MEDITERRANEAN ACTION PLAN (MAP)
REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE MEDITERRANEAN SEA (REMPEC)

Second Meeting of the Competent National Authorities for the Preparation of the Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel

REMPEC/CGI CP/WG.2/2
Date: 05 December 2016

Valletta, Malta, 13 December 2016

Original: English

Agenda Item 3

DOCUMENT OF THE DRAFT SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

Note by the Secretariat

SUMMARY

Executive Summary: This Document provides the first Draft Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel, and its annexes as prepared by the Consultant.

Action to be taken: Paragraph 3

Related document: REMPEC/CGI SCP/WG.1/4, REMPEC/CGI SCP/WG.1/8, REMPEC/CGI SCP/WG.2/1/1

Background

1. Within the framework of the "Joint Declaration of Intent on Cooperation in the Field of Environmental Protection'' signed by the Ministers responsible for environment of Cyprus, Greece and Israel in Jerusalem April 2016, which identified inter alia the protection of marine and coastal environment and "in particular preparedness and response to major marine pollution incidents in the Mediterranean, resulting from ships, offshore hydrocarbon (oil and gas) exploration and exploitation activities and hydrocarbon pipelines" as the first priority area in which the three countries intend to advance their cooperation, the competent national authorities of the three countries expressed their desire to formulate and implement a joint sub-regional marine pollution contingency plan and requested REMPEC to assist them in this endeavour.

2. In accordance with its mandate to assist the Contracting Parties in developing and implementing sub-regional agreements (Article 17 of the 2002 Prevention and Emergency Protocol), REMPEC agreed to assist Cyprus, Greece and Israel in the development of a joint Sub-regional Marine Pollution Contingency Plan (CGI SCP), as well as of an Agreement concerning its implementation and proposed to divide the entire process of developing and implementing the Plan into short, medium and long term phases.

3. The Parties agreed that the **short term phase** would include the development and adoption of the Plan, which would be followed by a **mid-term** and **long-term phases** focusing on the implementation of the CGI SCP.

4. In accordance with the conclusions and recommendations of the First Meeting of the Competent National Authorities for the Preparation of the CGI SCP, held in Barcelona, Spain on 9 December 2016, REMPEC with the support of a consultant, prepared the first Draft of the CGI SCP and the First Draft of the Agreement to implement the CGI SCP to be discussed during the Second Meeting of the Competent National Authorities for the Preparation of the Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel, to be held in Valletta, Malta, 13 December 2016.

5. The said First Draft Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel is reproduced in the Appendix to the present document and the first Draft Agreement is presented in appendix to document REMPEC/CGI SCP/WG.2/3.

Action requested by the Meeting

6. The Meeting is invited to examine, discuss, amend as necessary and take note of the first Draft Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel and to provide guidance for the preparation of the second Draft Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel.



APPENDIX

[DRAFT]

SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

Version 1

November 2016

FOREWORD

The [present Draft] Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel was prepared in collaboration between the competent national authorities responsible for preparedness for and response to accidental marine pollution of the Republic of Cyprus (Cyprus), the Hellenic Republic (Greece) and the State of Israel (Israel), and the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), with the support of a Consultant.

The Ministers responsible for environmental matters of Cyprus, Greece and Israel respectively met in Jerusalem in April 2016 and after considering various pressures on the marine environment and coastal zones in the Mediterranean, signed on 6 April 2016 the "Joint Declaration of Intent on Cooperation in the Field of Environmental Protection". This Declaration identified *inter alia* the protection of marine and coastal environment and "in particular preparedness and response to major marine pollution incidents in the Mediterranean, resulting from ships, offshore hydrocarbon (oil and gas) exploration and exploitation activities and hydrocarbon pipelines" as the first priority area in which the three countries intend to advance their cooperation.

The competent national authorities [The Governments] of Cyprus, Greece and Israel consequently agreed to adopt, within the framework of the Protocol concerning Co-operation in Preventing Pollution from Ships and, in case of Emergency, Combating Pollution of the Mediterranean Sea (Prevention and Emergency Protocol) to the Barcelona Convention, a Sub-regional Marine Pollution Contingency Plan for responding promptly and effectively to major marine pollution incidents, affecting or likely to affect the territorial sea, coasts and related interests of any of the three countries concerned.

Taking into consideration the mandate of REMPEC to assist the Contracting Parties in developing and implementing sub-regional agreements (Prevention and Emergency Protocol, Article 17), the competent national authorities of the three countries concerned requested REMPEC to assist them in formulating and implementing a joint Sub-regional Marine Pollution Contingency Plan and the Agreement on its implementation.

TABLE OF CONTENTS

ANNEXES

1. INTRODUCTION

1.1 BACKGROUND

The risk of incidents likely to cause massive oil pollution in the Mediterranean Sea remains high due to the intensive vessels' traffic in the region, to an increase in offshore oil and gas exploration and exploitation activities and to an expansion of oil and gas pipelines.

According to the "Study of Maritime Traffic Flows in the Mediterranean Sea", published by REMPEC in 2008, the Mediterranean Sea was amongst the world's busiest waterways accounting for 15 per cent of global shipping activity by number of calls and 10 per cent by vessel deadweight tonnes (DWT), and the overall vessel activities have been rising steadily since the mid 1990's. The Mediterranean is also a major transit route, and it was estimated that in 2006 approximately 10,000, mainly large, vessels transited the area en-route between non Mediterranean ports. Tankers represented the largest portion of Mediterranean coastal States' trade and dominated intra Mediterranean trade, representing almost 60 per cent of it. It was estimated that some 18 per cent of global seaborne crude oil shipments took place within or through the Mediterranean.

The major crude oil traffic routes include shipments from Black Sea to the Mediterranean ports, from Sidi Kerir in Egypt to both the Mediterranean and ports west of Gibraltar, and from the Persian Gulf through the Mediterranean via Suez. In the LNG sector the exports from the North African countries predominate, although an increase in transport of LNG from the Levantine basin could also be expected once the natural gas fields in this area become fully operational.

The number of laden oil tankers observed in the Mediterranean in 2006 was 4224 and these carried some 421 million tonnes of crude oil. Nearly 11 % of these were in transit and carried approximately 72 million tonnes of crude oil en route between non-Mediterranean ports. The Study published by REMPEC envisaged an increase in the density of crude oil tanker deployment in the Eastern Mediterranean.

Moreover, the analysis has shown that the average age of vessels calling at ports in the eastern Mediterranean was significantly higher than that of vessels calling at western and central Mediterranean ports, which could potentially expose the eastern Mediterranean to a greater risk of a casualty related pollution event.

The risk associated with heavy maritime traffic in general, and of crude oil and gas traffic in particular, compels the Mediterranean coastal States to work constantly towards increasing their level of preparedness for responding to accidental marine pollution. These efforts are required at national as well as at bilateral, multilateral, sub-regional and regional levels.

The Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (Barcelona Convention) and its related Protocol Concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea (Prevention and Emergency Protocol) provide the legal framework for actions concerning regional co-operation in the field of preparedness for and response to accidental marine pollution. By ratifying the Convention and its related Protocol, the Contracting Parties legally committed themselves and firmly expressed their political will to take, both individually and jointly, necessary actions aimed at *inter alia* effectively responding to accidental marine pollution.

It is noted that the Protocol for the Protection of the Mediterranean Sea against Pollution Resulting from Exploration and Exploitation of the Continental Shelf and the Seabed and its Subsoil (referred to as Offshore Protocol, adopted in 1994 and entered into force in 2011) includes several provisions reflecting those in Prevention and Emergency Protocol. These provisions concern in particular safety measures (Article 15), contingency planning (Article 16), notification (Article 17) and mutual assistance in case of emergency (Article 18). Moreover, Offshore Protocol stipulates in Article 16 that "in case of emergency the Contracting Party shall implement *mutatis mutandis* the provisions of the [Prevention and Emergency Protocol]", and also specifies in Article 18 that "in cases of emergency, the Party requiring assistance in order to prevent, abate or combat pollution resulting from activities may request help from the other Parties either directly or through (…) REMPEC. For this purpose the Party which is also a Party to [Prevention and Emergency Protocol] shall apply the pertinent provisions of the said Protocol."

Under the Prevention and Emergency Protocol, the Contracting Parties have certain obligations which primarily concern: the development of their national contingency plans and pollution response capabilities; the dissemination of information to the other Parties regarding their national organization and their competent national authorities, either directly or through the Regional Centre; informing the other Parties, either directly or through the Regional Centre, of all pollution incidents, their subsequent development and the response measures taken; and providing assistance to a Party which so requests.

The Meetings of the Contracting Parties to the Barcelona Convention, as well as the Meetings of the Focal Points of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), constitute the forums for decision-making regarding the definition of policies related to regional co-operation in the field of preparedness for and response to accidental marine pollution. They also provide the institutional framework for the adoption of various measures aimed at achieving the objectives of the Prevention and Emergency Protocol.

Parties to the Protocol shall (Article 4) “endeavour to maintain and promote, either individually or through bilateral or multilateral cooperation, contingency plans and other means of preventing and combating pollution incidents. These means shall include, in particular, equipment, ships, aircraft and personnel prepared for operations in cases of emergency (…)”. Any Party to the Prevention and Emergency Protocol faced with a pollution incident shall (Article 10.1.b) “take every practicable measure to prevent, reduce and, to the fullest possible extent, eliminate the effects of the pollution incident”. Finally, Parties to the Protocol shall (Article 12.1) use their best endeavours to render assistance to any Party which so requests.

Accordingly, with a view to complying with their obligations under the Prevention and Emergency Protocol, the States should be prepared for the intervention of their public authorities both at the national level, as well as for international co-operation and mutual assistance. The existence of national arrangements for preparedness and response is indispensable for rapid and efficient action. In general these arrangements include good administrative organization where the responsibilities of the various authorities for taking actions and co-ordinating the follow-up of such actions are clearly defined.

The existence of good response capabilities at the national level is the fundamental prerequisite for any regional co-operation and mutual assistance, and it is therefore essential that the Party threatened by a pollution incident has available certain necessary resources allowing it to initiate spill response operations and to protect the most sensitive sites during the crucial initial period after the incident, without having to wait for the arrival of possible assistance from another Party.

It has been recognized that pooling of resources and expertise provides a cost-effective and efficient way of responding to a major spill which cannot immediately be dealt with by the existing resources of a single country. It is also widely accepted that co-operation in response to major oil spills is likely to involve in the first place the States close enough to render assistance. Organizing such co-operation requires detailed planning by the neighbouring or nearby States, and this can be best achieved through operational arrangements adopted within the framework of a Regional Agreement such as the Prevention and Emergency Protocol. The development of contingency plans at the sub-regional level then permits a more detailed consideration of specific local factors.

The Prevention and Emergency Protocol in its Article 17 states that “the Parties may negotiate, develop and maintain appropriate bilateral or multilateral sub-regional agreements in order to facilitate the implementation of this Protocol, or part of it. Upon request of the interested Parties, the Regional Centre shall assist them, within the framework of its functions, in the process of developing and implementing these sub-regional agreements”.

Such operational arrangements, developed within the framework of the Prevention and Emergency Protocol between neighbouring coastal States, represent the best way of defining conditions of co-operation and of establishing the responsibilities at the appropriate levels. They aim at facilitating the development of response operations, and at coordinating the use of the available means in a defined geographical area. They also outline beforehand the financial conditions and administrative provisions of the actions, thus permitting rapid intervention in case of emergency, whilst removing the need for lengthy negotiations during the course of a pollution event.

In particular, one of the recommendations adopted by the Seventh Ordinary Meeting of the Contracting Parties to the Barcelona Convention held in Cairo in October 1991 (UNEP(OCA)/MED IG.2/4 Annex IV, Cairo, October 1991) encourages the Contracting Parties that "Prior to any accident the neighbouring States should endeavour to conclude bilateral agreements, including among others, arrangements specifying in advance the financial conditions and administrative modalities related to co-operation in case of emergency.(...)".

1.2 ACRONYMS AND DEFINITIONS

Acronyms

CECIS	Common Emergency Communication and Information System (of the EU)
CGI SCP	Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel (also referred to as “the Plan”)
EC	European Commission (of the EU)
EMSA	European Maritime Safety Agency
EU	European Union
ERC	Emergency Response Centre
ERCC	Emergency Response Coordination Centre (within the Directorate-General for European Civil Protection and Humanitarian Aid Operations (ECHO) of the European Commission)
HSO	Health and Safety Officer
IMO	International Maritime Organization
IOPC Funds	International Oil Pollution Compensation Funds
JERC	Joint Emergency Response Centre
JRO	Joint Response Operation(s)
NCP	National Contingency Plan
NOSC	National On-Scene Commander
OPRC 90	International Convention on Oil Pollution Preparedness, Response and Cooperation
PIO	Public Information Office
POLREP	Pollution Report
REMPEC	Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea
SITREP	Situation Report
SOSC	Supreme On-Scene Commander
SCP	Sub-regional Contingency Plan
UTC	Universal Time Co-ordinated
VHF	Very High Frequency

Definitions

For the purpose of the Plan the terms and phrases used in the text and listed in the left column of the table shall have the meanings defined next to it.

Area of interest	The sea waters not included in the areas of responsibility, in which occurrence of a pollution incident affects or is likely to affect the related interests of one or more of the Parties.

Area of responsibility	Territorial sea of the Republic of Cyprus, the Hellenic Republic and the State of Israel respectively, within the Mediterranean Sea, as established in accordance with the international law.
Barcelona Convention	Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (adopted in Barcelona on 10 June 1995, and replacing the original Convention for the Protection of the Mediterranean Sea which was adopted in Barcelona on 16 February 1976).
Emergency Response Centre	An office, manned 24 hours a day and equipped with appropriate communications equipment, which has been set up, for the purpose of the Plan, by each Party and which serves as the Operations Room of NOSC or SOSC respectively, whenever the Plan is activated.
Governmental Authority	Designated competent Department (division, branch) having the governmental responsibility for dealing with marine pollution incidents.
Joint Emergency Response Centre (JERC)	Emergency Response Centre of the Lead Party.
Joint Response Operations (JRO)	All pollution response operations in which personnel, equipment, products and/or other means of at least two Parties to the Plan are involved.
Lead Authority	Operational Authority of the Lead Party.
Lead Party	The Party in whose area of responsibility or area of interest a pollution incident has occurred and who has activated the Plan or requested assistance within the framework of the Plan.
Liaison Officer	An officer from the Party participating in the Joint Response Operations, who is integrated in the staff of the SOSC, with a view to providing necessary information on national resources rendered as assistance to the Lead State and facilitating communications with his/her respective NOSC.
Maritime Casualty	A collision of ships, stranding or incident of navigation, or other occurrence on board a ship or external to it resulting in material damage or imminent threat of material damage to a ship or cargo.
National On-Scene Commander (NOSC)	An officer, designated by the Operational Authority, having operational control of all national pollution response resources which might, if so requested, participate in Joint Response Operations. (Note: NOSC is preferably, but not necessarily, the same officer who performs the duty of On-Scene Commander under the National Contingency Plan).
Offshore unit	Any fixed or floating offshore installation or structure engaged in gas or oil exploration, exploitation or production activities, or loading or unloading of oil.
Oil	Petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products.
Oil pollution incident	An occurrence or series of occurrences having the same origin, which results or may result in a discharge of oil and which poses or may pose a threat to the marine environment, or to the coastline or related interests of one or more States, and which requires emergency action or other immediate response.
Operational Authority	Designated competent Department (division, branch) having

	the operational responsibility for dealing with marine pollution incidents.
Operational Command	Overall co-ordination and control of Joint Response Operations, including national resources as well as strike teams, equipment and other resources (aircraft, vessels) rendered as assistance by other Parties. It is exerted by the Operational Authority of the Lead State, through the Supreme On-Scene Commander (SOSC).
Operational Control	Direct control over personnel, means and units taking part in the Joint Response Operations, including giving instructions and supplying information necessary for execution of response operations. It is exerted by National On-Scene Commanders (NOSCs) of the Parties taking part in the operations, or by officers designated by them.
Operations at sea	Any measures, including intervention on the source of pollution, aerial surveillance, containment of the pollutant, recovery of the pollutant, application of treatment agents from vessels and aircraft, or any other action taken at open sea (off shore) in order to respond to a pollution incident, to restrict the spreading and facilitate removal of the pollutant, and to mitigate the consequences of the incident.
Operations on shore	Any action taken on shore or in the sea immediately adjacent to it, in order to recover, remove or destroy the pollutant and reduce its impact or effects.
Pollutant	Has the same meaning as “oil”.
Pollution incident	Has the same meaning as “oil pollution incident”.
Pollution Report (POLREP)	The incident report by which one Party warns the other Parties of a spill and through which it notifies the other Parties of the activation of the Plan.
Prevention and Emergency Protocol	Protocol concerning Co-operation in Preventing Pollution from Ships and, in case of Emergency, Combating Pollution of the Mediterranean Sea (to the Barcelona Convention); adopted in Malta on 25 January 2002, entered into force on 17 March 2004, thus replacing the 1976 Protocol concerning Co-operation in Combating Pollution of the Mediterranean Sea by Oil and other Harmful Substances in Cases of Emergency.
Public Information Office (PIO)	An office in charge of informing the media on the course of events and advising the SOSC on public information.
Related interests	According to the Article 1(d) of the Prevention and Emergency Protocol, “Related interests” means the interests of a coastal State directly affected or threatened and concerning, among others: i) maritime activities in coastal areas, in ports or estuaries, including fishing activities; ii) the historical and tourist appeal of the area in question, including water sports and recreation; iii) the health of the coastal population; iv) the cultural, aesthetic, scientific and educational value of the area; v) the conservation of biological diversity and the sustainable use of marine and coastal biological resources.
Ship	A vessel of any type whatsoever operating in the marine

	environment and including hydrofoil boats, air-cushion vehicles, submersibles, and floating craft of any type
Situation Report (SITREP)	Report by which the Lead Party informs the other Parties concerned about the situation.
Strike team	A group of personnel, sent as assistance from one Party to another in order to take part as an independent unit in response operations. It may include personnel on board vessels, aircraft or other self-contained units or personnel assisting in shore clean-up operations.
Supreme On-Scene Commander (SOSC)	A designated officer of the Lead Party, having the overall operational command of all Joint Response Operations undertaken within the framework of the Plan.
Tactical Command	Directing and supervising the execution of specific tasks by teams and/or units on the scene of operations. It is exerted by the leaders of such teams and/or commanders of units.
(The) Parties	The Republic of Cyprus, the Hellenic Republic and the State of Israel
(The) Plan	The Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel (also referred to as “CGI SCP”).

