



Progress Report 2012-2013



**Regional Marine
Pollution Emergency
Response Centre for
the Mediterranean Sea**

REMPEC



**REPORT ON THE ACTIVITIES
OF THE
REGIONAL MARINE POLLUTION
EMERGENCY RESPONSE CENTRE
FOR THE MEDITERRANEAN SEA
(REMPEC)**

2012 - 2013



UNEP-PNUE



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Designed and produced in Malta by:

REMPEC

Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea

Maritime House, Lascaris Wharf, Valletta, VLT 1921, Malta

Tel: +356 21 337 296/7/8 | Fax: +356 21 339 951

Email : rempec@rempec.org | Web site: www.rempec.org

FOREWORD

I am pleased to introduce to you the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) Progress Report covering the period May 2011 - end of 2013. This progress report is being circulated to REMPEC Focal Points as well as Mediterranean Action Plan (MAP) Focal Points in order to provide them with an overview of the activities implemented by the Centre. The report covers the period between the last Meeting of REMPEC Focal Points held in May 2011 and the end of July 2013, providing also an outline of REMPEC's planned activities until the end of this biennium, i.e. December 2013.

As part of the governance cycle of the Barcelona Convention, REMPEC should convene a Meeting of its Focal Points once every two years. However, for reasons which have been explained in our Circular letter 07/2013, it has not been possible to organise such a meeting for the current biennium 2012-2013. Hence, this progress report differs in its presentation from the Meeting Documents which are usually circulated by the Centre.

You will find in the following parts the salient information regarding the activities, but I will take this opportunity to share with you some views regarding the current and future situation of the Centre.

The activities of REMPEC are part of the overall programme of work of MAP and concur to achieving the targets set out by the Contracting Parties towards the effective implementation of the Barcelona Convention and its Protocols, as well as other MAP policies and strategies. Since the adoption in 2009 of a five year rolling programme of MAP, all MAP activities are now presented under cross cutting themes, with the activities of each MAP Component participating individually, or in a collective manner, to the expected results. This new programming method is assisting in highlighting the priority areas of work for MAP and will be further strengthened by the implementation of the Decision on the application of the ecosystem approach to MAP Policies and Action Plans. This is currently "work in progress" and, in that sense, the last two biennia and the coming one should be seen as a transition towards more consistency in planning and the definition of clear and measurable objectives. For REMPEC this comes at an opportune time as the "Regional Strategy for Prevention of and Response to Marine Pollution from Ships", the main programming roadmap of the Centre adopted in 2004 and covering the period 2005-2015, is coming to its assessment and review phase. This review also coincides with the review of the Mediterranean Strategy for Sustainable Development (MSSD) which also addresses maritime transport.

To implement the approved Programme of Work, REMPEC relies firstly on its core funding, the



Frédéric Hébert, Director

Mediterranean Trust Fund (MTF), which is abounded by the pledged contributions from the Contracting Parties and apportioned to each MAP Component on a basis which has remained identical since the decision to freeze the Budget, taken by the Contracting Parties at their 12th Ordinary Meeting in Monaco in 2003. On this basis, REMPEC is allocated a budget corresponding to 13% of the overall MTF budget. The biennium 2012-2013 has been affected by a major cash-flow crisis, several Contracting Parties not being in a position to meet their obligation in a timely manner, thus creating a hazardous situation not only for the implementation of the Programme of Work but also for the functioning of the MAP system. In particular, this situation had stressful consequences on the staff of the Centre and I take this opportunity to express to all of them my personal thanks for their continued commitment to their tasks and to the Centre. Without them we would not have been in a position to implement our activities.

It is a matter of fact that the MTF budget is not sufficient to implement the Programme of Work and, as the other MAP Components, the Centre has engaged since a long time in mobilizing external resources. Historically, the International Maritime Organization (IMO) is the first provider of external funding as, on the basis of the Memorandum of Understanding Concerning Cooperation signed between the United Nations Environment Programme (UNEP) and IMO in November 1976, the latter pledged to finance activities related to the Centre's mandate.

However, the main provider of funds, through projects implemented by the Centre, is the European Union (EU). Since the mid-90s, with several LIFE and MEDA Projects on contingency planning or port reception facilities, the Centre has relied heavily on EU funding. The implementation by the Centre of the SafeMed I and SafeMed II Projects between 2006 and 2012 with a 9.8 Million Euros budget has been instrumental in progressing towards achieving some of the targets agreed upon by the Contracting Parties in the Regional Strategy for Prevention of and Response to Marine Pollution from Ships. With the adoption of Regulation (EU) n°100/2013 amending the mandate of the European Maritime Safety Agency (EMSA), the SafeMed III follow up Project is implemented since January 2013 by this Agency. Therefore the Centre has to explore new funding opportunities amongst the various EU funding schemes. This has been the case with the two Projects proposals to which the Centre has participated during the biennium, the POSOW and MEDESS-4MS Projects. However these projects are of a short duration and/or limited to pilot activities. Mid to long-term co-operation should be sought with the EU and the Union for the Mediterranean (UfM) Secretariat. In this regard, the regional implementation of the Integrated Maritime Policy offers an opportunity for a renewed and enlarged regional partnership which could assist in implementing the MAP policies and strategies, including the Regional Strategy for Prevention of and Response to Marine Pollution from Ships, or its successor.

In this context, consideration should be given to ideas which have resulted from the joint preliminary work carried out on maritime cooperation in the Mediterranean between the IMO, the European Commission (EC) (DG MARE) and the European Investment Bank (EIB), to which REMPEC has been participating, such as establishing a network of maritime academies and training centres, creating maritime clusters, or the establishment of a network of maritime electronic highways to ensure safe and environmentally friendly shipping, all ideas which have their relevance in a renewed MSSD.

The main asset of the Barcelona Convention and the MAP system is its truly multilateral nature. In this perspective, REMPEC, as the relevant regional centre for co-operation in maritime pollution prevention and emergency response, has continuously demonstrated that it is in a unique position to assist all Contracting Parties in these fields and to facilitate the implementation of regional projects, provided that it maintains adequate capacities.

The future of REMPEC has to be decided by the Contracting Parties in the context of the "Extended Functional Review of the UNEP/MAP Components". The recommendations of the Consultant have been circulated as an attachment to our Circular Letter 07/2013. During the last MAP Focal Points Meeting held in Athens on 22-23 April 2013, another proposal was added to these recommendations, based on a pooling of a certain amount of each MAP Component's

budget to be allocated on a project proposal basis. At the same time the recommendation of the Consultant foresees an increased involvement of the Centre in the implementation of the Offshore Protocol to the Barcelona Convention which will require new specific skills.

All these recommendations will have a direct impact on the functioning of the Centre as they range from a closure of the Centre as a United Nations (UN) entity to a further reduction of the core funding allocated to the Centre. This will be a tough decision but we are confident that whatever the Decision, the Contracting Parties will ensure that the Centre keeps its operational capacity as it is the core part of its mandate.



