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MEDITERRANEAN ACTION PLAN

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PROGRESS REPORT ON 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

1. The Protocol concerning Co-operation in Combating Pollution of the Mediterranean Sea by Oil and other Harmful Substances in Cases of Emergency entered into force on 12 February 1978 and was ratified by all Contracting Parties.
2. The subject of Co-operation in cases of emergency was discussed at the Fourth Ordinary Meeting of the Contracting Parties to the Convention for the Protection of the Mediterranean Sea against Pollution and its Related Protocols (Genoa, 9-13 September 1985) and relevant recommendations (UNEP/IG.56/5, page 24) are reproduced hereunder:

" The Contracting Parties:

1. Recommend that all Coastal States develop and adopt national contingency plans, which are an essential prerequisite to building multilateral and sub-regional arrangements for mutual assistance in cases of emergency.
2. Recommend that the Regional Oil Combating Centre develops proposals for sub-regional co-operation arrangements in case of emergencies involving oil pollution.
3. Request that the Director of the Regional Oil Combating Centre, in consultation with the Parties to the Protocol, prepare the appropriate policies in order to reactivate co-operation within the context of the Protocol and establish a work programme."

3. Articles of the Protocol which cover the exchange of information are reproduced hereunder:

(Article 6)

- " 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."

(Article 8)

" 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 affected 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."

(Article 9)

" 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 of drift 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."

4. The only information received by the secretariat, on spillages of pollutants at sea, although covering only oil, is contained in the "List of Alerts and Accidents recorded at Regional Oil Combating Centre between August 1977 and December 1985 - List 7. Rev.4", issued by the Regional Oil Combating Centre. The part of the List covering the year 1985 is reproduced as an Annex to this document. The previous version of this document, covering the period between August 1977 and December 1984 was an information document at the Genoa Meeting (UNEP/IG.56/Inf.6).

RECOMMENDATIONS

5. The Contracting Parties should without delay implement the recommendations of the Fourth Ordinary Meeting of the Contracting Parties, in particular:

- to develop and adopt national contingency plans, which are an essential prerequisite to building multilateral sub-regional arrangements for mutual assistance in cases of emergency involving oil pollution.

6. The Contracting Parties should transmit to the secretariat all information accounted for in articles 6, 8 and 9 of the Protocol, in particular:

- on competent national organization or authorities responsible for combating pollution of the sea by oil and other harmful substances,
- on 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,
- report all accidents causing or likely to cause pollution of the sea by oil or other harmful substances,
- report 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 on the coast or related interests of one or more of the Parties.

ANNEX

LIST OF ALERTS AND ACCIDENTS RECORDED AT ROCC

between January and December 1985
(excerpt from LIST (E) 7. REV.4)

| NO | DATE | POSITION | ACCIDENT - DESCRIPTION | ALERT/E | POLLUTION | | ACTIONS | IMPACT | OBSERVATIONS |
|-----|----------|--|--|---------------------|---------------------|------------|--|--------|---|
| | | | | | QUANTITY(Y)/(E) | TYPE | | | |
| 102 | 17.01.85 | Nord du Cap Palaioa, Sicile. | M/T GIOGIGIOME, britannique (1962, 35925 dwt ex MARIE WARSK) échoue avec environ 130 tons bunker fuel à bord. | LLOYDS | NIL | - | ? | | ROCC avertit Correspondant National Italien. Réponse détaillée - pas de pollution. |
| 103 | 17.01.85 | Off Elaionisos Island, Greece. Lat. 36° 29' N Long. 23° 00' E | Turkish Cargo Vessel MILAS (1964, 6318 dwt) grounded with 50 tons of diesel oil and 80 tons of fuel oil on board. | Greek Focal Point | NIL | - | National Contin- gency Plan acti- vated. Salvage Co. transferred all fuel and tanks from wreck and tanks were cleared in fuel spill. Spill 11/10/85. | None | |
| 104 | 17.01.85 | Near Kalli Lihnes, Crete, Greece. | Panamanian Cargo Vessel BYRON (1961, 2409 dwt) broke in two after grounding with 120 tons of fuel oil and 0.5 tons of diesel oil on board. | Greek Focal Point | NIL | - | National Contin- gency Plan acti- vated. 300 m of boom and anti- pollution equipment were forwarded and local divers under- took pumping operations. | | |
| 105 | 21.03.85 | Détroit de Messine, Italie. | Collision entre M/T PANFOS, Grec (1971, 15174 dwt) et M/T CASTILLO DE MATE ARAGON espagnol (1977, 173056 dwt). Écoulement du brut du PANFOS qui prend feu et se répand jusqu'à l'étrave. | I.T.O.P.F. | environ 900 tons | brut | Opérations anti- incendie, dispersion chimique et nettoy- age mécanique. Surveillance aérienne par avion CANADAIR français équipé pour disper- sion chimique mis à la disposition des Autorités Italiennes dans le cadre de la Conv. de Barcelone. | | ROCC garde contact avec les Autorités Italiennes, françaises, maltaises, lybiennes, et grecques ainsi qu'avec INOPF. Expert local Italien contacté par ROCC pour informations détaillées. |
| 106 | 31.03.85 | Porto Marghara, Italie. | Incendie pendant déchargement de la cargaison de fuel oil par M/T ELEFTERIA M., Libérien (1965, 76,155 dwt). | LLOYDS | ? | cargo fuel | Incendie contrôlé. | | |
| 107 | 20.04.85 | 26 miles NE from Valletta Harbour, Malta. | Sighting of a large slick. | Maltese Authorities | ? | ? | Maltese Authorities sent boat and helicopter to check on slick which broke up on its own. | | ROCC kept contact with Maltese Authorities in case of required assistance. |
| 108 | 23.04.85 | Ras Lanuf, Libya. | Grounding of SABIT HELEN (1974, 47,534 dwt) loaded with about 45,000 tons fuel oil. | LLOYDS | ? | ? | | | ROCC contacted Libyan Auth. for more data and offered assistance; replied that no pollution risk existed. |