1.3 PURPOSE AND OBJECTIVES

Purpose

The purpose of this Plan is to establish, within the framework of the Prevention and Emergency Protocol to the Barcelona Convention and according to the obligations of the Contracting Parties under this Protocol, a mechanism for mutual assistance, under which the competent national authorities of Cyprus, Greece and Israel will co-operate in order to co-ordinate and integrate their response to marine pollution incidents either affecting or likely to affect the territorial sea, coasts and related interests of one or more of these countries, or to incidents surpassing the available response capacity of each of these countries alone.

Objectives

The general objective of the Plan is to organize a prompt and effective response to oil spills affecting or likely to affect the area of responsibility and/or the area of interest of one or more of the countries concerned and to facilitate the co-operation between Cyprus, Greece and Israel in the field of oil pollution preparedness and response.

The specific objectives of the Plane are:

i) to determine the extent of co-operation for the implementation of the Plan between the responsible authorities, at the operational level;

ii) to define the areas of responsibility of the Parties;

iii) to divide the responsibilities and to anticipate the transfer of responsibility from one Party to another;

iv) to establish the principles of command and liaison, and to define the corresponding structures;

v) to provide arrangements concerning the operation of ships and aircraft of one of the Parties within the area of responsibility of the other Parties;

vi) to specify the type of assistance which might be provided and the conditions under which it will be provided;

vii) to determine in advance the financial conditions and administrative modalities related to co-operative actions in case of emergency.

In order to achieve these objectives the Parties agree to take the following actions through the implementation of the Plan:

- to develop appropriate preparedness measures and effective systems for detecting and reporting pollution incidents affecting or likely to affect their respective areas of responsibility;

- to promote and implement sub-regional cooperation in the fields of contingency planning, prevention of, preparedness for and response to oil pollution incidents;

- to establish the necessary measures to contain spreading and to minimize the hazard posed by oil spills;

- to develop and implement a programme of training and exercises for different levels of personnel involved in oil pollution prevention, preparedness and response;

- to develop procedures to strengthen regional co-operation.

1.4 SCOPE AND COVERAGE

The Plan is applicable whenever an oil pollution incident threatens or is likely to threaten one or more Parties and is of such magnitude that calling on the other Parties for assistance is justified.

The incident might be an oil pollution incident which occurs in the area of responsibility of one Party and threatens the area of responsibility of another Party, or an oil pollution incident that does not threaten other countries, but requires countermeasures that are beyond the capacity of the resources available within the affected Party.

The plan applies equally to all oil pollution incidents, regardless of whether these originate from a maritime casualty (a ship) or from an incident involving an offshore unit.

The Parties agree that response operations in case of an oil pollution incident which occurs within the area of responsibility of one of the Parties will be conducted in accordance with the provisions of the National Contingency Plan of the Party concerned.

The coverage of the Plan comprises the areas of responsibility and the areas of interest of Cyprus, Greece and Israel, within the Mediterranean Sea.

2. POLICY AND RESPONSIBILITIES

2.1 JOINT POLICY

With a view to organizing co-operation in responding to accidental marine pollution and to effectively assisting each other in case of emergency, the Parties shall, within the framework of this Plan:

- designate competent national Authorities responsible for marine pollution preparedness and response, at governmental and operational levels respectively, who will co-operate in order to respond promptly and effectively to a pollution incident;

- maintain in a permanently operational state an appropriate communications network for the exchange of information relevant to the Plan;

- report to each other pollution incidents occurring in their area of responsibility or pollution incidents occurring in the area of interest which may affect another Party;

- set up and maintain in good working order stockpiles of pollution response equipment and products;

- endeavour to have available strike teams composed of persons properly trained and experienced in accidental marine pollution response operations. These resources shall be made available to a Party who so requests within the framework of this Plan for use in Joint Response Operations (JRO), taking always into consideration that the assisting Party/ies should not deplete its/their national resources beyond a reasonable level of preparedness;

- define and apply in case of activation of the Plan, a common policy regarding pollution response methods and techniques, including elimination of the source of pollution, containment and recovery of floating oil at sea, use of dispersants, protection of sensitive areas, and shore clean-up;

- define a mechanism for financing mutual assistance operations undertaken within the framework of the Plan;

- follow a common policy as regards delivering, receiving, using and returning to the country of origin, any equipment and other resources requested and/or rendered as assistance within the framework of the Plan.

2.2 DESIGNATION AND RESPONSIBILITIES OF COMPETENT NATIONAL AUTHORITIES AND CONTACT POINTS

The Parties recognize two levels of responsibility with respect to the implementation of the present Plan, namely governmental and operational levels respectively.

The Governmental Authority, the Operational Authority and the Contact Point for receiving reports on pollution incidents within each Party shall be designated in consultation between the Governmental Focal Point of REMPEC and the OPRC Focal Point of REMPEC of that Party.

The Governmental Focal Point of REMPEC of each Party shall officially inform its counterparts in the other Parties to the Plan and REMPEC of the competent national authorities and contact points which have been designated to act as the Governmental Authority, the Operational Authority and the Contact Point respectively, for the purpose of the Plan.

Each Party has the right to decide that, for the purpose of the Plan, a single national authority shall act as both the Governmental and the Operational Authority.

a) Governmental Authorities

At the governmental level, the responsibility for the implementation of the Plan rests with the following competent national authorities, officially designated by their respective Governments:

Republic of Cyprus:	*[e.g. Department of Fisheries and Marine Research, Ministry of Agriculture, Rural Development and Environment]*
Hellenic Republic:	[e.g. Marine Environment Protection Directorate, Hellenic Coast Guard, Ministry of Maritime Affairs and Insular Policy]
State of Israel:	[e.g. Marine Environment Protection Division, Ministry of the Environmental Protection]

Within the framework of the Plan, the responsibilities of the Governmental Authorities include:

- supervising the implementation of the Plan;
- revising and amending the Plan;
- supervising the updating and implementation of the National Contingency Plan (NCP) and ensuring compatibility between the NCP and the present Plan.

Relevant contact details of the competent national **Governmental Authorities** are given in **Annex 1**.

b) Operational Authorities

The responsibility for the implementation of the operational provisions of the Plan and for JRO rests with the national **Operational Authorities** listed in **Annex 1**, which also contains relevant contact details of these Authorities.

Within the framework of the Plan the responsibilities of the Operational Authorities include:

i) responsibilities related to the maintenance of the Plan:

- ensuring that the appropriate level of preparedness, including trained personnel, equipment and other assets as stipulated by the Plan, is maintained at the national level;
- setting up and maintaining the communications network needed for the implementation of the Plan;
- supervising and co-ordinating, at the national level, all other activities indicated in the Plan;

ii) responsibilities related to the implementation of the Plan in case of emergency:

- activation of the Plan in cases defined in Article 2.4 and notification of other Parties;
- pollution reporting in accordance with the standard POLREP system;
- co-ordination, at the level of each country concerned, of response operations in case of activation of the NCP and of JRO in case of subsequent activation of the present Plan;
- co-ordination, at the national level, of the participation of other national Authorities and/or services in JRO;
- taking decisions concerning requesting and rendering assistance;
- co-ordination of sending, receiving, using and returning, as appropriate, of personnel, equipment and other resources rendered as assistance within the framework of the Plan.

The Operational Authorities shall be the same Authorities that have the overall operational command of marine pollution response measures taken within the framework of their respective NCPs.

c) Contact Points

National Contact Points are responsible for receiving reports on pollution incidents and for transmitting this information to their respective Operational Authorities and other interested parties within the country. The list of National Contact Points and their relevant contact details are given in **Annex 1**.

2.3 EXCHANGE OF INFORMATION

The Parties shall keep each other correctly informed at all times on:

a) competent national Authorities, responsible at the governmental level for the implementation of the Plan, and on the responsible officers within these Authorities;

b) national Operational Authorities, responsible at the operational level for the implementation of the Plan and for exercising Operational Command in cases of JRO, and on the responsible officers within these Authorities;

c) national Contact Points responsible for receiving reports of pollution incidents;

d) designated national Emergency Response Centres (ERC);

e) designated National On-Scene Commanders (NOSC);

f) designated competent Customs Offices;

g) at least those parts of their respective National Contingency Plans which might be relevant in case of conducting JRO (cf. Article 3.7);

h) inventories of pollution response equipment and products, as well as other resources (e.g. vessels and aircraft) available in each country for use in JRO;

i) directories of experts, trained personnel and strike teams designated by each Party to take part in JRO.

The information listed above shall be attached to the Plan in **Annexes 1, 3** and **4**, as appropriate.

Parties shall inform each other on any changes in the information listed above as soon as these occur, using the routine communication channels.

Each Operational Authority is responsible for the accuracy of all information pertinent to its Party.

Each Operational Authority shall acknowledge receipt of any changes and/or modifications regarding the above information, and is responsible for updating its respective copy/copies of the Plan accordingly.

The English language shall be used in all communications related to the Plan.

2.4 MECHANISM FOR THE ACTIVATION OF THE PLAN

The Plan shall be activated by the Operational Authority of one of the Parties in the following cases:

- occurrence, within the area of responsibility of the Party who activates the Plan, of an incident which threatens to affect or has already affected the area of responsibility of another Party;

- occurrence of an incident within the area of interest, but outside the area of responsibility of the Party who activates the Plan, if in the opinion of the Operational Authority of this Party, there is a reasonable threat for the territorial sea, coasts or other related interests of that Party;

- occurrence, within the area of responsibility of the Party who activates the Plan, of an incident whose severity surpasses the response capabilities of the Party concerned alone.

In the cases of emergency listed above, the Plan shall be activated after consultations with the other Parties concerned. However, when the situation does not permit such consultations, the affected Party may activate the Plan without prior consultations.

When in the opinion of the Authority of one of the Parties its interests are threatened by a pollution incident which has occurred just outside the area of responsibility of another Party, and when the other Party/ies have not taken appropriate actions to respond to it, that Party may, after consulting the other Party/ies concerned, activate the Plan.

The Operational Authority of the Party who has activated the Plan shall immediately inform the Operational Authorities of the other Parties that the Plan has been activated.

Notification, formulated in accordance with the provisions of Article 5.2, shall be transmitted to the Operational Authorities of the other Parties through the designated national Contact Points defined in Article 2.2 and listed in **Annex 1**.

The procedure to be followed in case of activation of the Plan is described in Article 4.1.

NOTE: The Sample outline for an international oil spill cooperation plan, attached as Appendix 4 to the new edition (not published as yet) of the IMO Manual on Oil Pollution, Section II: Contingency Planning, does not include a notion of organizing periodical meetings of Operational Authorities of the Parties to the Plan. The Consultant is of the opinion that holding regularly such meetings is essential for the proper administration, updating and implementation of the Plan, as well as for the exchange of views among the Parties on issues related to preparedness and response to pollution incidents, training etc. It is therefore suggested to include in this Chapter of the Plan an Article (outlined below) defining the basic procedures for organizing such meetings. Alternatively, if the Parties agree that such meetings should be organized, the proposed Article could be inserted in Chapter 6 (Administration and logistics).

2.5 MEETINGS OF NATIONAL OPERATIONAL AUTHORITIES RESPONSIBLE FOR THE IMPLEMENTATION OF THE PLAN

The Operational Authorities, defined in Article 2.2, shall meet once a year in order to discuss questions related to the implementation of the Plan, the organization of training courses and/or exercises, and other relevant matters.

The first Meeting of national Operational Authorities shall adopt its own rules of procedure as detailed in **Annex 10.**.

Regular annual Meetings shall be hosted by each Party consecutively, and following the alphabetical order.

The Operational Authority of the host Party shall, in cooperation with the Operational Authorities of the other Parties, prepare the agenda and issue a final report of such annual Meetings.

The Operational Authority of the host Party shall provide secretarial services and other necessary logistic support for the smooth running of such Meetings.

2.6 JOINT TRAINING AND EXERCISES

The Parties shall periodically conduct joint training activities and/or joint exercises.

The main objectives of these training activities and exercises shall be:

- to improve the level of cooperation and coordination among operational personnel and, in particular, strike teams of different Parties;

- to test the command structure of the Plan;

- to achieve a satisfactory level of communication among personnel and, in particular, strike teams designated to take part in JRO;

- to acquire experience in handling equipment, products and other resources which might be used in JRO;

- to enable the personnel from different Parties to gain experience in working together.

The Parties shall alternately host such training activities and exercises. The host country shall organize the training activity or exercise, and shall provide the necessary logistic support; however, the expenses for the participants and the resources deployed in joint exercises shall be borne by their respective Parties. Calendars, programmes, duration and other relevant details concerning training and exercises shall be decided at regular annual meetings of the Parties.

The Parties may agree to combine their joint training and exercises in a single programme.

3. RESPONSE ELEMENTS AND PLANNING

3.1 ASSUMPTION OF THE LEAD ROLE

The lead role in the implementation of the Plan shall be assumed by the Operational Authority of the Party whose area of responsibility or area of interest have been affected or are likely to be affected by an oil pollution incident and who has activated the Plan or requested assistance.

The Party who has assumed the lead role shall be referred to as the Lead Party, and its Operational Authority as the Lead Authority.

If an oil pollution incident which has occurred in the area of interest of one of the Parties directly (imminently) threatens the interests of another Party, the Parties may agree, in direct contacts between their respective Operational Authorities, that the threatened Party will assume the lead role.

The lead role shall be transferred from a Party to another one, when the major part of the pollutant has moved from the area of responsibility of the Party who had initially requested assistance, to the area of responsibility of another Party who is requesting assistance.

The transfer of the lead role in cases when the major part of the pollutant is moving from the area of interest of one Party to the area of responsibility of another Party shall be agreed upon after consultations between the Parties concerned.

The Lead Party shall be responsible for:

- surveillance of the pollution
- assessment of the situation
- spill movement forecasting
- reporting
- exercising Operational Command over JRO.

3.2 NATIONAL ON-SCENE COMMANDER (NOSC) / SUPREME ON-SCENE COMMANDER (SOSC)

For the purpose of the Plan, the Operational Authority of each Party shall nominate an officer who will have operational control over all response activities of that Party, including control over personnel (strike teams), equipment and self-contained units (vessels, aircraft). These officers shall be called National On-Scene Commanders (NOSC).

After the activation of the Plan and commencement of JRO, the NOSC of the Lead Party shall assume the role of the Supreme On-Scene Commander (SOSC). The SOSC shall have the overall responsibility for all decisions and actions taken in order to combat the pollution and to mitigate its consequences and for the coordination of JRO. The SOSC, working in liaison with the Lead Authority, shall have Operational Command over JRO.

The NOSCs of the assisting Parties shall operate under the overall Operational Command of the SOSC, but shall nevertheless retain operational control over personnel, equipment and self-contained units of their respective Parties.

In order to relieve the SOSC of a part of his/her duties concerning operational control of national resources the Lead Authority may, at the time of the activation of the Plan, designate another officer who will have direct operational control of the national resources taking part in JRO and who will act as the NOSC of the lead country.

In exercising his/her functions, the SOSC shall be assisted by a Support Team (cf. Article 3.4).

Relevant information concerning NOSCs is given in **Annex 1**. It is the responsibility of the Operational Authority of each Party to keep this information up-to-date at all times.

3.3 EMERGENCY RESPONSE CENTRES / JOINT EMERGENCY RESPONSE CENTRE

For the purpose of this Plan, each Party shall set up an Emergency Response Centre (ERC) which will be manned 24 hours a day, 7 days a week (24/7). ERC will be equipped with an appropriate communications system and have the necessary facilities to be used as the operations room of the Operational Command during JRO.

If deemed necessary, each Party may decide to establish more than one ERC.

In cases of the activation of the Plan, the ERC of the Lead Party shall assume the role of the Joint Emergency Response Centre (JERC). The JERC shall serve as the base of the Supreme On-Scene Commander (SOSC) and as the main communications centre for all communications related to the implementation of the Plan.

Alternate sites for JERC, closer to the scene of the incident, may be specified in lieu of the preselected sites, at the discretion of the Lead Party.

When the lead role is transferred from one Party to another, the ERC of the Party assuming the lead role shall automatically become JERC.

Relevant information concerning ERC(s) of each Party is given in **Annex 1**. It is the responsibility of the Operational Authority of each Party to keep this information up-to-date at all times.

3.4 SUPPORT TEAMS

With a view to assisting NOSC and/or SOSC, each Party shall set up its national Support Team, composed of the representatives of various relevant public authorities, national services and industry, including, in particular, the oil and shipping industries.

In case of the activation of the Plan, Support Teams shall operate from their respective national Emergency Response Centres.

The role of the Support Teams is advisory, and their functions include:

- providing assistance to NOSC / SOSC in case of the activation of the Plan;

- providing advice to NOSC / SOSC concerning, in particular, methods and techniques for combating oil pollution, safety of navigation and salvage, marine biology and fisheries, (radio) communications, public information and compensation for oil pollution damage and costs recovery;

- providing support and co-ordinating the activities of national public authorities, services and industry which might take part in JRO, concerning in particular the provision of personnel, equipment and other resources, logistic support, immigration and customs formalities;

- monitoring incoming reports and assessing the situation;

- coordinating all reporting on the status of the pollution incident to their respective national Authorities.

