



United Nations
Environment
Programme



UNEP (OCA)/MED WG. 1/9
15 April 1988

ENGLISH
Original: FRENCH

MEDITERRANEAN ACTION PLAN

First Meeting of the Scientific and
Technical Committee

Athens, 23-27 May 1988

PROGRESS IN THE IMPLEMENTATION OF THE EMERGENCY PROTOCOL

Not subject to official editing by the UNEP Conferences and Governing Council
Service

PROGRESS IN THE IMPLEMENTATION OF THE PROTOCOL
CONCERNING
CO-OPERATION IN COMBATING POLLUTION OF THE MEDITERRANEAN SEA
BY OIL AND OTHER HARMFUL SUBSTANCES
IN CASES OF EMERGENCY

The Protocol complements, in a specific field, the Convention for the Protection of the Mediterranean Sea which can be viewed as an agreement-framework defining a general obligation to take "all appropriate measures ... to prevent, abate and combat pollution of the Mediterranean Sea area ...".

It came into force on 12 February 1978 at the same time as the Convention and the Protocol related to dumping operations did. It was ratified by all Mediterranean States and the European Economic Community, with the exception of Albania.

The Protocol deals with all massive pollutions resulting from accidental causes or an accumulation of small discharges. It applies to oil as well as other harmful substances (Article 1).

The commitment which the Contracting Parties to the Protocol have entered into entails:

(i) National Contingency Plans (Article 3)

"The Parties shall endeavour to maintain and promote ... their contingency plans and means for combating ...".

The situation concerning the National Contingency Plans is given in ANNEX (I). Although almost all Mediterranean countries have studied this problem and developed projects, only half of them (eight) have officially completed a National Plan.

(ii) Dissemination of information (Article 6)

This commitment for reciprocal information has not really been applied up to now. Therefore, it was examined again

and codified in the Guidelines which were accepted in September 1987 at the Fifth Ordinary Meeting in Athens.

- (iii) Monitoring activities covering the Mediterranean Sea and instructions to be given to captains of ships (Article 8)

Besides a few sporadic actions, national authorities have not apparently issued instructions to the captains of ships and aircraft pilots registered in the Mediterranean, for the application of these commitments.

- (iv) Globally, the good will manifested by the Contracting Parties when signing the Convention and this Protocol is difficult to concretise in fact. Theoretically, the Ordinary Meetings of the Contracting Parties to the Barcelona Convention are also Ordinary Meetings of the Parties to this Protocol but their agenda is always too full for its practical application to be dealt with in depth.

- (v) At last, the Protocol (Article 11) refers to the creation of sub-regional centres. This possibility is not currently considered. However, this should not lessen the efforts in promoting bilateral or multilateral agreements on operational co-operation such as propounded in Article 3 relating to contingency plans.

It will also be noted that the Protocol concerns, for oil and other harmful substances:

- . all accidents causing or likely to cause pollution of the sea;
- . the presence, characteristics and extent of spillages observed at sea.

Therefore it applies to all maritime situations resulting from the transport as well as from exploration and exploitation of the sea-bed.

ANNEX

NATIONAL CONTINGENCY PLANS IN THE MEDITERRANEAN

1. EXISTING PLANS

COUNTRY	GEOGRAPHICAL COVERAGE OF THE PLAN	MOST SENSITIVE AREAS	METHOD OF COMBATING	RESPONSIBLE AUTHORITIES OF THE PLAN	
				CO-ORDINATION	COMBATING
EGYPT	territorial waters	<ul style="list-style-type: none"> • Gulf of Suez • Suez Canal • Alexandria area 	<ul style="list-style-type: none"> • Prevention • Control • Recovery and chemical treatment, when needed 	Co-ordination between Maritime and Port Authorities, Ministry of Defence, coastal Governorates and Petroleum Sector	Operational Centre in the Ports and Lighthouses Administration, Alexandria. Two sub-centres: Sidi Kerir (West of Alexandria), Ras Gherih (Gulf of Suez)
FRANCE 1/	coastal and high seas	<ul style="list-style-type: none"> • ports • fish and shellfish reproduction areas • touristic areas • ecologically sensitive areas 	<ul style="list-style-type: none"> • protection • prevention (lightering, containment) • recovery • chemical treatment, if possible and necessary 	Special co-ordination group, set up by the Ministry of the Interior	Préfet Maritime (at sea) Commissaire de la République and Local Authorities (on land)
GREECE	territorial waters		- case by case -	Permanent Advisory Central Committee	Hellenic Coast Guard
ISRAEL			- case by case -	General Staff together with representatives of the Ministry of the Interior, Transport, Army, Police and Ports Authorities	Anti-pollution units in the Mediterranean and the Red Sea
ITALY	territorial waters and high seas	<ul style="list-style-type: none"> • zones of heavy traffic • coastal zones with dense tanker traffic • touristic and ecologically sensitive zones 	<ul style="list-style-type: none"> • containment • recovery in the containment zone • chemical treatment on the outside of this zone, if necessary 	Permanent co-ordination Committee, presided by a representative of the Ministry of Merchant Marine	Head of Marine Department
SPAIN	territorial waters and high seas	<ul style="list-style-type: none"> • areas with fishing resources • touristic areas 	in accordance with recommendations of IMO pollution manuals	National Commission formed by experts from the Merchant Marine, Navy, Ministries of Fisheries, Health, Ports and Environment	Harbour Master with an operational crew for zones under jurisdiction
TURKEY		<ul style="list-style-type: none"> • extremely critical zones • dangerous zones • less dangerous zones 		General Department of Maritime Transport	Regional and sub-regional centres

1/ NWCO has its own NCP within the French Plan POIAR (3rd Maritime Region)

2. PLANS UNDER PREPARATION

COUNTRY	RESPONSIBLE AUTHORITIES	PROPOSED DATE OF IMPLEMENTATION	LOCAL CONTINGENCY PLANS IN FORCE	ASSISTANCE FROM ROCC
ALGERIA	Ministère de l'Hydraulique, de l'Environnement et des Forêts	1988	Tanker terminals: Arzew, Skikda, Bejaia, Alger.	<ul style="list-style-type: none"> • documentation • training • case study
CYPRUS	Fisheries Department, Ministry of Agriculture and Natural Resources	1988		<ul style="list-style-type: none"> • training • NCP revision project • national training course in 1983
INDIA	Ministry of Education Environment Department			<ul style="list-style-type: none"> • training • assistance in NCP preparation in 1977
MOROCCO	Ministère de l'Habitat et de l'Aménagement du Territoire, Ministère des Pêches et de la Marine Marchande	1988	Combating operations organized by the Civil Protection (Ministry of the Interior)	<ul style="list-style-type: none"> • training • assistance in the preparation of NCP in 1981
SYRIA	Ministry of Transport, Ports Department			<ul style="list-style-type: none"> • training • study of NCP draft-project
TUNISIA	Ministère des Transport, Ministère de l'Industrie, Ministère de la Défense Nationale	1987		<ul style="list-style-type: none"> • training • assistance in the preparation of NCP in 1978 and 1986
YUGOSLAVIA	Federal Committee for Agriculture Department for Water Management		Ports and tanker terminals (Rijeka and Koper)	<ul style="list-style-type: none"> • training