1985 (continued)

| NO | DATE | POSITION | ACCIDENT - DESCRIPTION | ALERTE | POLLUTION | | ACTIONS | IMPACT | OBSERVATIONS |
|-----|----------|--|--|--------------------------------|---|-------------|---|---|--|
| | | | | | QUANTITY/(E) | TYPE | | | |
| 109 | 25.04.85 | Lat. 36.06 ⁰ N Long. 15.20 ⁰ E off Malta | Greek M/T CAPTAIN GRECOS (1972, 126505 dwt) caught fire. Tanker in ballast. | LLOYDS | ? | ? | Tanker towed to Port of refuge. | | ROCC contacted managers of tanker (who replied giving more information) and alerted the Italian and Maltese Authorities. |
| 110 | 23.05.85 | 22 n. miles N.W. of Gozo, Malta. | Sighting of oil slick approx. 20 miles in length extending East to West. By inbound AIRMALTA aircraft. | Maltese Authorities | ? | ? | Helicopter and boat sent on the spot, reported slick made up of a thin frame of oil and a patch of thick oil. Because of weather conditions slick dispersed on its own. | None | ROCC kept contact with Maltese Authorities who sent a report of incident together with photos of slick. |
| 111 | 26.05.85 | Baie d'Algerias, Espagne. | Explosion et incendie sur deux pétroliers CAMOANVIA, espagnol (1973, 6,500 dwt) et M ^r PÉTRACIN ONE, panaméen (1982, 29,950 dwt) qui coulaient laissant fuir des hydrocarbures. | Madria et Autorités Marocaines | 100 tons | Bunker fuel | Nettoyage manuel et dispersion par autorités espagnole et de Gibraltar. | | Assistance ROCC offerte aux autorités espagnoles non nécessaire. Autorités marocaines mettent équipages en alerte. |
| 112 | 06.06.85 | Civitavecchia, Italie. | Feu à bord du M/T ANTEA, italien (1972, 17,556 gross tons) pendant déchargement combustible. | LLOYDS | ? | ? | Incendie contrôlé | | |
| 113 | 04.06.85 | 23 miles NNE of Gozo, Malta. | Sighting of pollution appearing as a thin frame of oil. | Maltese Authorities | Slick of about 10 to 12 miles in length | ? | Kept under surveillance by helicopter until it dispersed. | | ROCC kept contact with the Maltese Authorities who sent a copy of report of accident plus photographs of pollution. |
| 114 | 29.06.85 | Baniyas Terminal Berth No.2, Syria. | Flow of oil through disconnected hose from M/S BP VISION whilst unloading cargo. | Syrian Authorities | Iranian heavy crude oil | 15 tons | A TOVALOP expert assisted Syrian Authorities in cleanup operation | Pollution of approximately 4 km of shoreline | Syrian Authorities informed ROCC of incident as well as supplying photographs of polluted shores. |
| 115 | 27.08.85 | S.I.O.T. Terminal, Trieste, Italie. | M ^r MINOULIS (1968, 54,540 gross tons) partiellement brisé par mauvais temps. | LLOYDS | ? | ? | | Domages aux installations de déchargement pollution | |