After the termination of response operations, the Support Team shall, together with their respective NOSC:

- review post-incident reports from the NOSC / SOSC on the managing of the pollution incident for the purpose of analyzing and introducing recommendations and improvements needed in the Plan and in their respective NCPs;

- forward to their respective national Authorities relevant reports and recommendations, including NOSC / SOSC post-incident reports, Support Team debriefing reports and recommendations concerning amendments to the Plan or its Annexes.

3.5 COMMAND STRUCTURE

The Command Structure for JRO is shown in **Diagram 1**.

The Plan distinguishes between:

a) Operational Command which consists of taking decisions concerning response strategy, defining the tasks of various groups of teams and units and having overall command and coordination over all resources taking part in the JRO. Following the activation of the Plan the Lead Authority exercises the Operational Command over JRO through its NOSC who, once the Plan has been activated, assumes the role of SOSC.

b) Operational Control which consists of giving orders to specific groups of teams and units, in accordance with the strategy and the tasks defined by the Operational Command. NOSCs of the respective Parties exercise Operational Control over national resources. Operational Control over the resources of the Lead Party is exercised by an officer designated to act as NOSC in lieu of the officer who has assumed the role of SOSC.

c) Tactical Command which consists of directing and supervising the actions of individual teams or units. Tactical Command is exercised by the Leader of each team or the Commander of each unit taking part in the response operations.

Liaison between the Lead Authority and the assisting Parties shall be maintained, according to the circumstances and to the type and importance of the assistance rendered, in one of the following ways:

a) by direct email, telephone, telex, telefax, and/or radio contacts between the Lead Authority (SOSC) and Operational Authorities (NOSCs) of the assisting Parties;

b) by a Liaison Officer, sent to the Lead Party by the Operational Authority of the assisting Party with a view to being integrated in the staff of the SOSC. His/her duties shall be to provide the necessary information on the resources rendered as assistance and to facilitate communication with his/her respective NOSC, ERC and/or strike teams and self-contained units taking part in JRO;

c) by the NOSC of the assisting Party who personally attends at the spill site and participates in the JRO.

3.6 COMMUNICATIONS ARRANGEMENTS

The communications network established by the Parties in accordance with the provisions of Article 2.1 shall be used for all exchanges of information pertinent to the implementation of the Plan.

a) Electronic mail (or alternatively text messaging, telex or telefax) shall be used for all communications between the Operational Authorities, SOSC, NOSCs and their respective Support Teams, particularly in case of emergency.

Voice communications (via mobile or fixed telephone and radio communications) could also be used; however, all decisions, information relevant to the situation at the site of operations and,

in particular, requests for assistance and replies to such requests shall be confirmed in writing, by either email or telex or telefax.

b) Operational communications between JERC, SOSC, NOSCs, Leaders of teams and units, and other participants in the response operations shall be made using mobile telephones/smartphones or preselected VHF channels (see **Annex 5**) and other appropriate means.

Lines of communication to be used in case of JRO are shown in **Diagram 2.**

c) The English language shall be used in all communications related to the implementation of the Plan.

3.7 RESPONSE PLANNING

Response to a pollution incident within the area of responsibility and/or area of interest of each Party shall be conducted in accordance with the provisions of the NCP of the Lead Party, under the overall Operational Command of the Lead Authority exercised through the SOSC.

In order to facilitate a smooth progress of JRO, the Parties shall inform each other on the relevant parts of their NCPs and, in particular, those sections describing:

- national response organization;
- likely sources of oil spills, vulnerable resources and priorities for protection;
- resources for responding to accidental pollution available at the national level;
- rules concerning the use of dispersants;
- logistic support available within the country.

Copies of English translations of these sections of the NCPs or, preferably, the complete texts of the NCPs are attached to the Plan in **Annex 3**.

Maps showing possible sources of pollution, environmentally sensitive areas, priorities for protection and areas where the use of dispersants is allowed, restricted or forbidden, within the area of responsibility of each Party, should be part of each NCP.

Deciding upon the response strategy to be applied in each particular pollution incident and the planning of specific operations shall be the responsibility of SOSC. In taking such decisions, the SOSC shall follow the outline given in Article 3.8.

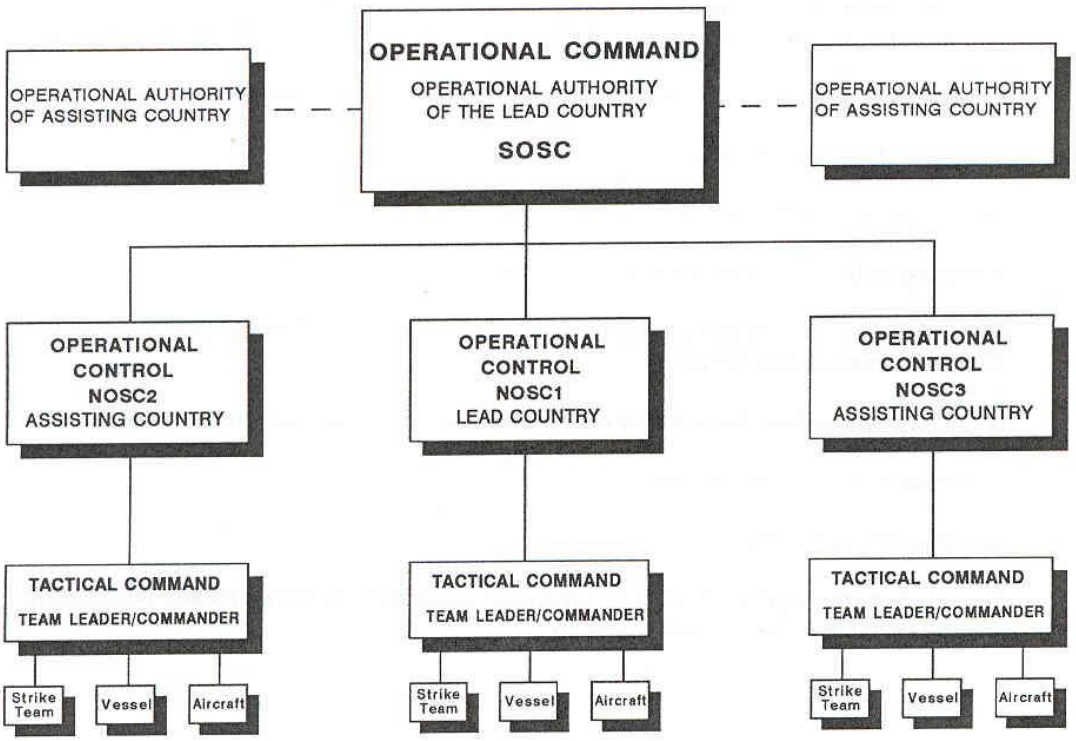
3.8 RESPONSE STRATEGY

The main outline of the strategy which shall be applied by the Operational Authorities of the Parties, in responding to marine pollution incidents within the framework of the Plan, shall be as follows:

- assessment of the severity of the incident, taking into consideration the following minimum criteria:
  - position where the incident occurred
  - type of oil
  - amount of oil which has been released and/or is likely to be released
  - movement of the oil slick
  - degree of risk for human life and/or potential health hazard
  - fire/explosion hazard
  - potential to damage natural resources
  - potential to damage valuable property and/or to have serious economic consequences
- activation of the National Contingency Plan and notification of the other Parties;

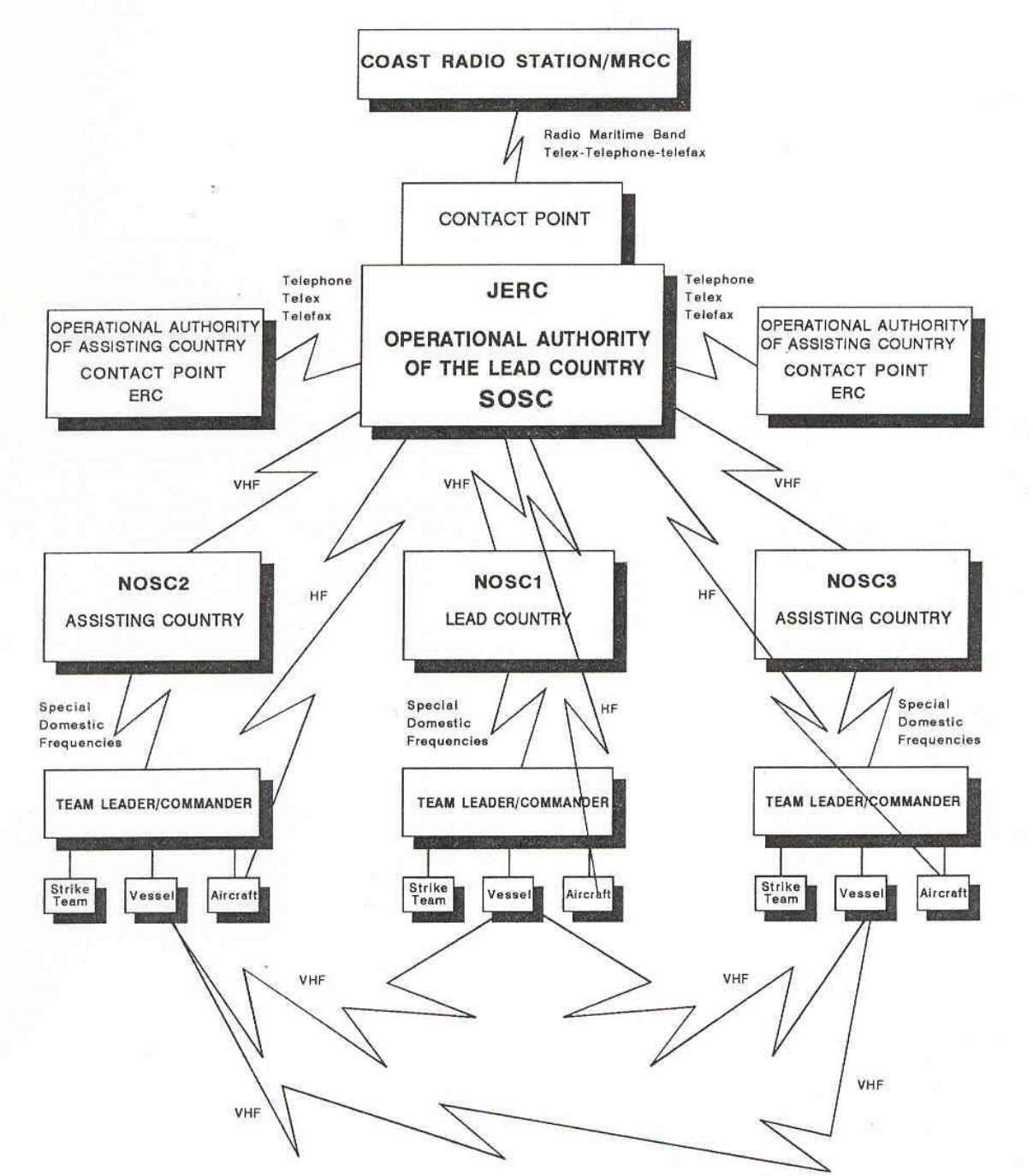
- selection of appropriate response methods;
- evaluation of available and required response resources;
- activation of the Plan and request for assistance;
- implementation of selected response methods, making use of national resources and resources from assisting Parties;
- re-assessment of the situation and modification, when necessary, of response actions;
- termination of response operations;
- de-activation of the Plan;
- the return to the country of origin of personnel, equipment and other means rendered as assistance by the other Parties.

Diagram 1: COMMAND STRUCTURE



***NOTE BY THE CONSULTANT**: although the above diagram realistically represents the proposed Command Structure for the execution of the Plan it will be replaced with a new (graphically better presented) one, once the Parties agree with the proposed draft Article 3.5.*

Diagram 2: LINES OF COMMUNICATION



***NOTE BY THE CONSULTANT**: although the above diagram realistically outlines the proposed communications arrangements and lines of communication to be used for the implementation of the Plan it will be replaced with a new (graphically better presented) one, once the Parties agree with the proposed draft Article 3.6.*

4. RESPONSE OPERATIONS

4.1 RESPONSE PHASES

For the purpose of the Plan, pollution response operations have been divided as follows:

- **Pre-activation of the Plan**

  Phase I Evaluation
  Phase II Notification and consultation

- **Activation of the Plan**

  Phase III Notification of activation
  Phase IV Request for assistance
  Phase V Joint Response Operations at sea
  Phase VI Joint Response Operations on shore

It is understood that, according to circumstances, entire phases or parts thereof may take place concurrently.

Pre-activation of the Plan

Phase I (Evaluation)

Notification and verification of **the initial** information concerning pollution incidents shall be done at the national level, in accordance with the provisions of the NCP.

The operational Authority of the Party affected by an incident, or the Party likely to be affected first, shall assess and determine, taking into consideration the severity of the incident including the place of its occurrence, the nature and quantity of the pollutant and other relevant elements, the level of response required and whether or not to activate the Plan.

Before activating the Plan, the Operational Authority of the Party concerned shall activate its NCP.

Phase II (Notification and consultations)

Regardless of the need for the activation of the Plan, the Operational Authority of the Party in whose area of responsibility or interest the pollution incident has occurred shall, after receiving and verifying the initial incident report, immediately inform the Operational Authorities of the other Parties (cf. Article 2.1 and 5.2) through their national Contact Points.

If the Operational Authority of the Party concerned considers that it might be necessary to activate the Plan (cf. Article 2.4), it shall immediately consult the Operational Authorities of the other Parties, clearly indicating the extent of the planned response measures and of the assistance which might be required.

Prior to activating the Plan, the Operational Authority shall alert the other relevant Authorities in its own country, including the NOSC, in accordance with the provisions of its NCP. It shall also alert REMPEC.

Activation of the Plan

Phase III (Notification of activation)

The decision to activate the Plan shall be taken by the Operational Authority of the Party concerned, following consultations with the Operational Authorities of the other Parties.

After taking the decision to activate the Plan, the Operational Authority of the Party concerned, shall assume the role of Lead Authority and shall:

a) notify the Operational Authorities of the other Parties, through their designated national Contact Points and in accordance with the procedure described in Article 5.2, that the Plan has been activated;

b) activate its own ERC which shall assume the role of JERC;

c) activate its own Support Team;

d) appoint the SOSC who shall, in liaison with the Lead Authority and his/her Support Team, formulate the strategy for dealing with the incident and evaluate the need for assistance from other Parties. The SOSC shall initiate phases IV, V and VI of the response respectively.

Phase IV (Request for assistance)

The request for assistance, on the basis of the SOSC's requirements and advice, shall be sent following the activation of the Plan, by the Lead Authority to the Operational Authorities of the other Parties in accordance with the procedure outlined in **Annex 8** and taking into consideration the previous consultations with the Operational Authorities of the other Parties.

Phase V (Joint Response Operations at sea)

The main objectives of Joint Response Operations at sea are to stop the spillage of the pollutant from the source, to restrict its spreading and movement and to remove as much pollutant as possible from the sea surface before it reaches the shores or other sensitive areas of one of the Parties.

JRO at sea shall be conducted in accordance with the procedures described in the NCP of the Lead Party. Operational Command over the JRO shall be exercised by the Lead Authority through the SOSC. The use shall primarily be made of the national resources of the Party concerned, which shall be supplemented as necessary by the personnel and other resources rendered as assistance by the other Parties upon the request of the Lead Authority. The personnel and means of the assisting Parties shall work under direct Operational Control and Tactical Command of their respective NOSCs and their unit commanders or team leaders.

During the JRO, the ERC of the Lead Party, which has assumed the role of JERC, shall serve as the main communication centre and the headquarters of the SOSC.

Phase VI (Joint Response Operations on shore)

The main objectives of Joint Response Operations on shore are to protect environmentally sensitive coastal areas and other vulnerable resources from the impact of the pollutant and to remove the pollutant which has reached the shore in order to prevent recontamination of other coastal areas.

This phase also includes the temporary storage, treatment and final disposal of any collected pollutant and/or contaminated beach material.

The principles of command outlined under Phase V shall also apply for the entire duration of Phase VI.

In order to increase the effectiveness of JRO on shore, JERC may be transferred, at discretion of the Lead Authority, to adequate alternative premises closer to the site of operations (cf. Article 3.3). In such cases, the Lead Authority shall duly inform the Operational Authorities of the assisting Parties of the move.

4.2 SPILL SURVEILLANCE AND FORECASTING

Surveillance

For the surveillance of spill movement and behaviour, priority shall be given to aerial surveillance, although any other suitable means (ships, boats) might also be used if aircraft are not immediately available.

The surveillance of the spill and its movement, and the transmission of relevant reports to the other Parties, prior to the activation of the Plan, is the responsibility of the Party in whose area of responsibility or area of interest the pollution incident has occurred. Following the activation of the Plan, this responsibility rests with the SOSC, who shall take all necessary measures to ensure regular surveillance of the spill and its movement and behaviour, in order to properly assess the situation and to decide on adequate response measures. For this purpose, the SOSC may request assistance from the other Parties.

Information concerning aircraft suitable for spill surveillance (including technical characteristics and specialized equipment), to which each Party has access, is given in **Annex 4**.

Reporting procedures, which shall be followed for the purpose of the Plan by the observers/pilots/crews of surveillance aircraft, are given in **Annex 6**.