Frédéric Hébert
Director
REMPEC

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INTRODUCTION

The present progress report covers the period May 2011, i.e. after the 10th Meeting of REMPEC Focal Points held in Malta on 3-5 May 2011 till July 2013 and also contains information regarding activities planned for the last quarter of the biennium 2012-2013.

It has to be noted that, during this period, the 2002 Prevention and Emergency Protocol to the Barcelona Convention entered into force with regard to Morocco on the 26 May 2011 following its ratification on the 26 April 2011. No further ratifications of the 2002 Prevention and Emergency Protocol have been notified during the period under review. Consequently, the following thirteen Contracting Parties to the Barcelona Convention namely, Croatia, Cyprus, European Union, France, Greece, Malta, Monaco, Montenegro, Morocco, Slovenia, Spain, Syria and Turkey are Parties to the 2002 Prevention and Emergency Protocol; whereas the following nine Contracting Parties are still Parties to the 1976 Emergency Protocol namely, Albania, Algeria, Bosnia and Herzegovina, Egypt, Israel, Italy, Lebanon, Libya and Tunisia. The ratification of the 2002 Prevention and Emergency Protocol constitutes an important step towards strengthening the regional co-operation in the field of maritime safety and prevention of pollution events.

As regards casualties and pollution events, the Centre received information of 110 casualties during the period with 13 resulting in a release of oil. This information was mainly received through the subscription of the Centre to the Lloyd's List daily newspaper and to the Lloyd's MIU Casualty Reporting Service. However, due to the substantial increase in the cost of these subscriptions and in view of the financial situation of the Centre, REMPEC has not been able to renew its subscription to the Lloyd's MIU Casualty Reporting Service. That means that the Centre relies heavily on the reporting by the Contracting Parties as required by Article 8 of the 1976 Emergency Protocol or Article 9 of the 2002 Prevention and Emergency Protocol. Although in the past the Contracting Parties have agreed that they should only report spillage above a certain threshold, this policy may need to be reviewed in the future as a comprehensive set of data is required in order to do an accurate risk assessment and it will also be needed in the context of the implementation of the ecosystem approach to MAP, notably with regards to Ecological Objective 9 Pollution which uses as indicator such statistical information.

Based on Lloyd's List regularly published casualty statistics, compared to other regional seas, the Mediterranean Sea remains an area of frequent maritime incidents but fortunately most of them do not result in pollution. During the period under review, the Centre was requested to activate, or activated on its own, the co-operation agreement with the

Mediterranean Operational Oceanography Network (MOON) in order to provide spill drift forecasts in emergency situations. This shows the actuality of the core activities of the Centre and the need for keeping and improving the Regional Information System (RIS). During this period REMPEC was able to assist two countries in adopting or reviewing their national Marine Pollution Contingency Plans. The Centre has also embarked in two Projects, one focusing on training on onshore response to a spill (POSOW Project) and the other at developing a decision support tool which could assist the Contracting Parties in preparing for an emergency as well as during such an emergency (MEDESS-4MS Project).

In the field of prevention of marine accidents and pollution, the activities of the Centre have mainly been supported by the implementation of two Projects namely the EC MEDA funded SafeMed II Project and the GloBallast Partnerships Project between the Global Environment Facility (GEF), IMO and the United Nations Development Programme (UNDP). The implementation of the SafeMed II Project by the Centre was completed by the end of 2012. This has been marked with concrete achievements, some of them being highlighted in the relevant part of this report. As requested by the Contracting Parties, the Centre is also assisting in facilitating joint operations between Contracting Parties in order to fight illegal marine pollution discharges from ships. In 2013, a coordinated aerial surveillance operation in the Mediterranean Sea (OSCAR MED 2013) was organised by REMPEC bringing together aircrafts from Algeria, France, Italy, Morocco and Spain. This was the second such operation organised by the Centre and should take place on a more regular basis.

Finally, following the Decision adopted by the Contracting Parties at their last Ordinary Meeting, the Centre started working on the drafting of an Action Plan for the implementation of the Offshore Protocol to the Barcelona Convention. This work is still in its first phase and should result in an in depth assessment of the regional situation.

During the period, the Centre has seen its staff complement shrink due to the end of implementation of the SafeMed II Project and also the retirement of another staff member. A table showing the approved staff positions of the Centre and the actual situation during the biennium is provided in Annex I to this report.

As it was already explained at the last REMPEC Focal Points Meeting, the financial situation of MAP and of the Centre is a matter of concern. The core funding of MAP, the Mediterranean Trust Fund (MTF), which is abounded by the yearly contributions of the Contracting Parties has been frozen since 2003. During the current biennium the effects of this underlying tense financial situation have been made even more evident by a cash flow crisis situation. Consequently, during the biennium 2012-2013, the Centre has mainly implemented activities which were

financed by external funds. Some basic information could be found in Annexes I and II of this report.

The issue of the financial sustainability of MAP has triggered the Decision of the Contracting Parties to undertake a Functional Review of the UNEP MAP Components which was carried out by an external consultancy firm in late 2012. At their last MAP Focal Point Meeting held in Athens on 22-23 April 2013, the representatives of the Contracting Parties discussed the three options to renew the system as presented in the report by the Consultants as well as a fourth option introduced by the Government of France. As regards REMPEC, the three options envisaged by the Consultants entail a change in its institutional setting as the Centre would not be a UN administered entity anymore but a "national centre with a regional mandate". The fourth option is based on a pooling of a certain percentage of the budget allocated to each MAP Component which will be later adjudicated between them on the basis of selected project proposals. Whatever the final decision of the Contracting Parties will be, the biennium 2014-2015 will definitely be of a transitional nature.

Prevention



Prevention of Pollution from Ships

During this biennium, REMPEC continued to build upon the achievements of the previous biennium in the field of prevention of pollution from ships by primarily focusing on the enhancement of the capacities of maritime administrations in the Mediterranean region with a view to ensure the effective discharge of their flag State, port State and coastal State obligations in line with relevant international conventions. Another area of activity, based on the relevant Decision of the Contracting Parties at their 17th Ordinary Meeting, was the assistance provided to Mediterranean coastal States to develop national strategies on ballast water management and to prepare for the entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004. Finally, the Centre continued to assist Mediterranean countries with the implementation of other international marine environment protection conventions particularly the MARPOL Convention.

Maritime Administrations' Capacity Building



In the field of flag State implementation, through the EU-funded SafeMed II Project (www.safemedproject.org), various short training courses and seminars related to flag State implementation were organised. Safemed II Project Beneficiaries' nominees also benefited from scholarship funding to attend postgraduate courses at the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI). Substantial resources were also devoted to raising awareness regarding the Voluntary IMO Member State Audit Scheme (VIMSAS) which assesses States' compliance with statutory international maritime requirements.



