON

Dr. Joseph Naggear
Président du Conseil National de la
Recherche Scientifique
Immeuble Fakhri El Daghar
Boulevard de la Cité sportive
Boite postale 118281
Beyrouth

telex : none

Tel. : 83.01.25

Address in Paris : M. Joseph Naggear
52, rue de la Tour
Paris XVI
Tel. 504.12.51

c.c.: Mr. H.H. Kouyoumjian
Chef du Centre la Recherche Maritime
Conseil National de la Recherche Scientifique
B.P. 118281
Beyrouth

No telex nr. ; no tel. nr.

LIBYA

Mr. Bashir Dkhakhni
Director-general
Ports and Lights Authority
The Secretariat to the People's Committee for
Communications and Maritime Transport
P.O. Box 648
Tripoli

Telex : 20591 martran

Tel. : 43091

MALTA

Mr. George Spiteri
Environment Officer
Centre for the Protection of the Environment
Bighi
Kalkara

Telex : 100 modmlt mt

Tel. : 74678

MOROCCO

Le Ministre de l'Habitat et de l'Aménagement du
Territoire
Direction de l'Aménagement du Territoire
Division de l'Environnement
Attention: Monsieur M. Malliti
Chef de division
c/o Représentant résident
Programme des Nations Unies pour le
Développement
Casier ONU
Rabat - Chellah

Telex : 32744 habitat or 31952 undevpro
Tel. : 63357

Le Ministère des Transports
Direction de la Marine Marchande
Division de la Prévention et Lutte contre
la pollution
Attention : Monsieur Lahfidi Ahmed
Chef de la Division de la Navigation
et des gens de mer
Casablanca

Telex : 22824 mmpm
Tel. : 26.17.31/35

MONACO

Son Excellence
Monsieur César Solamito
Délégué permanent auprès des organismes internationaux
16 Boulevard de Suisse
Monte Carlo

Telex : 469796 gentel carlo
Tel. : (93) 30.33.71

SPAIN

1. Senor Francisco Monforte Lopez
Subdirector General de Cooperacion con
organismos internacionales para el desarrollo
Ministerio de Asuntos Exteriores
Plaza de la Provincia 1
Madrid 12

Telex : 27739 maext e
Tel. : 266.48.83

2. Don Angel Mato Lopez
Subdirector General de Seguridad Maritima y
Contaminacion
Direccion General de la Marina Mercante
c/ Ruiz de Alarcon 1
Madrid 14

Telex : 27298 mamer
Tel. : 231.57.90

3. Senor Joaquin Ros
Jefe del Departamento de Contaminacion del Mar
Instituto Espanol de Oceanografia
Alcala 27-40
Madrid - 14

Telex : none
Tel. : 470.17.11-3

SYRIA

General Directorate of Ports
Lattakia

Telex : 51028 sy istool
Tel. : 11333 Lattakia

TUNISIA

M. Abderrahman Ennafti
Administrateur en chef
Directeur de la Marine Marchande
Tunis

c.c.: Lv Nefzi Taieb
Marine Nationale
Pêcherie/Bizerte

Telex for M. Ennafti : 12131 marmar
Tel. : 25.91.17

TURKEY

Mr. Cengiz Seren
Directeur des Relations Internationales
Direction Générale des Transports Maritimes
Ministère des Transports
Ankara

Telex : 42185 dugm tr
Tel. : 24.28.11

c.c.: Department of Environmental Standards
Under-Secretary for the Environment
Karanfil sok No. 8
Kizilay
Ankara

Telex : none
Tel. : 18.18.61

YUGOSLAVIA

Attention : Mr. Stefan Maric
Savezni Komitet za Poljoprivredu
Sektor za Vodoprivredu
Bulevar Avnoj-a 104
11070 Beograd

Telex : 11062 yu siv
Tel. : 011/602-634 beograsd

EEC

Commission des Communautés Européennes

200 rue de la Loi

1049 Bruxelles

Belgique

Attention : Le Directeur Général

Chef du Service de l'Environnement, de la

Protection des Consommateurs et de la

Sécurité nucléaire

Telex : 21877 comeu b

Tel. : 735.80.40