Forecasting

The Parties undertake to use a suitable oil spill forecasting model in order to:

- forecast the movement / transport of the oil slick;
- predict the fate, behaviour and effects of weathering on the oil released in an incident;
- predict oil spill dispersion;
- assess the risk posed by releases of oil;
- assess the effectiveness of envisaged spill response operations and facilitate defining spill response strategy;
- assess the impact of specific oil spill scenarios;
- assimilate information obtained by (aerial) spill surveillance

The Operational Authorities of the Parties shall jointly decide on the spill forecasting model they deem most suitable for use in the area covered by the Plan.

However, the Parties may decide to use different forecasting models if these are already operational in their relevant national institutions.

The selected model(s) shall also be used during (joint) training activities and exercises organized within the framework of the Plan.

Information on the characteristics of the selected forecasting model or models, on the required inputs and of the procedure to access the model(s) in case of emergency is attached in **Annex 7**.

4.3 REQUESTS FOR ASSISTANCE WITHIN THE FRAMEWORK OF THE PLAN

Following the activation of the Plan, the Lead Authority may request assistance from the other Parties, in any of the cases described in Article 2.4.

Assistance might be requested in the form of:

a) experts in various fields of oil pollution response;
b) trained response personnel and, in particular, strike teams;
c) specialized pollution response (combating) equipment;
d) pollution treatment products;
e) other means, including in particular, self-contained units such as ships and aircraft,

and/or any combination thereof.

The request for assistance shall be formulated in a clear and precise manner, using the standard form defined in **Annex 8**. It shall contain a detailed description of the kind of assistance required and the purpose for which personnel, equipment, products and/or other means will be used.

The Party receiving a request for assistance shall immediately acknowledge receipt.

A Party receiving a request for assistance shall endeavour to offer it to the requesting Party with the shortest possible delay, taking into consideration that it should not deplete its own national resources beyond a reasonable level of preparedness.

In order to facilitate a prompt response to requests for assistance, Parties shall have part of their national response equipment, products and other means ready for transportation, at short notice, to the other Parties.

Any response personnel and/or means rendered as assistance within the framework of the Plan will act under the overall Operational Command of the SOSC and the Lead Authority; however their respective NOSCs shall retain Operational Control over them.

Following a decision to render assistance, the liaison between the Lead Party and the assisting Parties shall be maintained, according to the circumstances and to the type and importance of such assistance, in one of the ways described in Article 3.5.

Requesting additional assistance

Should the Lead Authority decide, taking into consideration the development of the pollution incident and the progress of JRO, that additional assistance (e.g. experts, operational personnel, equipment, products, other means) which exceeds the one originally requested is required to effectively face the pollution incident, it may request such assistance from the Parties to the Plan, but also from other parties.

These other parties include *inter alia*:

- other Contracting Parties to the Prevention and Emergency Protocol to the Barcelona Convention (including the EU and its relevant services, such as EMSA and ERCC);
- international organizations within the UN system (such as IMO, UNEP/OCHA, etc.)
- party responsible for the pollution incident and its liability insurer;
- specialized Tier 2 and Tier 3 spill response contractors (private sector);

The requests for such additional assistance shall be formulated following the same basic principles as outlined above for requesting assistance under the present Plan.

In case of receiving assistance from such other sources the Lead Authority shall nevertheless retain the Operational Command and control of their deployment in JRO.

4.4 JOINT RESPONSE OPERATIONS

For the purpose of the Plan, Joint Response Operations (JRO) signify all pollution response operations in which personnel, equipment, products and/or other means, of at least two Parties to the Plan are involved.

JRO can be carried out at sea and on shore, and include specific operations described in Article 1.2 (cf. also Article 4.1).

The Lead Party shall be fully in charge of JRO. The command structure of JRO is described in Article 3.5.

Personnel, equipment and other means rendered as assistance by the other Parties within the framework of the Plan shall execute their tasks and duties following the decisions of the SOSC, under the direct operational control of their NOSCs and the tactical command of their respective team Leaders and unit Commanders (cf. Article 3.5). If strike teams or self-contained units are put at the disposal of the Lead State, the assisting Party will issue instructions to their respective team Leaders and unit Commanders, who will then exercise tactical command over the details of the operations.

During JRO, the SOSC shall, in addition to assuming overall Operational Command, be specifically responsible for coordinating the actions taken by national means (strike teams, vessels, aircraft) of the Lead Party with those taken by the means of the assisting Parties.

The liaison between the assisting Party and the Lead Party during the JRO shall be maintained, according to circumstances, either through direct contacts, through the Liaison Officer of the assisting Party integrated in the staff of the SOSC or through NOSCs if these are personally taking part in the operations (cf. Article 3.5).

The Lead Authority shall appoint an officer responsible for receiving the personnel, equipment, products and/or other means from the assisting Parties and for facilitating their participation in JRO from the moment of their arrival in the country to the moment of their departure. This officer shall closely collaborate with the Liaison Officer of the assisting Party.

4.5 USE OF DISPERSANTS *[NON-MECHANICAL RESPONSE METHODS]*

NOTE: National Contingency Plans of the three countries concerned which were available to the Consultant only mention the use of (chemical) dispersants as a potential spill response method, if mechanical containment and recovery of spilled oil is not effective. Moreover, none of the Parties stated that their respective NCP considers also the use of other non-mechanical response techniques, such as e.g. in-situ burning.

It is noted that Annexes to the NCPs of the three countries, in which the use of other non-mechanical response techniques might be addressed, were not available to the Consultant.

This Article therefore stipulates only the basic principles and rules concerning the use of dispersants in oil spill response. Should the Parties request that such other methods or techniques are also addressed this will be done in the Second Draft SCP.

Each Party shall define its policy regarding the use of dispersants in combating oil pollution and shall describe this policy in its NCP. For this purpose, the Parties shall follow the "Guidelines for the use of dispersants for combating oil pollution at sea in the Mediterranean region", adopted by the Eighth Ordinary Meeting of the Contracting Parties to the Barcelona Convention (UNEP (OCA)/MED IG.3/5, Appendix I, Antalya, Turkey 15 October 1993).

Each Party shall inform the other Parties (cf. Article 3.7) on its policy regarding the use of dispersants. The information shall include a list of the dispersants approved for use in the territorial waters of the Party together with an indication of the zones where the use of dispersants is allowed, restricted or prohibited, as well as any other information deemed relevant.

In case of JRO, the Parties shall observe the principle of prior authorization for the use of dispersants. This authorization can only be given by the SOSC or by a person designated by him/her.

In the area of responsibility of each particular Party dispersants shall always be used in accordance with the provisions of the NCP of the Party concerned.

If not otherwise decided in direct contacts between the SOSC and NOSCs of the Parties taking part in JRO, the same principle shall also apply in the areas of interest of the Parties.

If a Party has prohibited the use of dispersants in its territorial sea, the other Parties participating in JRO shall observe this decision.

4.6 TERMINATION OF JOINT RESPONSE OPERATIONS AND DEACTIVATION OF THE PLAN

The SOSC shall terminate JRO when, according to his/her own judgement:

a) pollution response measures have been finalized and the pollutant no longer threatens the interests of any of the Parties; or when

b) the situation has reached a point where the response capabilities and resources of the Lead Party are sufficient for successfully finalizing the response activities.

After taking the decision to terminate JRO, the SOSC shall immediately inform the NOSCs of the other Parties and their respective Operational Authorities of this decision and of the deactivation of the Plan.

Following the deactivation of the Plan, all personnel, equipment, unused products and other means which were involved in JRO shall return or be returned to their respective countries of origin.

The Party who requested assistance shall take the necessary measures for the prompt repatriation of the personnel of the assisting Parties, although the co-ordination and preparation of the necessary arrangements for their repatriation remains the responsibility of their respective Operational Authorities.

The Party who requested assistance shall be responsible for returning to the country of origin, unless otherwise agreed, all equipment rendered as assistance and all unused treatment products. All equipment and other means shall be returned clean and in the best possible working order.

The Operational Authorities of the Parties concerned may decide, in direct contacts between them that unused treatment products would remain in the country which requested the assistance.

Self-contained units (ships, aircraft) shall return to their country of origin using their own power. The Party who requested assistance is responsible for facilitating the formalities related to leaving its territory / territorial sea / airspace, for all units rendered as assistance.

5. REPORTS AND COMMUNICATIONS

5.1 COMMUNICATION SYSTEM

The Parties shall establish and maintain an efficient communication system, operational 24 hours a day, 7 days a week (24/7) which shall serve for:

a) receiving reports on pollution incidents and transmitting these reports to the Operational Authorities and to other interested parties within the country;

b) activation of the Plan, requesting assistance and the exchange of operational messages during JRO;

The system shall comprise national ERCs together with the national Contact Points for receiving reports on pollution incidents if these are different from the ERCs.

Elements of this communication system, including email addresses, fixed and mobile telephone, telefax and telex numbers and the allocated radio frequencies and channels of each Party, are given in **Annex 5**.

5.2 POLLUTION REPORTING SYSTEM (POLREP)

For the exchange of information concerning pollution incidents, the Parties shall use the pollution reporting system (POLREP) which has been agreed for use within the framework of the Emergency Protocol to the Barcelona Convention. The POLREP is divided into three parts:

Part I (POLWARN) - is an initial notice (a first information or a warning) of a pollution incident.

Part II (POLINF) - is a detailed supplementary report to Part I.

Part III (POLFAC) - is used for requesting assistance from other Parties and for defining operational matters related to this assistance.

A detailed description of the contents of all three Parts of the POLREP is given in **Annex 7**.

In situations where the type and extent of the required assistance have not yet been determined, the Party who takes the decision to activate the Plan shall utilize line 53 of the POLINF part of the POLREP message (cf. **Annex 7**) to inform the other Parties that the Plan has been activated.

For requesting assistance, the Parties shall follow the procedure described in Article 4.3 and in **Annex 8**.

Situation reports (SITREPs)

During the entire period between the activation of the Plan and its deactivation the Lead Party shall keep the other Parties regularly informed on:

a) the development of the situation regarding pollution incident;

b) the actions taken to combat pollution;

c) the progress of JRO;

d) any decisions concerning future response activities;

e) all other relevant information including, in particular, information concerning environmental impact, effects on marine and coastal resources and economic consequences of the pollution incident.

Such information shall be transmitted by the SOSC to the Operational Authorities of the Parties either in the form of POLINF (cf. **Annex 7**) or as a text, in the form of a specific situation report (SITREP).

The Lead Authority shall also transmit a copy of each report to REMPEC, who may use it [if so requested] for informing the other Contracting Parties to the Prevention and Emergency Protocol, international organizations and specialized institutions with which it maintains contacts.

The Lead Authority shall endeavour to transmit situation reports at least once a day.

Before dissemination, each report shall be verified by the SOSC.

If pollution combating operations continue at the national level after the deactivation of the Plan, the Party affected by the incident shall continue to inform of the situation the other Parties and REMPEC, until the final termination of all pollution response operations.

It is the responsibility of the Operational Authority of each Party to ensure that the situation reports are transmitted to all interested parties within its respective country.

5.3 POST INCIDENT REPORTS

Following the termination of pollution response operations taken at both national level and within the framework of the Plan, the NOSC and/or SOSC respectively shall prepare the final report, which shall include:

a) a description of the pollution incident and of the development of the situation;

b) a description of the response measures taken;

c) a description of the assistance rendered by the other Parties;

d) an assessment of the complete response operation;

e) an assessment of the assistance rendered by the other Parties;

f) an estimate of the environmental and economic damage caused by the incident;

g) a description and analysis of the problems encountered in responding to the pollution incident;

h) recommendations regarding the possible improvement of the existing arrangements and, in particular, of the provisions of the Plan.

Copies of the post-incident reports shall be sent to all Parties and to REMPEC.

The reports shall be analysed at the national level by their respective NOSCs and the members of his/her Support Team, who shall prepare recommendations concerning amendments and improvements of the Plan, and if necessary, of their NCPs (cf. Article 3.4).

Questions of common interest might be proposed for discussion during the regular annual Meetings of the Parties (cf. Article 2.5).

5.4 REPORTS TO AND COMMUNICATION WITH REMPEC

NOTE: The Consultant considers it important to retain a specific Article in the Plan addressing reporting to and communications with REMPEC, taking into consideration that the present Plan is (should be) adopted within the framework of the Prevention and Emergency Protocol to the Barcelona Convention and that according to it the Contracting Parties have multiple obligations regarding reporting to the Regional Centre (REMPEC) as stipulated among others in Articles 7, 8, 9, 10 and 12 of the Protocol.

The Parties shall send to REMPEC:

a) all POLREPS (including, in particular, information concerning the activation and deactivation of the Plan and all requests for assistance);

b) all situation reports (SITREPS) which might be prepared;

c) all post-incident reports.

In case of activation of the Plan, the Lead Authority shall maintain permanent contact with REMPEC.

Information concerning communications with REMPEC is given in **Annex 2**, and shall be regularly updated on the basis of the information contained on the Centre's website (http://www.rempec.org).

The Parties shall inform REMPEC of any modifications in the Plan or its Annexes, as soon as these are made.

6. ADMINISTRATION AND LOGISTICS

6.1 LOGISTICS

The Lead Authority shall be responsible for providing all the logistic support necessary for conducting JRO.

The Lead Authority shall, in particular:

a) make the necessary arrangements for accommodation and transportation, within the country, of all assisting personnel;

b) take the necessary measures to provide the following facilities for equipment and other means received from the assisting Parties:
   - safe storage space or parking places, as appropriate, including cranes, fork-lifts and other handling equipment, as necessary;
   - fuel, lubricants and basic repair and maintenance facilities.

c) establish a proper system to manage the health and safety of personnel sent to assist the affected country

As regards the stay in the territory of the Lead Party, of vessels and aircraft rendered as assistance by other Parties, the Lead Authority shall take the necessary measures to ensure assistance to the crews at airports and in ports, as appropriate, and to provide security services for ships, aircraft and related equipment, while these are in ports or at airports of the Lead Party.

6.2 FINANCING

In requesting and rendering assistance, the Parties shall observe the following recommendations adopted by the Seventh Ordinary Meeting of the Contracting Parties to the Barcelona Convention (UNEP(OCA) MED.IG.2/4):

> "- The Parties involved in actions of mutual assistance should not by their practice concerning the reimbursement of costs of assistance be in contradiction with the "polluter pays" principle, according to which the polluter bears the costs of prevention and pollution response, taken by the public authorities.
>
> - The principle which should be applied in case of State to State assistance, unless a bilateral agreement exists including financial arrangements covering this question, is that of reimbursement of costs of assistance provided by a State at the request of another State. If measures are taken by a Party on its own initiative, this Party bears the cost of these measures.
>
> - However, when the whole or part of the expenses cannot be recovered under existing international legal regimes [...], the Party requesting assistance may ask the Party providing assistance to waive the reimbursement of non-recoverable expenses. It may also request for the postponement of reimbursement."

In the light of these recommendations, the Parties agree to act according to the following principles concerning financial matters related to mutual assistance:

a) The Parties shall inform each other in advance on the wages of personnel, the rental rates for equipment and other means and the cost of treatment products which might be rendered as assistance. The Parties shall agree upon the rates, including the terms of payment, and shall discuss all relevant questions during the regular annual meetings of the Operational Authorities (cf. Article 2.5). This information shall be included in **Annex 4**.

b) If the Party who requested assistance decides to withdraw the request for whatever reason, it

shall nevertheless reimburse the assisting Party for all the expenses incurred up to the moment when the request was withdrawn or when the personnel and equipment return to their country of origin, as appropriate.

c) The Parties shall resolve all questions related to financial matters after the termination of joint operations.

In case of JRO, the Party who requested assistance shall directly cover the following expenses related to the stay in its territory of personnel, equipment and means (including vessels and aircraft) of the assisting Party:

a) board and lodging and/or daily subsistence allowance, as appropriate, of all response personnel other than the crews of ships;

b) any port dues for vessels and ships rendered as assistance;

c) any airport dues for aircraft rendered as assistance;

d) necessary fuel for all equipment and means including, in particular, vessels and aircraft, engaged in JRO;

e) medical services provided to injured and ill personnel of the assisting Party;

f) costs related to repatriation of any response personnel who died or who were injured or taken ill during JRO;

g) immediate maintenance costs for any piece of equipment, vessel and aircraft engaged in JRO;

h) repair costs for any piece of equipment, vessel or aircraft damaged in its territory during and due to JRO, if such repair needs to be made prior to returning to the country of origin of such equipment and means;

i) costs of communications related to JRO that have been incurred by the personnel of the assisting Party in the territory of the Lead Party.

The assisting Party shall directly cover the following expenses related to the sending to the country who requested the assistance of its personnel, equipment, products or other means including, in particular, vessels and aircraft:

a) mobilization of personnel, equipment, products or other means;

b) costs of transport, of personnel, equipment and products, to and from the country where JRO are taking place;

c) fuel for self-contained units (vessels, aircraft) which shall travel to the site of JRO using its own power;

d) costs of communications related to JRO that are originating from the territory of the assisting Party;

e) insurance of the personnel of the strike team;

f) medical services rendered, following their return to their country of origin, to response personnel who were injured or taken ill during JRO;

g) maintenance and repair costs for equipment and means engaged in JRO which were incurred after the return of such equipment and means to the country of origin.

Following the termination of JRO and the return of all personnel, equipment and other means which were engaged in JRO, each assisting Party shall prepare a detailed invoice including the costs of assistance rendered to the Lead Party and other expenses related to this assistance. The following items shall be included in the invoice:

a) wages of personnel engaged in JRO, calculated on the basis of the price list given in **Annex 4** and the daily work logs approved by the SOSC or another responsible officer of the Lead Party;

b) costs of rental of equipment and means calculated on the basis of the price list given in **Annex**

4 and the daily work logs approved by the SOSC or another responsible officer of the Lead Party;

c) cost of treatment products used during JRO calculated on the basis of the price list given in **Annex 4** and the daily work logs approved by the SOSC or another responsible officer of the Lead Party;

d) all expenses incurred by the assisting Party as listed above;

e) costs for replacement of equipment damaged beyond repair during JRO.