These efforts have borne fruit as four SafeMed Beneficiaries have volunteered for VIMSAS. Following the organisation of eight national VIMSAS Workshops in the previous biennium, for those Project Beneficiaries that officially volunteered for VIMSAS, further assistance in the form of a specific four-day workshop, a one-day high-level meeting focused on designing a strategy, and a mock-audit, was provided.



The focus of port State control activities was on the training of Port State Control Officers (PSCOs) in the Mediterranean and on technical assistance to the Mediterranean Memorandum of Understanding on Port State Control (Med MoU on PSC). Through the SafeMed II Project, assistance for the upgrade of the IT infrastructure of the Med MoU InfoCentre and the development of a decision-support tool for the Med MoU PSCOs was provided whilst laptops for the use of Med MoU members PSCOs were also procured. The upgrade of Med MoU InfoCentre IT infrastructure led to the Med MoU being the first Port State Control regime to report its inspections in the applicable module of the IMO Global Integrated Shipping Information System (GISIS), thus relieving the Med MoU members of their individual obligations to report detentions under the applicable provisions of the SOLAS and MARPOL Conventions. An updated MED Manual on PSC Procedures was submitted to the Med MoU on PSC for consideration and was adopted by the 14th Med MoU Committee Meeting. As regards the MED MoU decision-support tool, following an IMO tender procedure, a contract was signed with the Korean Register of Shipping (KRS) for the development and

delivery of this Decision-Support-Tool for the Med MoU PSCOs. Meanwhile, a specific server for the Med MoU InfoCentre was purchased to host the online version of MedRules whilst software adaptations to realise the integration of MedRules to Med MoU Information System (MEDSIS) were also carried out. The MedRules was successfully delivered during the 14th Committee Meeting of the Med MoU held in October 2012. Two versions of the tool were made available for PSCOs: an online and a stand-alone version. The online version will be hosted with the MEDSIS. For the stand-alone version, arrangements were made to procure a laptop for the use of each PSCO of the Med MoU members that are also SafeMed II Project beneficiaries and, following an IMO tender procedure, these laptops were dispatched to the beneficiaries in December 2012.

Interim Application of the D1 Ballast Water Exchange Standard by Vessels Operating between the Mediterranean Sea and the North-East Atlantic and/or the Baltic Sea. In terms of the Guidance, developed under Article 13 (3) of the BWM Convention, vessels leaving the Mediterranean Sea and proceeding to destinations in the North-East Atlantic and/or the Baltic Sea and vice versa, were requested to apply its provisions on a voluntary basis as from 1 October 2012 to reduce the risk of non-indigenous species invasion through ballast water.

Implementation of international marine environment protection conventions including MARPOL

Ballast Water Management



Following the adoption of the Mediterranean Strategy on Ships' Ballast Water Management by the

17th Ordinary Meeting of the Contracting Parties to the Barcelona Convention (Paris, France, 8-10 February, 2012), within the framework of the GEF-UNDP-IMO GloBallast Partnerships Project and also with financial support from the SafeMed II Project and the IMO's Integrated Technical Co-operation Programme (ITCP), REMPEC continued to assist Mediterranean coastal States to adhere to the Strategy by raising national awareness on the problem of aquatic invasive species primarily through the organisation of national seminars aimed at the development of national strategies on ballast water management. Three such national seminars were organised in 2012 and another one is planned for October 2013 whilst a SafeMED II Project Consolidation and Implementation Training Course on the Ballast Water Management (BWM) Convention was held in 2012.



Moreover, during this biennium, REMPEC (on behalf of the Barcelona Convention) worked closely with the OSPAR and Helsinki Conventions in the development of a General Guidance document on the Voluntary



As in previous years, technical assistance related to the effective implementation of international maritime conventions related to the protection of the marine environment continued to play a leading role in REMPEC's activities related to prevention of pollution from ships. In this regard, the issue of illicit marine pollution from ships had a prominent role and REMPEC's efforts led to the organisation of a second Coordinated Aerial Surveillance Operation for illicit ship pollution discharges (opération de surveillance coordonnée aérienne des rejets des navires en Méditerranée – OSCAR-MED 2013) in the Western Mediterranean which was organised in Palma de Mallorca, Spain between the 24 and 26 June 2013, in co-operation with the Spanish Maritime Safety Agency (SASEMAR) and with the financial support of the Government of France and the RAMOGE Agreement.



During the operation, five air patrol aircrafts from Algeria, France, Italy, Morocco and Spain operated twelve flights (a total of 44 flying hours) to detect marine pollution from ships in a designated area of the Western Mediterranean. In total, some 700 vessels were monitored during the Operation and three oil slicks were detected. The Operation was supported by the CleanSeaNet service satellite images provided by EMSA. This was the second OSCAR-MED Operation initiated by REMPEC following a similar operation, in which three aircrafts from France, Italy and Spain had participated, which was held in Hyères, France in 2009. The main objective of these Operations is to enhance operational cooperation in the Mediterranean to combat illicit ship pollution in the region.



During OSCAR-MED 2013, REMPEC and Blue Plan, also convened a Meeting on the Establishment of a Network of Law Enforcement Officials relating to MARPOL in the Mediterranean Sea (MENELAS). The Meeting, which was also held in Palma de Mallorca, between the 25 and 26 June 2013, was organised with the financial support of the Government of France and the "Regional Governance and Knowledge Generation Project" (ReGoKo Project) financed by the GEF and being implemented by Blue Plan. Operational and judicial officials from the Mediterranean region responsible for investigating and sanctioning marine pollution offences participated in the Meeting aimed at establishing a regional network with a view to facilitating the exchange of information and experience in the prosecution of MARPOL violations. The Meeting discussed and endorsed the terms of reference of the proposed Network and recommended the establishment of the Network and the approval of its terms of reference to the Contracting Parties to the Barcelona Convention scheduled to meet in December 2013 in Istanbul, Turkey.

Within the framework of IMO's ITCP programme of activities in the Mediterranean, in close co-operation with the Public Waste Agency of Flanders (OVAM) and the Port of Antwerp, REMPEC organised a Regional Workshop on Port Reception Facilities, which was held at the Antwerp/Flanders Port Training Centre (APEC) between 27 and 29 November 2012. The Workshop aimed at raising awareness on issues related to port reception facilities including *inter alia* receipt and storage of ship generated waste, downstream waste management and final disposal of this waste, as well

as determining a pricing policy which creates incentives for ships to discharge in ports. A National Workshop on the International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS), also financed through IMO's ITCP, was organised in Turkey at the end of 2012 with a view to enhancing Turkey's capacity to implement and enforce the AFS Convention by raising awareness among key stakeholders on the requirements of the Convention including *inter alia* the environmentally sound practices for the disposal of waste generated in applying and removing AFS.