Upon receipt of such an invoice, the Party who had requested assistance in accordance with **Annex 8** shall directly reimburse the expenses incurred by the assisting Parties in relation to the pollution response measures undertaken by these Parties following the activation of the Plan. It shall subsequently include such invoices in its own claim for reimbursement of pollution response related costs, submitted to the party liable for the pollution incident, its insurers or an international system for compensation of pollution damages, as appropriate.

6.3 CUSTOMS, IMMIGRATION, OVER-FLIGHT AND NAVIGATIONAL PROCEDURES

In order to facilitate the movement of response personnel, equipment and other means including self-contained units such as ships and aircraft, to the place where the assistance is required, the Parties shall follow the "Guidelines for Co-operation in Combating Marine Oil Pollution in the Mediterranean" adopted by the Fifth Ordinary Meeting of the Contracting Parties to the Barcelona Convention in Athens on 11 September 1987 (UNEP/IG.74/5), and in particular the following paragraphs:

" The requesting Party will: (...)

- make arrangements for the rapid entry of equipment, products and personnel prior to their arrival and ensure that customs formalities are facilitated to the maximum extent. Equipment should be admitted on a temporary basis and products should be admitted free of excise and duties".

- ensure that, should ships and aircraft be provided, ships are granted all necessary authorizations and aircraft cleared to fly in the national air space. A flight plan or a flight notification will be filled and accepted as an authorization for aircraft to take off, land ashore or at sea outside regular customs airfields."

Immigration and customs formalities

Each Party shall endeavour to make, at the national level, special arrangements applicable in emergency situations, concerning provisions for the rapid granting of entry visas and work permits for personnel, as well as permits necessary for the transit or temporary importation of the requested equipment and material.

Details of such arrangements shall be included in the National Contingency Plan of each Party, and are reproduced in **Annex 3** to the Plan. This refers, in particular, to information which the assisting Party should provide to the appropriate national Authorities of the requesting Party in order to facilitate the implementation of these special arrangements.

The Parties shall designate competent Customs Authorities, responsible for the prompt clearing of customs formalities related to the transboundary movement of response personnel and means in case of activation of the Plan. The Parties shall keep each other permanently informed on such Customs Authorities, and this information, also comprising postal and email addresses and telephone, telex and telefax numbers, shall be included in **Annex 1**.

Prior to sending assistance to a Party who so requests, the competent Customs Authority of the assisting Party shall establish direct contact with the competent Customs Authority of the requesting Party, in order to obtain the necessary clearance for the entry of equipment, products and other means into the country.

Overflight procedures

Within the framework of the Plan and upon a specific request of the Lead Party, aircraft of the other Parties might be allowed to enter and operate in the airspace of the Lead Party for one of the following purposes:

- search and rescue;
- surveillance flights;
- transportation of response personnel, equipment and products;
- spraying of dispersants or other treatment products;

Each Party shall make, in advance, the necessary arrangements concerning the rapid granting of permits and clearances for civilian aircraft (fixed wing or helicopters) of the other Parties who might be requested to take part in response operations within its airspace. Similar arrangements shall be made for the use of airport facilities by civilian fixed wing aircraft and helicopters engaged in JRO.

Overflight for the above mentioned purposes, of the national territory or territorial waters of one of the Parties by military aircraft of the other Parties shall be decided on a case-by-case basis by the Parties concerned.

Navigational procedures

Within the framework of the Plan and upon the request of the Lead Party, vessels of the other Parties might enter and operate in the territorial waters of the Lead Party for one of the following purposes:

- search and rescue (SAR) operations;
- salvage operations;
- pollution response operations, including containment and recovery of spilled products, spraying of dispersants or other treatment products, storage and transportation of recovered pollutant;
- transportation of response personnel, equipment and products;
- any other voyage related to pollution response operations.

Each Party shall make, in advance, the necessary arrangements concerning the rapid granting of permits and clearances for the navigation of civilian vessels (ships, including boats and specialized anti-pollution vessels) of the other Parties who might be requested to take part in response operations within its internal and territorial waters. Similar arrangements shall be made for the use of port facilities by civilian vessels engaged in JRO.

Navigation, for the above mentioned purposes, in the internal or territorial waters of one of the Parties by naval vessels of the other Parties shall be decided on a case-by-case basis by the Parties concerned.

In all cases, the provisions of the International Convention on Facilitation of International Maritime Traffic, as amended, shall be taken into account by the Parties concerned.

6.4 HEALTH AND SAFETY

The highest priority during an oil pollution incident shall be assigned to ensuring that the risk to human life, health and safety is minimized as much as reasonably practical. Ensuring good health and safety standards take precedence over all other actions.

The Parties to the Plan shall ensure that health and safety issues are adequately addressed in their respective National Contingency Plans.

Each Operational Authority shall provide its response personnel with appropriate training and briefings with a view to ensuring that they are aware of the risks associated with oil spill response operations and how to avoid them.

The Lead Authority shall ensure that the safety of response personnel and of general public during JRO and any other response related activities or spill response exercises is given the highest priority in accordance with the provisions of its NCP.

Health and Safety Officer (HSO)

Each Operational Authority shall appoint a Health and Safety Officer (HSO) responsible for supervising measures for ensuring that the stipulated health and safety standards are duly observed during response operations and/or spill response field exercises.

HSO shall in particular:

a) conduct an initial site assessment focusing on hazard identification, risk assessment, selection of responders, provision of specialized equipment and PPE, assessment of training needs concerning health and safety standards, and identification of decontamination areas;

b) appoint properly trained and experienced personnel for supervising spill site safety during response operations;

c) develop and implement a Site Safety and Health Plan (SSHP) jointly with the competent health and safety professionals;

d) control the safety and health implications of the proposed response activities or those already in progress;

e) participate in planning meetings in order to identify health and safety concerns;

f) correct any observed unsafe practices or conditions through the standard line of authority, and as necessary, directly exercising emergency authority with a view to preventing or stopping unsafe practices;

g) investigate any accidents or exposures occurring during spill response operations;

h) establish first-aid stations and medical facilities in accordance with the SSHP.

The HSO shall have the same responsibilities during spill response exercises planned or conducted within the framework of the Plan.

The HSO shall act under the authority of its Party's NOSC or SOSC when his/her Party assumes the lead role.

Medical insurance and medical assistance

Each Party shall take the necessary measures to insure against death, illness and injury, its personnel who might participate in JRO, Joint Exercises and Joint Training activities.

The Lead Party shall endeavour to offer the best possible initial medical care and services to any person from another Party who is injured or taken ill during his/her participation in JRO.

The Lead Party shall facilitate the repatriation of assisting personnel who are injured or taken ill during JRO.

The costs of hospitalization and medical assistance rendered within the Lead State to injured or ill personnel of the assisting Party shall be borne by the Lead Party. The Lead Party might decide to claim the reimbursement of all such costs from the party responsible for the pollution incident, its insurer or an international system for compensation of pollution damages, as appropriate.

Responsibility for injury and damage

If the strike teams called upon to assist in the response operations cause, at the site of operations including the route for approaching and leaving the site of operations, any damages to third parties, and

these damages are related to the response operations, such damages shall be the responsibility of the Party who had requested assistance, except in cases of ill intent, grave fault or gross negligence.

6.5 DOCUMENTATION OF RESPONSE OPERATIONS AND RELATED COSTS

The SOSC shall take the necessary measures to ensure that detailed records of all actions taken in order to respond to a pollution incident, within the framework of the Plan, are accurately kept. For this purpose, the SOSC might include a record keeping officer / financial controller in his/her Support Team.

As a minimum, the following records shall be regularly kept:

a) Description of the situation, decisions taken and response measures implemented;

b) Daily work log, giving details of:

- operations in progress (place, time, purpose);
- equipment and other means in use (place, time, purpose);
- personnel employed (number, time);
- response products and any other material consumed (type, quantity, purpose).

c) Records of all expenditure made in relation to the pollution response operations.

Following the termination of the response operations, these records shall be made available to the national Authority responsible for the submission of claims for compensation.

6.6 REVISION OF THE PLAN

The text of the Plan could only be revised by a Meeting of national Operational Authorities of the Parties (cf. Article 2.5), after consultations with the Governmental Authorities.

Parties shall inform REMPEC of any revisions of the Plan, not later than 10 days after such revision was made.

Any Party which would like to propose a revision of the Plan or a part thereof shall submit its proposal to the other Parties, not less than 60 days prior to the planned Meeting.

Technical information contained in Annexes to the Plan, and in particular contact details of various national authorities, shall be updated regularly by the Parties themselves. Such updates shall be immediately circulated to the other Parties and to REMPEC.

Each Party to the Plan is solely responsible for the accuracy of technical information which appears in Annexes to the Plan and pertains to this Party.

7. PUBLIC INFORMATION

7.1 PUBLIC INFORMATION OFFICE (PIO)

After the activation of the Plan, the Lead Authority shall form a Public Information Office which shall be attached to the SOSC's Support Team.

PIO shall be manned by persons having relevant previous experience in dealing with the media (press, radio, television, internet).

The responsibility of PIO shall be to:

- maintain contacts with the media;
- provide media with the relevant information originating from the Lead Authority/ SOSC
- prepare press releases on behalf of the SOSC and the Lead Authority;
- organize press conferences and provide moderators/facilitators for these;
- follow and monitor the information published / broadcast / released by the media
- clarify any possible misunderstandings or wrong information;
- advise the SOSC on how to handle public information tasks.

All information released by PIO shall have a prior clearance of Lead Authority / SOSC.

7.2 PRESS RELEASE / PRESS CONFERENCE

The preferred form of informing media and general public on the development of a pollution incident and the progress of response operations is through press releases and press conferences.

Press release

During the entire period between the activation and the deactivation of the Plan, press releases shall be prepared and regularly distributed to the press by the PIO on the basis of confirmed information cleared by the SOSC. A press release shall contain information concerning:

- pollution incident and the development of the situation;
- casualties and damage to vessels, offshore units, equipment, etc.;
- technical data on vessels or offshore units involved, type and characteristics of the pollutant, etc.;
- measures taken in response to the pollution incident;
- progress of the response measures;
- cooperation with the other Parties.

When preparing press releases PIO shall observe the following guidelines:

- prepare titles / headlines;
- give priority to the most recent and important information;
- use simple sentences and give only one idea per sentence;
- avoid quoting estimates, conjectures and suppositions;
- avoid giving opinions on environmental or other unquantifiable damages;
- draft final wordings very carefully.

Maps showing the area of the incident, the evolution of the spill and the sites of the response operations should accompany press releases whenever possible.

Press conference

Press conference is a staged public relations event in which an organization or individual presents information to members of the media.

After the activation of the Plan, the Lead Authority may decide, in consultation with the SOSC, to organize one or more press conferences for briefing the media.

The following persons may take part as speakers in such press conferences:

- SOSC;
- specially designated expert members of the Support Team;
- the Head (or a member) of PIO;
- representative(s) of the Lead Authority;
- representatives of the other Parties (e.g. Liaison Officers or NOSCs);
- representatives of ship and cargo owners and/or their insurers, or the representatives of operators of offshore units

Written information on the main facts concerning the pollution incident and the JRO, posters, maps, photographs, video recordings or multimedia presentations may be prepared in advance by the PIO and approved by the SOSC for use during the press conference.

Guidelines concerning the preparation of press releases (see above) shall also be observed by the speakers in press conferences.

PIO shall normally provide a moderator or facilitator for the press conference who will introduce speakers and run the Q-and-A (questions and answers) session.

7.3 PUBLIC INFORMATION THROUGH REMPEC

NOTE: Taking into considerations the obligations of both the Contracting Parties and REMPEC with regard to information exchange and dissemination, the Consultant considers it important to retain a specific Article in the Plan addressing Public information through REMPEC.

REMPEC may use the information provided in accordance with Article 5.4, by the SOSC and the Lead Authority for informing the other Contracting Parties to the Prevention and Emergency Protocol, international organizations and specialized institutions with which it maintains contact.

If deemed useful, the SOSC may also provide REMPEC with his/her regular press releases, for further distribution to the press whose representatives might contact REMPEC.

ANNEX 1

DIRECTORY OF COMPETENT NATIONAL AUTHORITIES,
CONTACT POINTS, EMERGENCY RESPONSE CENTRES,
NATIONAL ON-SCENE COMMANDERS AND
OTHER RELEVANT ADDRESSES

REPUBLIC OF CYPRUS

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY *(this is only an example)*

Title (e.g. Ms, Mr, Dr., Cdr. ...)	**N.A.**
Name, Surname	**N.A.**
Title (position within the office)	**Director**
Department (Directorate, Division)	**Department of Fisheries and Marine Research**
Ministry	**Ministry of Agriculture, Rural Development and Environment**
Address 1 (street, number)	**101 Vithleem Street**
Address 2 (postal code, city/town)	**2033 Nicosia**
Address 3 (country)	**Cyprus**
Telephone* (fixed line 1)	**+357 (22) 807867**
Telephone* (fixed line 2)	**+357 (22) 807866**
Telephone* (fixed line 3)	**+357 (22) 807807**
Telephone* (mobile/smartphone)	**+357 (00) 000000**
Telefax*	**+357 (2) 775955**
Email address (official)	**director@dfmr.moa.gov.cy**
Telex (if still in use)	**4660 MINAGRI CY**
Working hours (winter: dates)	**1 September-30 June: 07.30-14.30**
Working hours (summer: dates)	**1 July – 31 August: 07.30-14.30**

COMPETENT NATIONAL OPERATIONAL AUTHORITY

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NOTES: Kindly present telephone/fax numbers in the following format:
+country dial in code (area code) number *[example +123 (45) 667788]*
Fields that are not applicable should be marked N.A.

NATIONAL CONTACT POINT (OPERATIONAL 24 HRS A DAY) RESPONSIBLE FOR RECEIVING REPORTS ON POLLUTION INCIDENTS

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

EMERGENCY RESPONSE CENTRE (ERC)

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NATIONAL ON-SCENE COMMANDER (NOSC)

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

COMPETENT CUSTOMS AUTHORITY

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NON-WORKING DAYS

(Public holidays on which the Government offices are closed)

YEAR *(e.g. 2017)*

DATE(S)	DAY(S) OF THE WEEK	NAME OF THE HOLIDAY

HELLENIC REPUBLIC

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

COMPETENT NATIONAL OPERATIONAL AUTHORITY

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NATIONAL CONTACT POINT (OPERATIONAL 24 HRS A DAY) RESPONSIBLE FOR RECEIVING REPORTS ON POLLUTION INCIDENTS

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

EMERGENCY RESPONSE CENTRE (ERC)

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NATIONAL ON-SCENE COMMANDER (NOSC)

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

COMPETENT CUSTOMS AUTHORITY

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NON-WORKING DAYS

(Public holidays on which the Government offices are closed)

YEAR *(e.g. 2017)*

DATE(S)	DAY(S) OF THE WEEK	NAME OF THE HOLIDAY

STATE OF ISRAEL

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

COMPETENT NATIONAL OPERATIONAL AUTHORITY

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NATIONAL CONTACT POINT (OPERATIONAL 24 HRS A DAY) RESPONSIBLE FOR RECEIVING REPORTS ON POLLUTION INCIDENTS

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

EMERGENCY RESPONSE CENTRE (ERC)

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NATIONAL ON-SCENE COMMANDER (NOSC)

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

COMPETENT CUSTOMS AUTHORITY

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	
Ministry	
Address 1 (street, number)	
Address 2 (postal code, city/town)	
Address 3 (country)	
Telephone (fixed line 1)	
Telephone (fixed line 2)	
Telephone (fixed line 3)	
Telephone (mobile/smartphone)	
Telefax	
Email address (official)	
Telex (if still in use)	
Working hours (winter: dates)	
Working hours (summer: dates)	

NON-WORKING DAYS

(Public holidays on which the Government offices are closed)

YEAR *(e.g. 2017)*

DATE(S)	DAY(S) OF THE WEEK	NAME OF THE HOLIDAY

ANNEX 2

COMMUNICATION WITH REMPEC

(2016)

THIS PAGE WAS INTENTIONNALY LEFT BLANK

DURING WORKING HOURS

Title (e.g. Ms, Mr, Dr., Cdr. ...)	**Mr**
Name, Surname	**Gabino Gonzalez**
Title (position within the office)	**Head of Office**
Department (Directorate, Division)	**N.A.**
Ministry	**N.A.**
Address 1 (street, number)	**Maritime House, Lascaris Wharf**
Address 2 (postal code, city/town)	**Valletta VLT 1921**
Address 3 (country)	**Malta**
Telephone (fixed line 1)	**+356 (21) 337296**
Telephone (fixed line 2)	**+356 (21) 337297**
Telephone (fixed line 3)	**+356 (21) 337298**
Telephone (mobile/smartphone)	**+356 (00) 000000**
Telefax	**+356 (21) 339951**
Email address (official)	**rempec@rempec.org**
Telex (if still in use)	**N.A.**
Working hours (winter: dates)	**1 October – 14 June: 08.30-12.30 and 13.30-17.15**
Working hours (summer: dates)	**15 June – 30 September: 08.00-15.00**

OUTSIDE WORKING HOURS

Title (e.g. Ms, Mr, Dr., Cdr. ...)	
Name, Surname	
Title (position within the office)	
Department (Directorate, Division)	**N.A.**
Ministry	**N.A.**
Address 1 (street, number)	**N.A.**
Address 2 (postal code, city/town)	**N.A.**
Address 3 (country)	**N.A.**
Telephone (fixed line 1)	**N.A.**
Telephone (fixed line 2)	**N.A.**
Telephone (fixed line 3)	**N.A.**
Telephone (mobile/smartphone)	**+356 (79) 505011**
Telefax	**+356 (21) 339951 (only after initial phone or email contact)**
Email address (official)	**emergency@rempec.org**
Telex (if still in use)	**N.A.**
Working hours (winter: dates)	**N.A.**
Working hours (summer: dates)	**N.A.**

NON-WORKING DAYS

(Public holidays on which the offices of REMPEC are closed)

DATE	DAY OF THE WEEK	NAME OF THE HOLIDAY
1 January 2016	Friday	New Year's Day
10 February 2016	Wednesday	St Paul's Shipwreck
25 March 2016	Friday	Good Friday
31 March 2016	Tuesday	Freedom Day
7 June 2016	Tuesday	"Sette Guigno"
29 June 2016	Wednesday	St Peter and St Paul
15 August 2016	Monday	Assumption
8 September 2016	Thursday	Victory Day
8 December 2016	Thursday	Immaculate Conception
25 December 2016	Friday	Christmas Day

REMPEC will be closed from Friday, 23 December to Friday, 30 December 2016, both dates inclusive.

In case of emergency on these days REMPEC can be contacted on its emergency telephone line +356 (79) 505011.

ANNEX 3

NATIONAL CONTINGENCY PLANS (or relevant parts thereof)

CYPRUS

THIS IS ONLY AN EXAMPLE AND NOT NECESSARILY ACCURATE. THE OPERATIONAL AUTHORITIES OF EACH PARTY ARE RESPONSIBLE FOR THE ACCURACY OF DATA CONTAINED IN THIS ANNEX.

SUMMARY DESCRIPTION OF THE NATIONAL CONTINGENCY PLAN	
Title	The National Contingency Plan for Oil Pollution Combating
Prepared (year)	2014
Became effective (year, date if known)	Not yet
Last revised (year)	2015
SCOPE	
Coverage	Sea, shore
Applicable to pollution by	Oil
Levels of emergency	3 (Tier1, Tier 2, Tier 3)
RESPONSIBILITIES (OPERATIONAL)	
According to administrative division (geographically)	4 districts (Famagusta, Larnaca, Limassol, Paphos)
According to administrative hierarchy (decision-making, size of accident)	
Tier 1 – at sea	District offices of the DFMR
Tier 1 – on shore	District offices of the DFMR
Tier 2 – at sea (national emergencies)	Director of DFMR
Tier 2 – on shore (national emergencies)	Director of DFMR
Tier 3 – at sea (incidents requiring international assistance/cooperation)	Director of DFMR (under the overall responsibility of the Minister of MARDE)
Tier 3 – on shore (incidents requiring international assistance/cooperation)	Director of DFMR (under the overall responsibility of the Minister of MARDE)
RELATION TO OTHER CONTINGENCY PLANS	
• Local and district authorities are responsible for their respective Local and District CPs. These should be coordinated with the NCP. • Operators of every oil handling onshore and offshore facility must have a Facility Contingency Plan (FCP) and to act in accordance with it. FCPs shall be coordinated with the NCP.	
RESPONSE STRATEGY	
• Elimination of the source of pollution • Containment and recovery at sea • Use of dispersants • Protection of sensitive areas • Shore cleanup	
POLICY REGARDING THE USE OF DISPERSANTS	
• Dispersants certified and approved for use in any EU member State (in particular in France and the U.K.) may be considered for use in Cyprus. • Authorization of the Director of DFMR required prior to use.	
SENSITIVE AREAS	
Identified in the NCP	

(A copy of the NCP, or the relevant parts thereof, will be inserted at a later stage)

GREECE

SUMMARY DESCRIPTION OF THE NATIONAL CONTINGENCY PLAN	
Title	
Prepared (year)	
Became effective (year, date if known)	
Last revised (year)	
SCOPE	
Coverage	
Applicable to pollution by	
Levels of emergency	
RESPONSIBILITIES (OPERATIONAL)	
According to administrative division (geographically)	
According to administrative hierarchy (decision-making, size of accident)	
Tier 1 – at sea	
Tier 1 – on shore	
Tier 2 – at sea (national emergencies)	
Tier 2 – on shore (national emergencies)	
Tier 3 – at sea (incidents requiring internat. assistance/cooperation)	
Tier 3 – on shore (incidents requiring internat. assistance/cooperation)	
RELATION TO OTHER CONTINGENCY PLANS	
• aaaaa • bbbbb • ccccc	
RESPONSE STRATEGY	
• aaa • bbb • ccc • ddd • eee	
POLICY REGARDING THE USE OF DISPERSANTS	
• aaaaa • bbbbb	
SENSITIVE AREAS	
• aaaaa • bbbbb	

(A copy of the NCP, or the relevant parts thereof, will be inserted at a later stage)

ISRAEL

SUMMARY DESCRIPTION OF THE NATIONAL CONTINGENCY PLAN	
Title	
Prepared (year)	
Became effective (year, date if known)	
Last revised (year)	
SCOPE	
Coverage	
Applicable to pollution by	
Levels of emergency	
RESPONSIBILITIES (OPERATIONAL)	
According to administrative division (geographically)	
According to administrative hierarchy (decision-making, size of accident)	
Tier 1 – at sea	
Tier 1 – on shore	
Tier 2 – at sea (national emergencies)	
Tier 2 – on shore (national emergencies)	
Tier 3 – at sea (incidents requiring internat. assistance/cooperation)	
Tier 3 – on shore (incidents requiring internat. assistance/cooperation)	
RELATION TO OTHER CONTINGENCY PLANS	
• aaaaa • bbbbb • ccccc	
RESPONSE STRATEGY	
• aaa • bbb • ccc • ddd • eee	
POLICY REGARDING THE USE OF DISPERSANTS	
• aaaaa • bbbbb	
SENSITIVE AREAS	
• aaaaa • bbbbb	

(A copy of the NCP, or the relevant parts thereof, will be inserted at a later stage)

ANNEX 4

INVENTORY OF RESPONSE EQUIPMENT, PRODUCTS AND OTHER MEANS WHICH EACH PARTY MIGHT OFFER AS ASSISTANCE IN CASE OF THE ACTIVATION OF THE PLAN
AND
DIRECTORY OF RESPONSE PERSONNEL

CYPRUS (1)

LIST 1: TYPES AND QUANTITY OF EQUIPMENT UNDER GOVERNMENT CONTROL*

TYPE OF EQUIPMENT		QUANTITY	OWNERSHIP*
High sea (open sea) boom		[m]	
Harbour (protected waters) boom		[m]	
Skimming barrier		[unit]	
Sweeping arm		[unit]	
Skimmers (above 50 t/h capacity)		[unit]	
Skimmers (10 - 20 t/h capacity)		[unit]	
Vacuum pump unit with skimming head		[unit]	
Portable storage tank (for use on land)		[unit]	
Floating container/towable tank		[unit - capacity]	
Sorbent boom		[m]	
Other sorbent material		[kg]	
Dispersant spraying equipment	for boats	[unit/set]	
	for aircraft	[unit/set]	
Homologated dispersant		[m^2]	
Specialized spill response vessel (harbour)		[unit]	
Specialized spill response vessel (open sea)		[unit]	
Fixed wing aircraft (surveillance)			
Fixed wing aircraft (dispersant spraying)			
Helicopter (surveillance)		[unit]	
Helicopter (dispersant spraying)		[unit]	
Other equipment (specify **type** e.g. pump, pressure cleaner, power pack, etc. and **quantity**)			
-			
-			
-			
-			
-			

* The list includes equipment owned by public (**P**), para-public (**PP**) and private sector/industry (**PI**), to which the Government has access and over which it has control in case of the activation of the NCP.

CYPRUS (2)

LIST 2: LIST OF EQUIPMENT WHICH MAY BE MADE AVAILABLE FOR ASSISTANCE WITHIN THE FRAMEWORK OF THE SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

TYPE OF EQUIPMENT		QUANTITY
High sea (open sea) boom		[m]
Harbour (protected waters) boom		[m]
Skimming barrier		[unit]
Sweeping arm		[unit]
Skimmers (above 50 t/h capacity)		[unit]
Skimmers (10 - 20 t/h capacity)		[unit]
Vacuum pump unit with skimming head		[unit]
Portable storage tank (for use on land)		[unit]
Floating container/towable tank		[unit - capacity]
Sorbent boom		[m]
Other sorbent material		[kg]
Dispersant spraying equipment	for boats	[unit/set]
	for aircraft	[unit/set]
Homologated dispersant		[m^2]
Specialized spill response vessel (harbour)		[unit]
Specialized spill response vessel (open sea)		[unit]
Fixed wing aircraft (surveillance)		
Fixed wing aircraft (dispersant spraying)		
Helicopter (surveillance)		[unit]
Helicopter (dispersant spraying)		[unit]
Other equipment (specify **type** e.g. pump, pressure cleaner, power pack, etc. and **quantity**)		
-		
-		
-		
-		
-		

CYPRUS (3)

LIST 3: DIRECTORY OF EXPERTS WITHIN THE COUNTRY WHO COULD PROVIDE EXPERT ADVICE TO OTHER PARTIS WHICH SO REQUEST IN CASE OF A MAJOR MARINE OIL POLLUTION INCIDENT AND/OR IN CASE OF THE ACTIVATION OF THE SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

NO.	NAME OF THE EXPERT	CONTACT AUTHORITY	FIELD(S) OF EXPERTISE								
			A	B	C	D	E	F	G	H	I
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											

FIELDS OF EXPERTISE:

- **A** Analysis, assessment and forecasting of oil slick behaviour, fate and movement
- **B** Response planning and logistics
- **C** Response strategy/tactical choices and options
- **D** Methods and techniques for oil spill response at sea: containment/recovery
- **E** Oil spill response at sea: use of dispersants and other non-mechanical response methods
- **F** Shoreline clean-up techniques and methods
- **G** Treatment and disposal of wastes
- **H** Oiled wildlife response
- **I** Financial documentation and claims for compensation

Please insert an "**X**" in the respective column next to the name of the expert.

CONTACT AUTHORITIES:

- **1** Authority X (contact details)
- **2** Authority Y (contact details)
- **3** Authority Z (contact details)

(Please identify the competent national authorities through which the services of the expert(s) could be negotiated/arranged. If the expert is an individual advisor/consultant not affiliated with a national authority, but having its official approval/endorsement, please indicate the expert's personal contact details.)

GREECE (1)

LIST 1: TYPES AND QUANTITY OF EQUIPMENT UNDER GOVERNMENT CONTROL*

TYPE OF EQUIPMENT		QUANTITY	OWNERSHIP*
High sea (open sea) boom		[m]	
Harbour (protected waters) boom		[m]	
Skimming barrier		[unit]	
Sweeping arm		[unit]	
Skimmers (above 50 t/h capacity)		[unit]	
Skimmers (10 - 20 t/h capacity)		[unit]	
Vacuum pump unit with skimming head		[unit]	
Portable storage tank (for use on land)		[unit]	
Floating container/towable tank		[unit - capacity]	
Sorbent boom		[m]	
Other sorbent material		[kg]	
Dispersant spraying equipment	for boats	[unit/set]	
	for aircraft	[unit/set]	
Homologated dispersant		[m^2]	
Specialized spill response vessel (harbour)		[unit]	
Specialized spill response vessel (open sea)		[unit]	
Fixed wing aircraft (surveillance)			
Fixed wing aircraft (dispersant spraying)			
Helicopter (surveillance)		[unit]	
Helicopter (dispersant spraying)		[unit]	
Other equipment (specify **type** e.g. pump, pressure cleaner, power pack, etc. and **quantity**)			
-			
-			
-			
-			
-			

* The list includes equipment owned by public (**P**), para-public (**PP**) and private sector/industry (**PI**), to which the Government has access and over which it has control in case of the activation of the NCP.

GREECE (2)

LIST 2: LIST OF EQUIPMENT WHICH MAY BE MADE AVAILABLE FOR ASSISTANCE WITHIN THE FRAMEWORK OF THE SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

TYPE OF EQUIPMENT		QUANTITY
High sea (open sea) boom		[m]
Harbour (protected waters) boom		[m]
Skimming barrier		[unit]
Sweeping arm		[unit]
Skimmers (above 50 t/h capacity)		[unit]
Skimmers (10 - 20 t/h capacity)		[unit]
Vacuum pump unit with skimming head		[unit]
Portable storage tank (for use on land)		[unit]
Floating container/towable tank		[unit - capacity]
Sorbent boom		[m]
Other sorbent material		[kg]
Dispersant spraying equipment	for boats	[unit/set]
	for aircraft	[unit/set]
Homologated dispersant		[m^2]
Specialized spill response vessel (harbour)		[unit]
Specialized spill response vessel (open sea)		[unit]
Fixed wing aircraft (surveillance)		
Fixed wing aircraft (dispersant spraying)		
Helicopter (surveillance)		[unit]
Helicopter (dispersant spraying)		[unit]
Other equipment (specify **type** e.g. pump, pressure cleaner, power pack, etc. and **quantity**)		
-		
-		
-		
-		
-		

GREECE (3)

LIST 3: DIRECTORY OF EXPERTS WITHIN THE COUNTRY WHO COULD PROVIDE EXPERT ADVICE TO OTHER PARTIS WHICH SO REQUEST IN CASE OF A MAJOR MARINE OIL POLLUTION INCIDENT AND/OR IN CASE OF THE ACTIVATION OF THE SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

NO.	NAME OF THE EXPERT	CONTACT AUTHORITY	FIELD(S) OF EXPERTISE								
			A	B	C	D	E	F	G	H	I
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											

FIELDS OF EXPERTISE:

- **A** Analysis, assessment and forecasting of oil slick behaviour, fate and movement
- **B** Response planning and logistics
- **C** Response strategy/tactical choices and options
- **D** Methods and techniques for oil spill response at sea: containment/recovery
- **E** Oil spill response at sea: use of dispersants and other non-mechanical response methods
- **F** Shoreline clean-up techniques and methods
- **G** Treatment and disposal of wastes
- **H** Oiled wildlife response
- **I** Financial documentation and claims for compensation

Please insert an "**X**" in the respective column next to the name of the expert.

CONTACT AUTHORITIES:

- **1** Authority X (contact details)
- **2** Authority Y (contact details)
- **3** Authority Z (contact details)

(Please identify the competent national authorities through which the services of the expert(s) could be negotiated/arranged. If the expert is an individual advisor/consultant not affiliated with a national authority, but having its official approval/endorsement, please indicate the expert's personal contact details.)

ISRAEL (1)

LIST 1: TYPES AND QUANTITY OF EQUIPMENT UNDER GOVERNMENT CONTROL*

TYPE OF EQUIPMENT		QUANTITY	OWNERSHIP*
High sea (open sea) boom		[m]	
Harbour (protected waters) boom		[m]	
Skimming barrier		[unit]	
Sweeping arm		[unit]	
Skimmers (above 50 t/h capacity)		[unit]	
Skimmers (10 - 20 t/h capacity)		[unit]	
Vacuum pump unit with skimming head		[unit]	
Portable storage tank (for use on land)		[unit]	
Floating container/towable tank		[unit - capacity]	
Sorbent boom		[m]	
Other sorbent material		[kg]	
Dispersant spraying equipment	for boats	[unit/set]	
	for aircraft	[unit/set]	
Homologated dispersant		[m^2]	
Specialized spill response vessel (harbour)		[unit]	
Specialized spill response vessel (open sea)		[unit]	
Fixed wing aircraft (surveillance)			
Fixed wing aircraft (dispersant spraying)			
Helicopter (surveillance)		[unit]	
Helicopter (dispersant spraying)		[unit]	
Other equipment (specify **type** e.g. pump, pressure cleaner, power pack, etc. and **quantity**)			
-			
-			
-			
-			
-			

* The list includes equipment owned by public (**P**), para-public (**PP**) and private sector/industry (**PI**), to which the Government has access and over which it has control in case of the activation of the NCP.

ISRAEL (2)

LIST 2: LIST OF EQUIPMENT WHICH MAY BE MADE AVAILABLE FOR ASSISTANCE WITHIN THE FRAMEWORK OF THE SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

TYPE OF EQUIPMENT		QUANTITY
High sea (open sea) boom		[m]
Harbour (protected waters) boom		[m]
Skimming barrier		[unit]
Sweeping arm		[unit]
Skimmers (above 50 t/h capacity)		[unit]
Skimmers (10 - 20 t/h capacity)		[unit]
Vacuum pump unit with skimming head		[unit]
Portable storage tank (for use on land)		[unit]
Floating container/towable tank		[unit - capacity]
Sorbent boom		[m]
Other sorbent material		[kg]
Dispersant spraying equipment	for boats	[unit/set]
	for aircraft	[unit/set]
Homologated dispersant		[m^2]
Specialized spill response vessel (harbour)		[unit]
Specialized spill response vessel (open sea)		[unit]
Fixed wing aircraft (surveillance)		
Fixed wing aircraft (dispersant spraying)		
Helicopter (surveillance)		[unit]
Helicopter (dispersant spraying)		[unit]
Other equipment (specify **type** e.g. pump, pressure cleaner, power pack, etc. and **quantity**)		
-		
-		
-		
-		
-		

ISRAEL (3)

LIST 3: DIRECTORY OF EXPERTS WITHIN THE COUNTRY WHO COULD PROVIDE EXPERT ADVICE TO OTHER PARTIS WHICH SO REQUEST IN CASE OF A MAJOR MARINE OIL POLLUTION INCIDENT AND/OR IN CASE OF THE ACTIVATION OF THE SUB-REGIONAL MARINE POLLUTION CONTINGENCY PLAN BETWEEN CYPRUS, GREECE AND ISRAEL

NO.	NAME OF THE EXPERT	CONTACT AUTHORITY	FIELD(S) OF EXPERTISE								
			A	B	C	D	E	F	G	H	I
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											

FIELDS OF EXPERTISE:

- **A** Analysis, assessment and forecasting of oil slick behaviour, fate and movement
- **B** Response planning and logistics
- **C** Response strategy/tactical choices and options
- **D** Methods and techniques of oil spill response at sea: containment/recovery
- **E** Oil spill response at sea: use of dispersants and other non-mechanical response methods
- **F** Shoreline clean-up techniques and methods
- **G** Treatment and disposal of oily wastes
- **H** Oiled wildlife response
- **I** Financial documentation and claims for compensation

Please insert an "**X**" in the respective column next to the name of the expert.