Prevention of maritime accidents

During the current biennium, through the SafeMed II Project, considerable efforts were made to enhance the capacities of Mediterranean coastal States related to the prevention of maritime accidents particularly in relation to Vessel Traffic Services (VTS) management. An extensive Training Programme for VTS operators certified by the International Association of marine Aids to navigation and Lighthouse Authorities (IALA), VTS supervisors and VTS on-the-job training instructors funded by the SafeMed II Project was carried out in 2012 which enabled over 120 officials from the Mediterranean region to be trained in vessel traffic management. The training was divided into two parts, namely the 'theoretical part' of the VTS operators course delivered through National Training Courses and the 'simulator' part carried out at recognised training centres under IALA standards. Trainees from Albania, Algeria, Israel, Jordan, Montenegro, Morocnia, Algeria, Israel, Jordan, Montenegro, Morocco and Tunisia attended the VTS training programme. Over 120 participants attended the national theoretical courses and subsequent to these courses, 58 eligible participants continued their studies at two recognised training centres in order to obtain the VTS Operators IALA Standard V-103/1 Certificate. Furthermore, 20 of these certified VTS Operators continued with their studies and were certified as VTS Supervisors in accordance with IALA Standard V-103/2. Finally, 10 of these certified VTS Supervisors went on to obtain the certificate as VTS On-the-Job Training of the Trainer in accordance with IALA Standard V-103/4. A SafeMed II Project Regional Workshop on the Long-Range Identification and Tracking of Ships (LRIT) was also held in March 2012 in cooperation with EMSA and IMO to *inter alia* familiarise Mediterranean trainees with the LRIT legal and technical requirements.



Preparedness & Response



Preparedness and Response

Since the last Meeting of REMPEC Focal Points in May 2011, REMPEC continuously supported Mediterranean coastal States in enhancing their level of preparedness and their response capacity to oil and chemical spills at sea. The activities implemented by the Centre were consistent with the past accomplishments and covered the key elements composing efficient response systems, i.e. risk assessment, development and maintenance of national contingency planning, capacity building, exercises, and information dissemination.

Risk Assessment

At the 10th Meeting of REMPEC Focal Points, the Mediterranean Technical Working Group (MTWG) was tasked to develop a Regional Risk Assessment Methodology. In this regard, REMPEC, in cooperation with the Mediterranean Oil Industry Group (MOIG) and with the participation of the International Petroleum Industry Environmental Conservation Association (IPIECA), organised a Workshop on Oil Spill Risk Assessment in the Mediterranean Sea (MEDEXPOL 2011) in Barcelona, Spain between the 29 November and 1 December 2011.



The Workshop aiming at discussing with the Government and Industry Representatives the existing approaches to oil spill risk assessment, concluded with a set of recommendations for the development of an oil spill risk assessment methodology for the Mediterranean Sea during the biennium 2012-2013.

These recommendations were integrated in the implementation of the Project Mediterranean Decision Support System for Marine Safety (MEDESS-4MS - <http://www.medess4ms.eu/>), with the support of all Mediterranean coastal States through the MTWG which provided data for the project.



The three year Project MEDESS-4MS, co-financed by the European Regional Development Fund (ERDF) and initiated in February 2012, is dedicated to the prevention of maritime risks and the strengthening of maritime safety related to oil spill pollution in the Mediterranean. The Project is coordinated by the Department of Merchant Shipping (DMS) of Cyprus, and implemented by twenty one institutions. The beneficiary countries are European Mediterranean coastal States (Cyprus, France, Greece, Italy, Malta, Montenegro and Spain). However, other Mediterranean coastal States are involved in the implementation and will have access to the products delivered by the project. MEDESS-4MS aims at delivering a sustainable integrated operational multi model oil spill prediction service in the Mediterranean Sea, connected to existing monitoring platforms (e.g. Automatic Identification System (AIS), CleanSeaNet), using well established oil spill models, data from the Marine Core Services, and national ocean forecasting systems. The integrated multi model oil spill prediction service will be accessible through an interactive web portal and will give access to the following functionalities:

- Geographical Information System (GIS) (multi-layers)
- Automatic system run after an oil spill detection from satellite data
- Historical data consultation, for study or statistical purposes and possibly query to back trace data with the aim of identifying possible polluting ships
- Real-time oil-spill, meteorological and oceanographic forecast and observations



The last deliverable will produce automatic Emergency Response Office (ERO) bulletin in the framework of the agreement between MOON partners and REMPEC signed in 2009.

Under the Project's Work Package (WP) 4 coordinated by REMPEC, a set of data is being collected to assess the vulnerability of the Mediterranean to oil spills. The data includes maritime traffic (AIS data), oil transport data (Lloyd's Marine Intelligence Unit), marine incidents, offshore Installations, coastal oil handling facilities, sensitivity data (Protected Areas, species, site of conservation interest, coastal type and socio-economical) and oil spill response equipment. To benefit from existing data collections on environmental and socio-economic data, REMPEC together with partners of WP4 signed a first Memorandum of Understanding (MoU) with the Italian oil major Eni S.p.A who gathered relevant data between 2007 and 2010 in the framework of the Mediterranean Safe Terminal and Routes (MEDSTAR) Project. In the same line and to create further synergies between MAP Components, a second MoU is under preparation with Plan Bleu and the Regional Activity Centre for Specially Protected Areas (SPA RAC).



Contingency Planning

A realistic risk assessment will assist governments in reviewing or developing their national system to respond to oil and chemical spills at sea. In this field, Albania and Cyprus requested REMPEC to assist, respectively, in the development and revision of their national contingency plan (NCP).

Following the organisation of the National Workshop on Contingency Planning and Table Top Exercise, held between the 5-7 July 2011 in Durres, Albania, an action plan for the finalization of the National Contingency Plan of Albania was agreed to and led to the adoption of the Plan on the 25 July 2012.

Concerning Cyprus, at the time of writing this report, a draft NCP, which was partially populated with information provided by the Cyprus Department of Merchant Shipping and prepared with the assistance of the International Tankers Owners Pollution Federation (ITOPF), has been submitted. The Plan is expected to be finalized shortly.

On the same matter, following the support of REMPEC to Montenegro during the previous biennium, the Centre was informed about the adoption of the Plan on the 28 May 2011. Moreover, the adoption of the National and Regional Contingency Plans of Turkey were officially announced on the 29 September 2011 during a ceremony attended by REMPEC.

During the Adriatic Spill Conference on spill prevention, preparedness and response (ADRIASPELLCON 2013, Opatija, Croatia, 14-16 May 2013), attended by REMPEC and five representatives from Albania, Bosnia and Herzegovina and Montenegro with the financial support of IMO's ITC, Representatives from the Adriatic coastal States expressed their interest in further cooperating through the current "Sub-Regional Contingency Plan for

prevention of, preparedness for and response to major marine pollution incidents in the Adriatic Sea". The prerequisite to join the Agreement being satisfied following the adoption of the National Contingency Plans of Albania and Montenegro, the extension of the sub-regional agreement to these countries is now feasible.

With the adoption of the national contingency plans of Albania, Montenegro and Turkey, only three countries remain without operational national contingency plan namely Bosnia and Herzegovina, Libya and Lebanon. Additional activities are to be implemented by REMPEC before the end of the biennium to further reduce this gap.