CONTACT AUTHORITIES:

- **1** Authority X (contact details)
- **2** Authority Y (contact details)
- **3** Authority Z (contact details)

(Please identify the competent national authorities through which the services of the expert(s) could be negotiated/arranged. If the expert is an individual advisor/consultant not affiliated with a national authority, but having its official approval/endorsement, please indicate the expert's personal contact details.)

ANNEX 5

COMMUNICATION SYSTEM

NOTE: Although partly updated by the Consultant, this Annex is based on the work carried out in 1998 by a senior expert in telecommunications and maritime communications, engaged by REMPEC to prepare a study on the development of a communication system to be used within the context of the "Sub-regional Contingency Plan for preparedness and response to major marine pollution incidents in the Mediterranean sea". This work was carried out under the supervision of REMPEC as part of the LIFE TCY96/INT/08 project named "Strengthening co-operation between Cyprus, Egypt and Israel in combating major marine pollution incidents affecting or likely to affect their territorial sea, coasts and other related interests". The project was financed by the EC through its LIFE Third countries mechanism.

All technical statements concerning in particular those related to radio communications, channels and frequencies need to be verified by the experts in communications of the competent national maritime authorities of the three Parties to the present Plan.

COMMUNICATION SYSTEM
WITHIN THE SUBREGIONAL CONTINGENCY PLAN

Chapter 5 of the Sub-regional Contingency Plan between Cyprus, Greece and Israel (the Plan or CGI SCP) sets forth principles of communications within the framework of the Plan, and this Annex outlines the current arrangements for communication among the Parties, as follows:

1. Routine exchange of information when there is no emergency.

2. Exchange of information among National Operational Authorities (NOA) and national Emergency Response Centres (ERC) in case of an accident which necessitates or might necessitate the activation of the Plan.

3. Operational communications during Joint Response Operations (JRO) including communications related to exerting:

   3.1. Operational Command
   3.2. Operational Control
   3.3. Tactical Command

1. ROUTINE EXCHANGE OF INFORMATION

For communications among National Authorities of the Parties to the Plan and for the exchange of information relevant for the maintenance of the sub-regional system for preparedness and response, Parties shall use ordinary **Public Switched Telephone Networks (PSTN)** or **Internet**. The use of **email** should be given preference, although **telephone**, **SMS (text) messaging** and **telefax** may also be used as necessary.

2. COMMUNICATION AMONG NOA AND NATIONAL ERCs IN CASE OF AN ACCIDENT THAT NECESSITATES OR MIGHT NECESSITATE THE ACTIVATION OF THE PLAN

National Operational Authorities shall inform their counterparts when they are informed of a maritime casualty or a pollution incident which presents or might present a threat to the marine environment or related interests of one or more Parties. They shall maintain regular communications, as well as with any other relevant parties involved in the incident, regardless of whether the Plan has been activated or not. At this stage it might also be necessary to establish and maintain contact with the vessel/s or offshore units concerned.

For alerting other Parties, informing them of the activation of the Plan, requesting assistance and for maintaining any subsequent contacts, the Parties shall use ordinary **Public Switched Telephone Networks** (PSTN) utilising numbers indicated in **Table 1** or **Internet**. All alerts and POLREP messages should be sent in the **written form** (email, telefax).

Alternatively, if public switched networks are not operational, alert messages (cf. Annex 7: POLREP) could exceptionally be transmitted to other Parties using respective **Coast Radio Stations (CRS)**, the details of which are given in **Table 2** below. However, CRS should primarily be used for communication with vessels involved in the incident and/or with vessels involved in response activities.

3. OPERATIONAL COMMUNICATIONS DURING JOINT RESPONSE OPERATIONS

Efficient communications and smooth message traffic during Joint Response Operations (JRO) following the activation of the Plan, should enable effective execution/performing of functions related to the **Operational Command** of the operation (overall co-ordination of all involved personnel and means), **Operational Control** (direct control over personnel, means and units performing response operations) and **Tactical Command** (directing and supervising the execution of specific tasks by work teams and units).

3.1 OPERATIONAL COMMAND

Operational Authority of the Lead Party shall maintain the overall co-ordination and control of JRO through the SOSC, who will communicate with all other participants in JRO from his national Emergency Response Centre, which will in case of the activation of the Plan assume the role of the **Joint Emergency Response Centre (JERC)**.

For transmission of his orders, the SOCS shall use:

a) **Public Switched Telephone Network(s)** for shore-shore communications with ERCs and NOAs of the other Parties (see **Table 1**).

b) **VHF radio stations** (installed at national ERCs) for shore-sea communications with units taking part in the response operations. VHF channels to be used are listed in **Table 3**.

c) **Coast Radio Stations**, on MF frequencies, when communicating to vessels operating in areas outside the VHF range. MF radio frequencies to be used are listed in **Table 4**.

d) **Mobile Telephone System(s)**, where their coverage is sufficient, for shore-shore and shore-sea communications.

3.2 OPERATIONAL CONTROL

Instructions for conducting response operations and relevant technical and other information, necessary for their implementation, will be communicated to response units and teams by their respective NOSC or officers designated by them.

For their transmission the following means of communication shall be used:

a) **Public Switched Telephone Network(s)** for shore-shore communications with JERC and their respective NOAs (see **Table 1**).

b) **VHF radio stations** (mobile or installed on board vessels and aircraft) for sea-shore and sea-sea communications with other units taking part in the response operations (see **Table 3**).

c) **Coast Radio Stations**, on MF frequencies, when communicating to vessels operating in areas outside the VHF range (see **Table 4**).

d) **Mobile Telephone System(s)**, where their coverage is sufficient, for shore-shore and shore-sea communications.

3.3 TACTICAL COMMAND

Communications on the scene of response operations, concerning directing and supervising implementation of specific response activities by various teams and units involved, as well as exchange of any information relevant for the response activities, between vessels, aircraft and pollution response personnel, shall be maintained using:

a) **VHF Radio stations** (portable/mobile or installed on board vessels and aircraft) for shore-sea, shore-shore, sea-sea, sea-air and air-air traffic.

b) **Mobile Telephone System(s)**, where their coverage is sufficient, for shore-shore and shore-sea traffic.

4. SPECIFIC INSTRUCTIONS

COMMUNICATIONS WITH AIRCRAFT

For communications between sea or shore and aircraft used for either surveillance or dispersant spraying, **marine band VHF** communication equipment shall be used. For this purpose, observers on board aircraft shall be provided with portable VHF stations. These stations shall have the possibility to operate on all channels indicated in **Table 3** (10, 67, 73, 16, 6 and 8).

Maximum height for the use of marine band VHF equipment on board aircraft should not exceed 1000 feet (300 metres).

Mobile telephones shall generally not be used on board aircraft.

USE OF MOBILE TELEPHONES/SMARTPHONES

When other means for transmission of important messages, that could be misunderstood using only voice communication, are not available it is recommended to use SMS (text) messaging or alternatively mobile telephones connected to fax machine.

APPROACHING SHORES OF THE PARTIES TO THE PLAN

Cyprus

There are no specific reporting requirements for ships approaching Cyprus *(to be verified by the Cypriot **maritime authorities**)*.

Greece

*……. (to be completed by the competent Greek national **maritime authorities**)*

Israel

All ships entering/approaching Israeli shores, including those taking part in JOR, are required to contact Haifa Radio on 2182 kHz or on VHF channel 16, in order to get necessary clearance *(to be verified by the Israeli **maritime authorities**)*.

TABLE 1. TELEPHONE, FAX AND TELEX NUMBERS AND EMAIL ADDRESSES OF NATIONAL AUTHORITIES AND OF THEIR RESPECTIVE NATIONAL EMERGENCY RESPONSE CENTRES

		CYPRUS	GREECE	ISRAEL
Access codes (dialling-out codes)		**00**	**00**	**00**
Country codes (dialling-in codes)		**357**	**30**	**972**
National Government. Authority	**Tel**			
	Fax			
	Email			
National Operational Authority	**Tel**			
	Fax			
	Email			
Emergency Response Centre	**Tel**			
	Fax			
	Email			

NOTE: Grey shaded fields should be filled in by the National Operational Authorities

TABLE 2. RELEVANT COAST RADIO STATIONS

Country	CYPRUS	GREECE		ISRAEL
Coast Radio Station	CYPRUS RADIO	---------- RADIO	---------- RADIO	HAIFA RADIO
Telephone				
Fax				
Telex				
INMARSAT				
….				
….				
MF Radio channels	2182 kHz			2182 kHz
MF Radio channels	2670 kHz			2649 kHz
MF Radio channels	2700 kHz			2656 kHz
MF Radio channels				3656 kHz
MF Radio channels				

NOTE: Information in the white fields should be checked / verified and corrected as necessary, and grey shaded fields should be filled in by the competent **national maritime authorities**.

TABLE 3. VHF CHANNELS AGREED FOR USE IN POLLUTION RESPONSE OPERATIONS

CHANNEL	10	67	73	16	6	8
FREQUENCY [MHz]	156.500	156.375	156.675	156.800	156.300	156.400
USE	Pollution response	Pollution response	Pollution response	Distress/ safety	SAR	Intership

NOTE: The information in this table needs to be checked and verified by the competent **national maritime authorities**.

TABLE 4. MF FREQUENCIES THAT CAN BE USED FOR COMMUNICATION IN CASE OF SPILL RESPONSE OPERATIONS

COAST RADIO STATION	FREQUENCY FOR USE IN POLLUTION RESPONSE (Tx/Rx-carrier)	ORDINARY FREQUENCY (BACK-UP) MF (Tx-carrier)	ORDINARY FREQUENCY (BACK-UP) HF (Tx-carrier)
Cyprus Radio	2652/3200 kHz	2670 kHz	4372 kHz
---------- Radio			
---------- Radio			
Haifa Radio	2652/3200 kHz	2649 kHz	4366 kHz

NOTE: The information in this table needs to be checked / verified, filled in and corrected as necessary by the competent **national maritime authorities**.

ANNEX 6

GUIDELINES FOR REPORTING OIL SPILLS
(AERIAL SURVEILLANCE)

The text of this Annex is reproduced from Chapter 5 of the document "Guide for Combating Accidental Marine Pollution in the Mediterranean Sea" published by REMPEC in 2000. This document constitutes Section 1 of Part D (Operational Guidelines and Technical Documents) of the Regional Information System of REMPEC (RIS/D1). It can be downloaded from the website of REMPEC following the link: http://www.rempec.org/rempec.asp?theIDS=2_215&theName=RIS&theID=15&daChk=2&pgType=1

Since 2000 several more complex, up-to-date and better illustrated guides on aerial surveillance were published by e.g. ITOPF (International Tanker Owners Pollution Federation Limited) or Cedre (Centre of Documentation, Research and Experimentation on Accidental Water Pollution).

Very good examples of such concise but complete guides are in particular:

The extract from the Operational guide "Aerial observation of oil pollution at sea" published by Cedre in 2004 (F)/2006 (E) which has 13 pages and can be downloaded form Cedre's website following the link http://wwz.cedre.fr/en/content/download/1777/138724/file/extract-aerial-observation.pdf. It is noted that the complete Guide has some 60 pages.

Technical Information Paper 01 (Aerial observation of marine oil spills) published in 2001 and replacing its previous version from the 1980s has only 12 pages and can be downloaded from the website of ITOPF following the link http://www.itopf.com/knowledge-resources/documents-guides/document/tip-1-aerial-observation-of-marine-oil-spills/.

The national Operational Authorities may decide to replace the present text of this Annex with one of the two mentioned documents.

GUIDELINES FOR OBSERVATION AND REPORTING OIL SPILLS (AERIAL SURVEILLANCE)

1. INTRODUCTION

Aerial surveillance of oil spills is made either from helicopters or from fixed-wing aircraft. It could be made using sophisticated remote sensing equipment, however **visual aerial observation** is often the most convenient means of assessing oil pollution at sea and on shore, which if properly carried out, can give an important indication, sometimes of a decisive nature, concerning:

- the extent of pollution (overall surface totally or partly covered);
- the evolution of pollution and its follow-up;
- the quantity of floating oil;
- the evaluation of the threat;
- the selection of appropriate combating techniques;
- the evaluation of the effectiveness of means used;
- the assessment of damage.

Unfortunately, aerial surveillance is in most cases done by personnel not specifically trained in this activity (pilots, photographers, aerial navigators), which in turn often results in unreliable and inaccurate reports. In order to ensure that the information provided by observers is precise and quantifiable enough to be of use for the authorities responsible for pollution combating, an attempt has been made to prepare a set of basic instructions for observers and to standardize the terminology used in reports.

The objectives of this Annex are to instruct non-specialized observers on how:

- to know what to look for;
- to know to locate the pollution;
- to observe, describe and report the pollution;
- to prepare the information for further processing.

2. ORGANIZATION OF AN AERIAL OBSERVATION MISSION

- The aircraft (either helicopter or fixed-wing) chosen for aerial surveillance of oil spills should have **good all round visibility**.

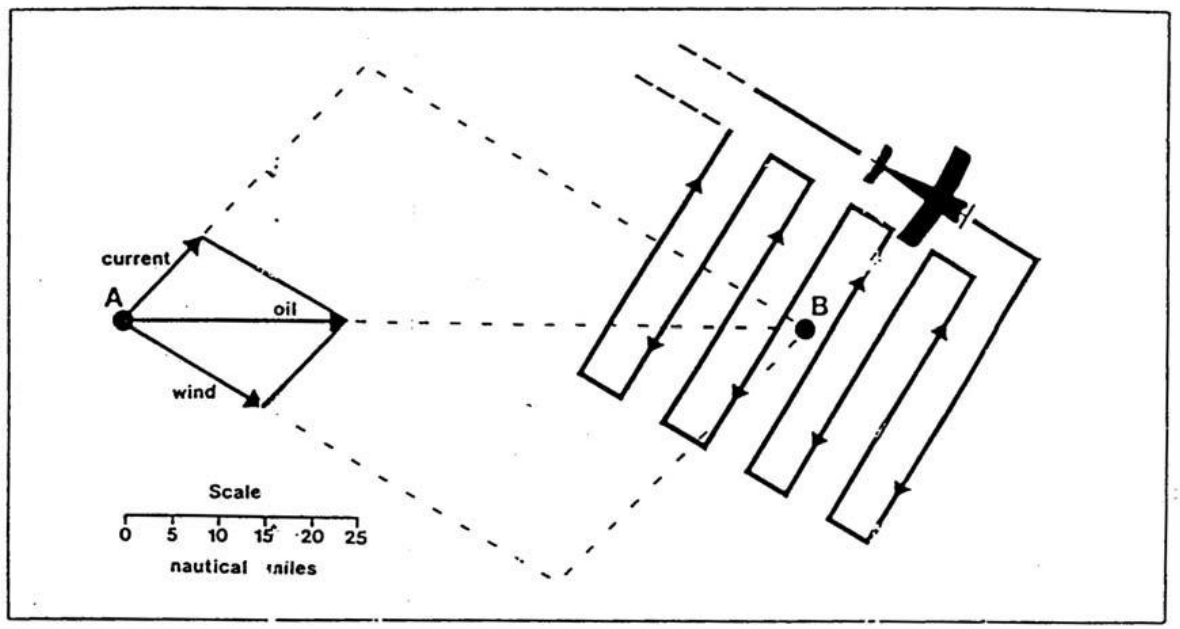
- **Helicopters** are more suitable for missions **near the shore**, while **fixed-wing aircraft** provide more speed and longer range for missions over the **open sea**.

- **Safety** of the crew and observers must always supersede all other considerations and therefore **multi-engined** (at least twin) **aircraft** should be used for all missions over remote sea areas.

- In order to reduce as much as possible the time spent searching for pollution, a **flight plan** should be prepared before the flight.

- Observers should be provided with the **charts** of the area. For more accurate identification of positions and reporting, it is useful to draw a **grid** on the chart using e.g. grid squares with the sides of 1 Nautical mile each.

- A "**ladder search**" (illustrated on the following page) across the direction of the prevailing wind is considered to be the most efficient method of surveying the area in which the oil might be found. A **systematic search** for oil over a large sea area is recommended since the forecasting of oil movement is intrinsically not very accurate, and accordingly oil might be found at larger distances or in directions different from those predicted on the basis of calculation.



Movement of oil from A to position B three days later, predicted by combining 100% of the current speed and 3% of the wind speed as shown. The arrows from A represent current, wind and oil movement for one day. A cross-wind ladder search pattern is shown over position B.

(Reproduced from "Response to Marine Oil Spills", International Tanker Owners Pollution Federation Ltd., 1987)

- When the visibility is good (in clear weather) a recommended **altitude** is approximately 500 m, however, in order to obtain better view of the oil, once found, it is necessary to drop to lower altitudes (200 m or less).

- In order to determine the **position** of oil sightings, the observer should be able to consult aircraft instruments, in particular when oil is found at open sea, far from shore and points of reference on the shore.

- In order to enable the undisturbed **communication** between the observer and the pilot of the aircraft, wearing of headsets is highly recommended.

- **Sun glasses** (with polarising lenses, if possible) will help detection of oil at sea under certain light conditions.