Capacity Building

To ensure prompt and efficient response, training and practice are essential in any field, in particular when dealing with an emergency situation. During this biennium, specialized training events were organised on oil spill waste management, oil spill claim management, oil spill volunteer management, and on the HNS 2010 Protocol.

Oil Spill Waste Management



Following the endorsement, by the 10th Meeting of REMPEC Focal Points, of the related Guidelines and Decision Support Tool, a National Pilot Training

Course on Oil Spill Waste Management was organised in Israel between the 19-21 September 2011. Building on the lessons learnt from this first training course, it was replicated in Tunisia between the 8-10 May 2012, with the financial support and participation of MOIG.

Both training courses aimed at providing theoretical knowledge on the subject and at learning how to use the tool. The participants worked in consultation to complete and enter data in the online tool.

Oil Spill Claims Management

Following a request of the Parties to the Sub-Regional Contingency Plan for the South-Western Mediterranean, REMPEC organised in collaboration with IMO, the International Oil Pollution Compensation Funds (IOPC Funds), MOIG and the "Société Anonyme Marocaine de l'Industrie du Raffinage" (SAMIR), a Sub-Regional Workshop on Claims Management for Arab Speaking Countries and a Technical Session on Assistance Support Cost and Reimbursement which was held in Mohammedia, Morocco between 28-30 November 2012.



The Workshop financed through IMO's ITCP provided knowledge on the related international conventions and their transposition in the national legislation, claims management, eligibility of claims and presentation procedures also through practical sessions. The Technical Session concluded with a set of recommendations.

Oil Spill Volunteer Management



Since February 2012, the two year project Preparedness for Oil-polluted Shoreline cleanup and Oiled Wildlife Interventions (POSOW) co-financed by EC is being implemented by REMPEC, as coordinator, and its partners:

- Cedre (Centre of Documentation, Research and Experimentation on Accidental Water Pollution)
- ISPRA (Italy's Institute for Environmental Protection and Research)
- Sea Alarm Foundation
- The CPMR (Conference of Peripheral Maritime Regions)

The Project aims at establishing a regional cooperation synergy through the enhancement of knowledge and capacities of operators, professionals and volunteers in the field of marine pollution, in European Mediterranean coastal countries namely, Croatia, Cyprus, France, Greece, Italy, Malta, Slovenia and Spain.



A training package including a manual, several posters, PowerPoint presentations and an instructor manual was produced on each of the following topics: Oil Spill Volunteer Management, Oiled Shoreline Assessment, Oiled Shoreline Cleanup, Oiled wildlife Response.



In order to facilitate the dissemination of the relevant knowledge, some learning materials will also be available in the official language of the concerned countries. In May 2013, 35 trainees (local authorities, civil protection and NGOs) from the regions involved attended train-the-trainer courses at Cedre. These trainees will in turn become trainers in their regions, and organise nine (9) national pilot training courses by the end of 2013, under supervision of the project partners. Approximately 250 volunteers will be trained by the end of the Project and will be invited to register into an international database, hosted on POSOW website (www.posow.org).



HNS 2010 Protocol

A SafeMed II Project Regional Training Course on the 2010 HNS Protocol was organised by REMPEC in Malta between 12-13 December 2012 in close co-operation with the IOPC Funds and ITOPF. The training course familiarized the participants with the International Convention on Liability and Compensation For Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996, as amended by the 2010 HNS Protocol and the necessary preparations for the ratification of the 2010 HNS Protocol, and highlighted best practices on implementation, including national legislation and ratification/transitional provisions.

Exercises



The Centre has been invited to assist /participate in several exercises during the period under review. These exercises were mainly focused on oil-spill response. When possible, the Centre attended these exercises and sponsored the attendance of an expert from another Mediterranean country as decided at the 10th Meeting of REMPEC Focal Points. When requested, the Centre also activated (for exercise) its Mediterranean Assistance Unit (MAU) and forwarded to the Contracting Parties the “requests for assistance” received from the country carrying out the exercise. Reports of findings were also disseminated to the concerned Parties.



Mediterranean Assistance Unit

In the framework of the MAU, the arrangements with *Cedre*, FEDERCHIMICA (Federazione Nazionale dell’Industria Chimica), ISPRA, the Sea Alarm Foundation and MOON have been tested and maintained. During exercises, the logistics for the mobilisation of the MAU is being simulated and tested including, identification of relevant experts, immigration and security arrangements, accommodation, travel, etc. During the Costa Concordia incident which

occurred in January 2012, MOON was activated to provide forecasting models.

MAU mobilisation (TIFANI 2012) within 5 hours and 29 minutes following the request of assistance

Regional Information System (RIS)

As instructed by the last Focal Points Meeting of REMPEC, the Centre took the necessary measures to update the RIS reference system and content (formatting and harmonization of the documents). The MTWG has been consulted during this exercise. The newly formatted RIS Documents can be downloaded from the Centre’s website.

Guidelines Translation

The Guidelines for the Use of Dispersants for Combating Oil Pollution at Sea in the Mediterranean Region and the Guidelines for Oil Spill Waste Management have been translated in French. Moreover, the Mediterranean Guidelines on Oiled Shoreline Assessment were translated in Spanish,



thanks to the Department of Environment, the General Direction of Sustainability of the Coast and the Sea, and the Ministry of Agriculture, Nature and Food of the Spanish Government, and in Arabic with the assistance of the Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA).

MIDSIS TROCS Version 3.0 Online

<http://midsis.rempec.org/>

The MTWG assisted in the upgrading of the Maritime Integrated Decision Support Information System (MIDSIS-TROCS) Version 3.0, which was published online in January 2012.



MIDSIS-TROCS is a decision support system aiming at assisting decision-makers to select measures to be taken related to plausible hazardous material marine spills. It provides options for response to marine chemical emergencies and presents them in a structured format. The main added value of this tool in comparison with other existing HNS tools is the availability of accidents reports linked to a specific chemical. The chemical data gathered in the tool has been updated to reflect the developments which took place at the international level. During the upgrading exercise, the MTWG benefited from the expertise and contribution of IMO, IOPC Funds, *Cedre*, Transport Canada (CANUTEC) and ITOPF.

Alerts and accidents database

The Database on alerts and accidents in the Mediterranean Sea and the related GIS and statistical analysis has been updated regularly, through the Centre's website. It has to be underlined that except in a very few cases, the information is not communicated by the Contracting Parties but is received from specialized newspapers. This information is therefore not considered as comprehensive. Contracting Parties are encouraged to review their reporting system with a view to copy the Centre with incidents reports in order to compile a comprehensive alert and accident database.

Information Dissemination

During this biennium, REMPEC made use of Information Technologies to increase the visibility of its deliverables through the production of tutorial videos on MIDSIS-TROCS and the Mediterranean Oil Spill Waste Management Decision Support Tools. A video on the Project POSOW was also published.



The Offshore Protocol



The Offshore Protocol

According to the Decision IG.20/12 of the 17th Ordinary Meeting of the Contracting Parties to the Barcelona Convention (Paris, France, 8 - 10 February 2012), UNEP/MAP Secretariat was requested to “*Establish an ad hoc working group coordinated by REMPEC composed of representatives of the Contracting Parties and observers from representatives of the concerned industries, relevant international organizations and MAP partners*”. Out of twenty-two Contracting Parties, eleven nominated their National Offshore Focal Point.

To comply with the same Decision, which calls for “*an in depth assessment and stock taking analysis of the existing practical measures in place in the Mediterranean countries with regard to Offshore activities*”, a questionnaire on offshore activities was disseminated to the Contracting Parties.

Subsequently, the 1st Offshore Protocol Working Group Meeting was convened on 13-14 June 2013, in Valletta, Malta pursuant to the Decision IG.20/12. The Meeting attended by a total of 44 participants including representatives from 14 Contracting Parties to the Barcelona Convention, benefited from the experience of well-known regulators and experts from various governments, international organizations and operators.



The open dialogues and very active participation of all attendees enabled a wide review of the obligations under the Offshore Protocol and the drawing up of a set of recommendations including the need for the harmonization of the Mediterranean approach with internationally and European recognized best practices, the creation of synergies with other related Programmes and Contracting Parties’ Decisions, and the involvement of the oil and gas industry and NGOs in future activities.

The Meeting also recognized that there were several types of obligations under the Protocol, some of a national dimension, which started by analysing the level of compliance of the national framework with the requirements of the Protocol and some which call for

regional co-operation. In particular, the need to share on a regular basis experience on technical issues and to adopt common approach and standards and to review their implementation, was highlighted. In order to address these issues, which may require specific expertise, taking example of the existing structures in other regional seas, the Meeting recommended, as a priority, the establishment of a dedicated technical forum, as the ad hoc Working Group on the Offshore Protocol was not found suitable in view of its specific and limited mandate. The ad hoc Working Group has been mandated to draft an action plan with strategic objectives but could not address all specific topics. Consequently, the Secretariat has drafted the terms of references of the Barcelona Convention Offshore Oil and Gas Group (BARCO OFOG Group), to be discussed by the next MAP Focal Points Meeting.

To support UNEP/MAP and REMPEC, a tender for consultancy services has been issued to accomplish the following tasks:

Best Practices: According to Article 23 on International rules, standards and recommended practices and procedures, identify and analyse existing recognized international best practices and regulations either from a legislative or an industry point of view, relevant to the implementation of the Offshore Protocol with particular emphasis for the main activities/installations listed in the Protocol (e.g. Article 1).

National questionnaire analysis: Based on the outcome of the questionnaire, carry out a comparative analysis of existing legislative and administrative framework in the region in order to highlight potential gaps between the Offshore protocol requirements and the existing laws or practices;

It is expected that this consultancy service will be carried out in the coming months and should assist in conducting the 2nd Meeting of the Offshore Protocol ad-hoc Working Group tentatively scheduled to be held in Athens, Greece in November 2013.

Annexes

Annex I: REMPEC Staff 2012 – 2013

Professional Staff	
Director – D.1	Mr Frédéric HEBERT
Senior Programme Officer – P.5	Mr Jonathan PACE
Programme Officer (MEP) – P.4 ⁽¹⁾	
Programme Officer (OPRC) – P.4	Mr Gabino GONZALEZ DEOGRACIA
Programme Officer (ENV) – L.3	
Programme Officer – L.4 ⁽²⁾	Mr Joseph ZERFAFA (till 31 December 2012)
Programme Officer – L.4 ⁽²⁾	Mr Albert BERGONZO (till 31 December 2012)
Junior Programme Officer – P.1 ⁽³⁾	Ms Souade NASSERI
General Service Staff	
Administrative/Financial Assistant – G.7 ⁽⁴⁾	Mr Christopher SACCO
Information Assistant – G.7 ⁽⁵⁾	Ms Doreen STELLINI (retired on 1 May 2012)
Assistant to the Director – G.7	Ms Michelle MANGION
Secretary/Administrative Assistant – G.5	Ms Amanda BONAVIA
Clerk/Secretary – G.4	Ms Francesca BORG
Technical Assistant/Logistics – G.4	Mr Mario BONELLO
Administrative Assistant – G.6 ⁽⁶⁾	Ms Lara ATTARD BEZZINA (till 1 November 2012)



⁽¹⁾ Post vacant since resignation of incumbent on 20 October 2010

⁽²⁾ Post refers to SafeMed Project Officer financed by the EC funded MEDA SafeMed II Project 2010-2012 which terminated on 31 December 2012

⁽³⁾ Post financed (thru' a Contribution in Kind) by the French Oil Industry through the International Scientific Volunteer Mechanism. Contract of incumbent will end in mid-November 2013

⁽⁴⁾ IMO contributes Euro 13,000 per annum towards the salary of the Administrative/Financial Assistant

⁽⁵⁾ Post vacant since retirement of incumbent on 1 May 2012

⁽⁶⁾ Post financed by the EC funded MEDA SafeMed II Project 2010-2012. Post became vacant on 1 November 2012 upon resignation of incumbent

Photo: REMPEC Staff (July 2013)

Annex II: REMPEC Funding

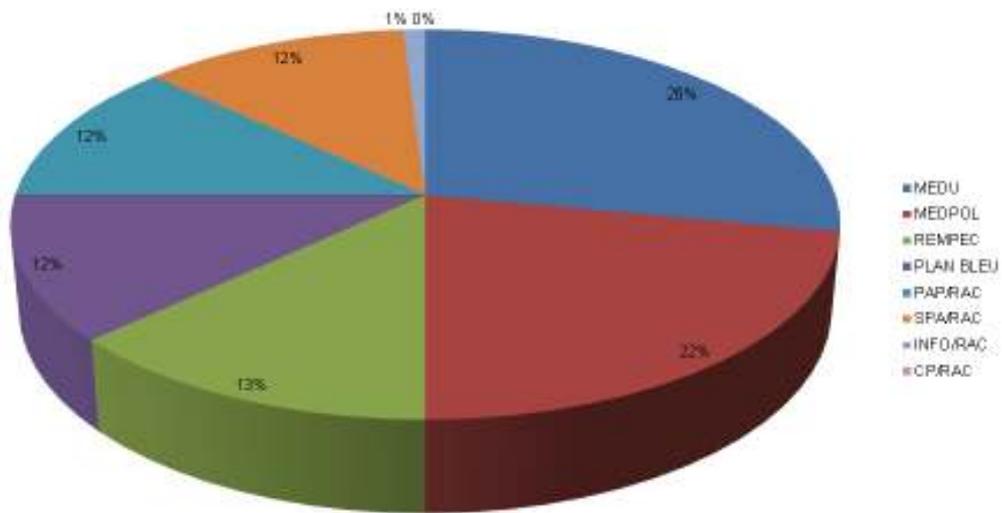


Figure 1: Respective share of MAP Components from regular MTF/EU Vol./CAL budget (Source: UNEP(DEPI)/MED IG.20/8, Decision IG.20/14 - Annex II, Table 8).

NB: The figures used for this chart are the ones of the budget as approved by the Contracting Parties at their 17th Ordinary Meeting. The actual figures differ from these ones as, due to the cash flow difficulties encountered by UNEP/MAP, new positions which were approved in some MAP Components or positions which have become vacant following resignation or retirement of their incumbents were not filled, and corresponding funds were allocated between the other Components to meet their obligations.

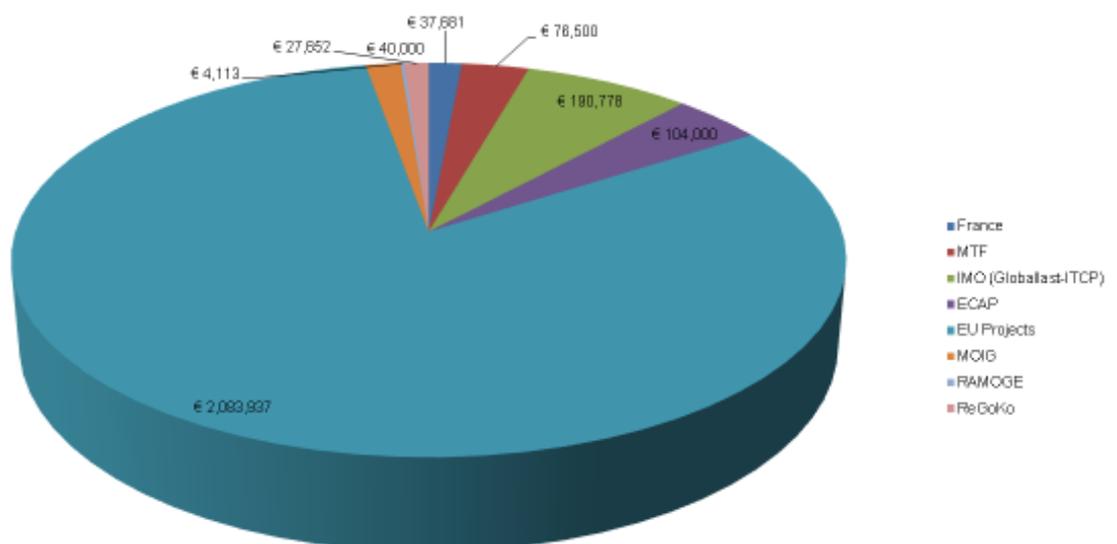


Figure 2: Resource Mobilisation for REMPEC activities 2012-2013 (Source: REMPEC)

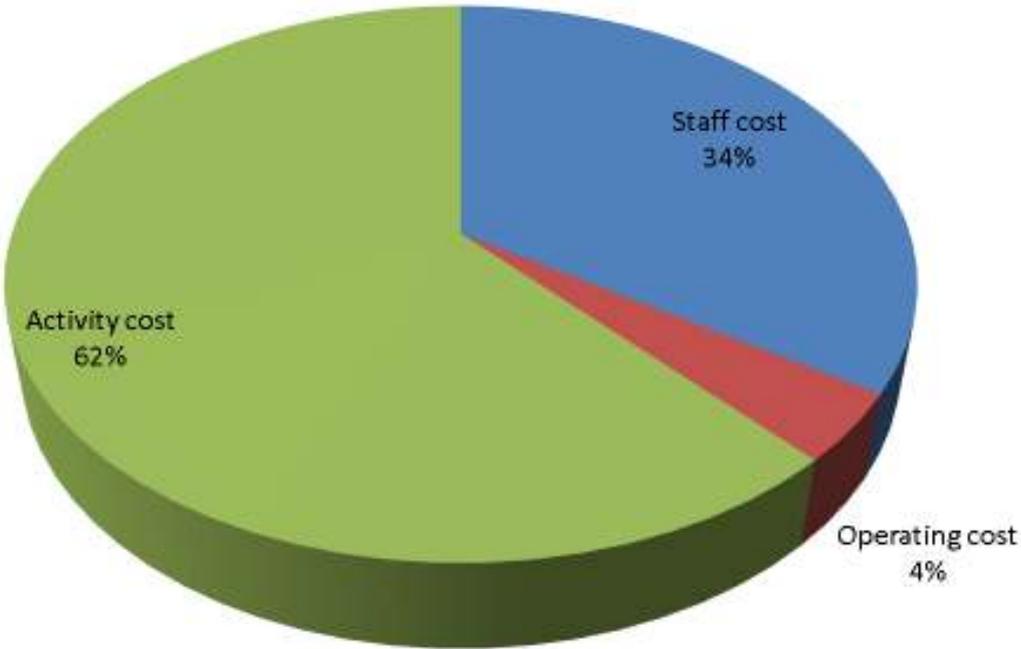


Figure 3: REMPEC's funding (MTF and External funding) 2012-2013 distribution (Source: REMPEC).

Annex III: List of Activities implemented or planned between May 2011 and December 2013

Prevention of maritime accidents

- SafeMed II Project Regional Workshop on the Long-Range Identification and Tracking of Ships (LRIT), 19-20 March 2012, Lisbon, Portugal
- SafeMed II Project Vessel Traffic Services (VTS) Training Programme, April–December 2012

Prevention of pollution from ships

- Regional Workshop on the Implementation of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS), 7-8 June 2011, Larnaca, Cyprus
- SafeMed II Project National Workshop on the Voluntary IMO Member State Audit Scheme (VIMSAS), 17-21 July 2011, Acre, Israel
- SafeMed II Project Flag State Implementation Course, 5-9 September 2011, Malmo, Sweden
- SafeMed II Project Regional Port State Control Officers Training Course, 19-21 September 2011, Lisbon, Portugal
- SafeMed II Project National Workshop on the Voluntary IMO Member State Audit Scheme (VIMSAS), 10-14 October 2011, Tunis, Tunisia
- National Seminar on the Ballast Water Management (BWM) Convention, 30 October- 3 November 2011, Alexandria, Egypt
- SafeMed II Project Regional Seminar on Maritime Accident Investigation, 21-22 November 2011, Lisbon, Portugal
- SafeMed II Project Voluntary IMO Member State Audit Scheme (VIMSAS) Mock Audit, 8-15 January 2012, Israel
- SafeMed II Project ISM Auditor Training Courses, 29 May-1 June 2012, Marseille, France
- SafeMed II Project Training of Maritime Inspectors in the Application of the ILO Maritime Labour Convention (MLC), 2006, 18-29 June 2012 and 17-28 September 2012, Turin, Italy
- SafeMed II Project Consolidation and Implementation Training Course on the Ballast Water Management (BWM) Convention, 2004, 8-9 May 2012, Sliema, Malta
- National Seminar on the Ballast Water Management (BWM) Convention, 25-26 June 2012, Tunis, Tunisia
- National Seminar on the Ballast Water Management (BWM) Convention, 15-16 October 2012, Casablanca, Morocco
- National Seminar on the Ballast Water Management (BWM) Convention, 18-19 October 2012, Acre, Israel
- SafeMed II Project advanced Course on Flag State Implementation, 29 October-9 November 2012, Genoa, Italy
- Regional Workshop on Port Reception Facilities, 27-29 November 2012, Antwerp, Belgium
- National Workshop on the International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS), 18-19 December 2012, Istanbul, Turkey
- Meeting on the Establishment of a Network of Law Enforcement Officials relating to MARPOL in the Mediterranean Sea (MENELAS), 25-26 June 2013, Palma de Mallorca, Spain
- Coordinated Aerial Surveillance Operation for illicit ship pollution discharges (opération de surveillance coordonnée aérienne des rejets des navires en Méditerranée – OSCAR-MED 2013) in the Western Mediterranean, 24-26 June 2013, Palma de Mallorca, Spain
- National Seminar on the Ballast Water Management (BWM) Convention, 1-2 October 2013, Algiers, Algeria

Preparedness and response

Trainings and Workshops

- National Workshop on Contingency Planning and Table Top Exercise, 5-7 July 2011, Durres, Albania
- National Pilot Training Course on Oil Spill Waste Management, 19-21 September 2011, Jerusalem, Israel
- Workshop on Oil Spill Risk Assessment in the Mediterranean Sea (MEDEXPOL 2011), 29 November - 1 December 2011, Barcelona, Spain
- National Pilot Training Course on Oil Spill Waste Management, 8-10 May 2012, Tunis, Tunisia
- Sub-regional Workshop on Claims Management for Arab Speaking Countries and Technical Session on Assistance support cost and reimbursement, 28-30 November 2012, Mohammedia, Morocco
- SafeMed II Project Regional Training Course on the HNS Protocol 2010, 12-13 December 2012, St Julian's, Malta
- Adriatic Spill Conference on spill prevention, preparedness and response ADRIASPILLCON 2013, 14-16 May 2013, Opatija, Croatia
- POSOW Train the Trainer Courses, 21-23 May and 28-30 May 2013, Brest, France
- POSOW Train the Trainer Courses, between October and December 2013, 10 trainings in Croatia, Cyprus, France, Greece, Italy, Malta, Slovenia and Spain
- MEDEXPOL 2013, tentatively 26-27 November 2013, Athens, Greece

Exercises

- TEL-BAHR 2011, 10 May 2011, Skikda, Algeria
- DEEP SEA, 2-3 June 2011, Israel
- MALTEX 2011, Malta, 14 September 2011
- Istanbul Oil Spill National Exercise, 28 September 2011, Istanbul, Turkey
- RAMOGEPOL HAVEN 2011, 24 October 2011, Genoa, Italy
- MALTEX 2012, 11-12 September 2012, Malta
- ADRIATIC 2012, 25-26 September 2013, Durres, Albania
- SIMULPOL 2012, 16-17 October 2012, Oran & Arzew, Algeria
- TIFANI, 22-23 October 2012, Haifa, Israel
- POLLUX 2013, 15-19 April 2013, Trieste, Italy

Offshore

- 1st Offshore Protocol Working Group Meeting, 13-14 June 2013, Valletta, Malta
- 2nd Offshore Protocol Working Group Meeting, tentatively 27-28 November 2013, Athens, Greece

Annex IV: List of Alerts and Accidents between May 2011 and August 2013

The database aims at providing competent authorities of the Contracting Parties to 1976 Emergency Protocol and of the 2002 Prevention and Emergency Protocol, as well as other interested parties with a set of data on accidents in the Mediterranean, which should be used in conjunction with other data such as those relating to maritime transportation of oil and chemical substances, to identify more precisely the risk of accidental pollution and subsequently to facilitate taking appropriate measures concerning preparedness and response at both national and regional levels.

In February 1976, the coastal States of the Mediterranean region, by adopting the Protocol Concerning Co-operation in Combating Pollution of the Mediterranean Sea by Oil and Other Harmful Substances in Cases of Emergency, committed themselves inter alia to inform each other, either directly or through the Regional Centre, of all accidents causing or likely to cause pollution of the sea by oil or other hazardous substances and of the presence of spillages observed at sea, as well as of their assessments and actions taken to respond to the pollution and the evolution of the situation. The same commitment remained in the new Protocol concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea, adopted in January 2002.

According to the Guidelines for Co-operation in Combating Oil Pollution (adopted in 1987) the Contracting Parties should report to the Regional Centre (REMPEC), at least all spillages or discharges of oil in excess of 100 cubic metres, as soon as they have knowledge of them.

The database is regularly updated. The information on each event recorded in the database includes information on the date and place of the spill or accident, the ship(s) or installation(s) involved, the source of information, the type and quantity of pollutant, a brief description of the accident and, when available, of actions taken and consequences of the accident.

There is a large number of shipping accidents that occur in the Mediterranean every year and REMPEC is regularly informed of these through Lloyd's Casualty Reporting Services (LCRS), Lloyd's List, its national Focal Points or through other sources. Since majority of such accidents neither result in pollution of the sea nor pose any risk of marine pollution, the lists included in the present document record only the accidents that actually caused pollution of the Mediterranean Sea by oil or other hazardous and noxious substances (HNS) or were likely to cause it. The accidents that have been included in the list include those that satisfy one or more of the following criteria:

- Accident happening in the Mediterranean Sea as defined in the Barcelona Convention. Mediterranean Sea is bounded to the west by the meridian passing through Cape Spartel lighthouse, at the entrance of the Straits of Gibraltar, and to the east by the southern limits of the Straits of the Dardanelles between the Mehmetcik and Kumkale lighthouses;
- Accident involving any type of ship, which actually resulted in an oil spill, a spill or release of a hazardous and noxious substance, or in a loss or damage to a container containing HNS;
- Accidents on land (terminals, storage tanks, pipelines, industries, power plants, etc.) that resulted in entry into the sea of oil or HNS;
- Accident involving one or more oil tankers or chemical tankers (either laden or not);
- Collisions, groundings or other accidents causing serious damage to the ships involved, in particular if these carried or could carry significant quantities of fuel oil as bunkers;
- All accidents involving sinking of vessels that had on board any quantity of oil as bunkers; and
- All accidents involving sinking of vessels that carried HNS as cargo (either in bulk or in packaged form).



UNEP-PNUE



**Regional Marine Pollution Emergency Response
Centre for the Mediterranean Sea - REMPEC**
Maritime House, Lascaris Wharf,
Valletta, VLT 1921, Malta
Tel: +356 21 337 296/7/8
Fax: +356 21 339 951
24-hour Emergency No: +356 99 497 978
rempec@rempec.org | www.rempec.org