3. APPEARANCE OF OIL SPILLS

When spilled at sea, oil forms a **slick** which drifts with the wind and current, and subsequently breaks up into smaller **slicks (patches)**, usually interspersed with the areas of relatively thin **sheen**, and scatters over areas which, with time, become considerably large. With the changing in wind direction, the refloating of oil already deposited on shores might occur. After being at sea for a certain period oil can be mixed with algae and debris.

Three main groups of oil can be distinguished in accordance with their appearance when floating on the sea surface:

- **Light refined products** (petrol, gas oil, kerosene) which spread uniformly on big surfaces and undergo strong evaporation and rapid natural dispersion processes, often resulting in their total disappearance in 2 to 3 days. They form thin **sheens**.

- **Heavy refined products** (fuel No.6 and most types of fuel oils used by merchant ships) which are very viscous spread less rapidly and do not disappear naturally. These form **dark** thicker patches, separated by areas of intermediate and thin **sheens**.

- **Crude oils** whose characteristics and behaviour vary greatly according to their type and origin. Usually these rapidly break into areas of **dark**, thicker oil interspersed with areas of intermediate and thin **sheens**.

In general terms, the thick parts of an oil slick have **dull (dark)** colours, the colour of patches of intermediate thickness is **blue or iridescent (rainbow)**, and the thinnest parts of a slick appear as areas of **grey or silvery sheen**.

Sheen consists of only small quantities of oil but is the most visible proof of pollution. Frequently, thick patches are discovered in the midst and windward of an area covered by sheen (silver, grey or iridescent).

Thick patches represent big quantities of oil. Generally, **black or dark brown** at the early stages of pollution, most crude oils and heavy refined products, under the influence of sea movement (waves), show a tendency towards formation of water-in-oil emulsions, usually called chocolate mousse, which appear as **brown, red, orange or yellow** patches.

TABLE 1 gives an indication of relations between the **appearance** (colour) of an oil slick, **approximate thickness** of oil and the **approximate volume** of oil (in cubic metres) the slick contains per unit of surface area (square kilometres).

TABLE 1: APPEARANCE/THICKNESS/VOLUME OF OIL ON THE SEA SURFACE

APPEARANCE / COLOUR	APPROX. THICKNESS (μm)	APPROX. VOLUME (m^3/km^2]
silvery sheen	0.02 - 0.05	0
grey sheen	0.1	0.1
Iridescent (rainbow) sheen	0.3	0.3
Blue	1.0	1
blue/brown	5.0	5
brown/black	15 - 25	15 - 25
dark brown/black	> 100	> 100
brown/red/orange/yellow mousse	> 1 mm	

Reproduced from "Manual on Oil Pollution at Sea: Securing Evidence on Discharges from Ships", Bonn Agreement, 1993

4. DESCRIPTION OF POLLUTION

It is recommended to endeavour to utilize the same observers during each particular pollution incident, in order to minimize disparity in reporting. However, if this is not possible, observers should be instructed to use the following terminology when reporting (describing) oil spills:

a) Sheen:

"light sheen" - sea surface covered with faint silvery sheen, barely visible under favourable light conditions;

"sheen" - sea surface covered with consistent silvery and grey sheen, no patches of thick oil;

"heavy sheen" - sea completely covered with grey sheen, occasionally having rainbow colours (iridescent), no patches of thick oil.

b) Patches:

"small patches" - less than 1 m^2, hardly visible from higher altitudes, ranging in colour from blue and brown to black;

"medium patches" - 10 - 100 m^2, clearly visible from the air, colours blue, brown or black.

"big patches" - large slicks of 100 m^2 and over, clearly visible, colours blue, brown or black.

In order to indicate what percentage of the sea area is covered by oil, the observer should describe the slicks as:

"scattered"	-	if 1 to 2% of the sea is covered;
"not too compact"	-	if up to 5% of the sea is covered;
"compact"	-	if up to 20% of the sea is covered;
"very compact"	-	if over 20% of the sea is covered.

In order to estimate as accurately as possible the percentage area of the sea covered by oil, it is recommended to view vertically down on the sea surface, to time overflying each type of oil (sheen, patch, mousse) at the constant (and recorded) speed of the aircraft, and to calculate the percentages on the basis of these records once the surveillance flight is over.

Big patches should be reported singly. The report should include the colour of the patch and information on (description of) any sheen (iridescence) present around these patches of darker oil. Particular attention should be paid to identifying brownish/red/orange/yellow colours which indicate the presence of chocolate mousse (this is important for the selection of response techniques, since the presence of reverse emulsions excludes the use of certain types of skimmers or dispersants).

If possible, colour or infra-red black and white photographs or slides, or video recording of the slick should complement each report.

5. REMARKS

- Often, up to 90% of oil is concentrated on 10% of the surface covered by a slick, in its downwind end. This phenomenon is more pronounced by cold sea and weather.

- A strong wind, of more than 20 knots, causes formation of separate windrows.

- The absence of iridescence (rainbow colour bands) is almost always an indication of slick weathering and emulsion formation.

- The appearance of a slick can change, depending on the position of the sun in relation to the observer. If there are any doubts, several overflights from different directions should be made in order to verify the initial observation.

- Certain phenomena (shadows of clouds, algae or seaweed under the sea surface, suspended sediments in an estuary) can be mistaken for oil slicks. If there are any doubts, the observer should request additional overflights of the suspicious area.

- During very strong storms (sea 6), even a major pollution can be difficult to notice and it may become visible only once the weather has calmed down (CAUTION: only large multi-engine aircraft could be used for aerial surveillance under such conditions).

6. METEOROLOGICAL CONDITIONS

The influence of meteorological conditions is as decisive for the observation of a spill as it is for its combating. TABLES 2, 3, 4, give standard scales for wind force (Beaufort wind force scale), sea state and nebulosity, respectively, which should be used by observers when reporting meteorological conditions in the surveyed area.

TABLE 2: BEAUFORT WIND FORCE SCALE

DESCRIPTIVE TERM	BEAUFORT NUMBER	LIMITS OF WIND VELOCITY		PROBABLE MEAN * HEIGHT OF WAVES in metres
		in knots	in m/sec	
Calm	0	<1	0 - 0.2	-
Light air	1	1 - 3	0.5 - 1.5	0.1
Light breeze	2	4 - 6	1.6 - 3.3	0.2
Gentle breeze	3	7 - 10	3.4 - 5.4	0.6
Moderate breeze	4	11 - 16	5.5 - 7.9	1.0
Fresh breeze	5	17 - 21	8 - 10.7	2.0
Strong breeze	6	22 - 27	10.8 - 13.8	3.0
Near gale	7	28 - 33	13.9 - 17.1	4.0
Gale	8	34 - 40	17.2 - 20.7	5.5
Strong gale	9	41 - 47	20.8 - 24.4	7.0
Storm	10	48 - 55	24.5 - 28.4	9.0
Violent storm	11	56 - 63	28.5 - 32.6	11.5
Hurricane	12	64 - +	32.7 - +	>14

* This column is only a guide, showing roughly what may be expected in the open sea, far from land.

TABLE 3: SEA STATE

Error! Bookmark not defined. DESCRIPTIVE TERM	SEA STATE	WAVE HEIGHT
Calm (glassy)	0	0
Calm (rippled)	1	0 - 0.1
Smooth (wavelets)	2	0.1 - 0.5
Slight	3	0.5 - 1.25
Moderate	4	1.25 - 2.5
Rough	5	2.5 - 4
Very rough	6	4 - 6
High	7	6 - 9
Very high	8	9 - 14
Phenomenal	9	>14

The sea state is completed with SWELL indications:

Height		Length	Direction
Small	0 - 2 m	Short	0 - 100 m If different of the wind
Moderate	2 - 4 m	Medium	100 - 200 m
High	4 m	Long	200 m

TABLE 4: NEBULOSITY

Part of the sky covered with clouds in oktas from 0 to 8

0: no clouds
8: entirely cloudy

ANNEX 7

POLREP POLLUTION REPORTING SYSTEM

POLREP POLLUTION REPORTING SYSTEM

1. The pollution reporting system is for use between the Contracting Parties to the Prevention and Emergency Protocol to the Barcelona Convention themselves and between the Contracting Parties and the Regional Centre, for exchanging information when pollution of the sea has occurred or when a threat of such is present.

2. The POLREP is divided into three parts:

   .1 Part I or POLWARN (POLlution WARNing), comprising figures 1-5, gives first information or warning of the pollution or the threat

   .2 Part II or POLINF (POLlution INFormation), comprising figures 40-60, gives detailed supplementary report, as well as situation report.

   .3 Part III or POLFAC (POLlution FACilities), comprising figures 80-99, is used for requesting assistance from other Contracting Parties and for defining operational matters related to the assistance

3. The division into three parts is only for identification purposes. For this reason consecutive figures are not used. This enables the recipient to recognize merely by looking at the figures whether he is dealing with part I (1-5), part II (40-60) or part III (80-99). This method of division shall in no way exclude the use of all figures in a full report or the separate use of single figures from each part or the use of single figures from different parts mixed in one report.

4. Part II is the logical consequence of part I. Having transmitted part I, the Party concerned can inform the other Parties of its assessment of the nature and extent of the incident by using the appropriate figures from part II.

5. Part III is for the request for assistance and related matters exclusively. Detailed description of the format for requesting assistance within the framework of the present Plan is given in **Annex 8**.

6. A summarized list of POLREP is given below.

INTRODUCTORY PART	Address Date Time Group Identification Serial number	from .... to ....
PART I (POLWARN)	1 2 3 4 5	Date and time Position Incident Outflow Acknowledge
PART II (POLINF)	40 41 42 43 44 45 46 47 48 49 50 51 52 53-59 60	Date and time Position Characteristics of pollution Source and cause of pollution Wind direction and speed Current or tide Sea state and visibility Drift of pollution Forecast Identity of observer and ships on scene Action taken Photographs or samples Names of other States informed Spare Acknowledge
PART III (POLFAC)	80 81 82 83 84 85 86 87 88-98 99	Date and time Request for assistance Cost Pre-arrangements for the delivery Assistance to where and how Other States requested Change of command Exchange of information Spare Acknowledge

EXPLANATION OF A POLREP MESSAGE

INTRODUCTORY PART

CONTENTS	REMARKS
ADDRESS	Each report should start with an indication of the country whose competent national authority is sending it and of addressee e.g.: FROM: ISR (indicates the country which sends the report) TO GRE (indicates the country to which it is sent) or REMPEC (indicates that the message is sent to the Regional Centre.
DTG (Day Time Group)	The day of the month followed by the time (hour and minute) of drafting the message. Always a 6-figure group which may be followed by month indication. Time should be stated either as GMT, e.g. 092015Z june (i.e. the 9th of the relevant month at 20.15 GMT) or as local time e.g. 092115LT june.
IDENTIFICATION	- "POL..." indicates that the report might deal with all aspects of pollution (such as oil *as well as other harmful substances*). - ".....REP" indicates that this is a report on a pollution incident. - It can contain up to 3 main parts: - Part I (POLWARN) - is an initial notice (a first information or a warning) of a casualty or the presence of oil slicks *or harmful substances*. This part of the report is numbered from 1 to 5. - Part II (POLINF) - is a detailed supplementary report to Part I. This part of the report is numbered from 40 to 60. - Part III (POLFAC) - is for requests for assistance from other Contracting Parties, as well as for defining operational matters related to the assistance. This part of the report is numbered from 80 to 99 (see **Annex 6**). - BARCELONA CONV indicates that the message is sent within the framework of the Prevention and Emergency Protocol to the Barcelona Convention. - CGI SCP indicates that the message is sent within the framework of the Sub-regional Marine Pollution Contingency Plan for Cyprus, Greece and Israel. - Parts I, II and III can be transmitted all together in one report or separately. Furthermore, single figures from each part can be transmitted separately or combined with figures from the two other parts. - Figures without additional text shall not appear in the POLREP. - When Part I is used as warning of a serious threat, the message should be headed with the traffic priority word "URGENT". - All POLREPs containing ACKNOWLEDGE figures (5, 60 or 99) should be acknowledged as soon as possible by the competent national authority of the country receiving the message. - POLREPs should always be terminated by a message from the reporting State, which indicates that no more operational communication on that incident can be expected.

SERIAL NUMBER	It must be possible to identify each POLREP and the person who receives it must be able to check whether all reports of that particular incident have been received. This is done by using standard ISO 3166-1 alpha-3 country codesa: Cyprus CYP Greece GRC Israel ISR REMPEC REMPEC - The nation-identifier should be followed by a stroke and the name of the ship or other installation involved in the accident and another stroke followed by the number of the actual report concerning this particular incident. - ISR/POLLUX/1 indicates that this is the first report from Israel concerning the incident of MT "Pollux". - ISR/POLLUX/2, in accordance with the described system, indicates the second report on the same incident. - The last and final POLREP will show as follows: ISR/POLLUX/5 FINAL, which means that this is the fifth and final report from Israel concerning the incident of MT "Pollux". - Country codes for other Contracting Parties of the Prevention and Emergency Protocol to the Barcelona Convention are as follows: Albania ALB Algeria DZA Bosnia & Herzegovina BIH Croatia HRV Egypt EGY The EU EU France FRA Italy ITA Lebanon LBN Libya LBY Malta MLT Monaco MCO Montenegro MNE Morocco MAR Slovenia SLO Spain ESP Syria SYR Tunisia TUN Turkey TUR - When answering a POLREP the serial number used by the transmitting State is to be used as reference in the answer. However, it is not necessary for countries to adhere to the POLREP system in responding to POLREPs.

Part I (POLWARN)

CONTENTS	REMARKS
1 DATE AND TIME	The day of the month as well as the time of the day when the incident took place or, if the cause of the pollution is not known, the time of the observation should be stated with 6 figures. Time should be stated as GMT for example, 091900z (i.e. the 9th of the relevant month at 1900 GMT) or as local time for example, 091900lt (i.e. 9th of the relevant month at 1900 local time)
2 POSITION	Indicates the main position of the incident in latitude and longitude in degrees and minutes and may, in addition, give the bearing of and the distance from a location known by the receiver.
3 INCIDENT	The nature of the incident should be stated here, such as BLOWOUT, TANKER GROUNDING, TANKER COLLISION, OIL SLICK, etc.
4 OUTFLOW	The nature of the pollution, such as CRUDE OIL, FUEL OIL, etc. as well as the total quantity in tonnes of the outflow and/or the flow rate, as well as the risk of the further outflow. If there is no pollution but a pollution threat, the words NOT YET followed by the substance, for example, NOT YET FUEL OIL, should be stated.
5 ACKNOWLEDGE	When this figure is used the message should be acknowledged as soon as possible by the competent national authority.

Part II (POLINF)

CONTENTS		REMARKS
40	DATE AND TIME	No. 40 relates to the situation described in figures 41 to 60 if it varies from figure 1.
41	POSITION AND/OR EXTENT OF POLLUTION ON/ABOVE/IN THE SEA	Indicates the main position of the pollution in latitude and longitude in degrees and minutes and may in addition give the distance and bearing of some prominent landmark known to the receiver if other than indicated in figure 2. Estimate amount of pollution (e.g. size of polluted areas, number of tonnes of oil spilled if other than indicated in figure 4, or number of containers, drums etc. lost). Indicates length and width of slick given in nautical miles if not indicated in Fig. 2.
42	CHARACTERISTICS OF POLLUTION	Gives type of pollution, e.g. type of oil with viscosity and pour point. For all, give also appearance, e.g. liquid, liquid oil, semi-liquid sludge, tarry lumps, weathered oil, discolouration of sea, visible vapour.
43	SOURCES AND CAUSE OF POLLUTION	For example, from vessel or other undertaking. If from vessel, say whether as a result of a deliberate discharge or casualty. If the latter, give brief description. Where possible, give name, type, size, call sign, nationality and port of registration of polluting vessel. If vessel is proceeding on its way, give course, speed and destination.
44	WIND DIRECTION AND SPEED	Indicates wind direction and speed in degrees and m/s. The direction always indicates from where the wind is blowing.
45	CURRENT DIRECTION AND SPEED AND/OR TIDE	Indicates currents direction and speed in degrees and m/s. The direction always indicates the direction in which the current is flowing.
46	SEA STATE AND VISIBILITY	Sea state indicated as wave height in metres. Visibility in nautical miles.
47	DRIFT OF POLLUTION	Indicates drift course and speed of pollution in degrees and knots and tenths of knots.
48	FORECAST OF LIKELY EFFECT OF POLLUTION AND ZONES AFFECTED	For example, arrival on beach with estimated timing. Results of mathematical (computer) spill forecasting models should also be included under this figure.
49	IDENTITY OF OBSERVER/ REPORTER, IDENTITY OF SHIPS ON SCENE	Indicates who has reported the incident. If a ship, her name, home port, flag and call sign must be given. Ships on scene can also be indicated under this item by name, home port, flag and call sign, especially if the polluter cannot be identified and the spill is considered to be of recent origin.
50	ACTION TAKEN	Outlines any action taken in response to the pollution.
51	PHOTOGRAPHS OR SAMPLES	Indicates if photographs or samples from the pollution have been taken. Contact details (email address, telephone, fax numbers) of the sampling authority should be given.
52	NAMES OF OTHER STATES AND ORGANIZATIONS INFORMED	
53 - 59		SPARE FOR ANY OTHER RELEVANT INFORMATION (e.g. results of sample or photographic analysis, results of inspection of surveyors, statements of ship's personnel, etc.)
60	ACKNOWLEDGE	When this figure is used the message should be acknowledged as soon as possible by the competent national authority.

Part III (POLFAC)

CONTENTS		REMARKS
80	DATE AND TIME	No. 80 is related to the situation described below, if it varies figures 1 and/or 40.
81	REQUEST FOR ASSISTANCE	Type and amount of assistance required in form of: - specified equipment - specified equipment with trained personnel - complete strike teams - personnel with special expertise with indication of country from which it is requested.
82	COST	Requirements for cost information to requesting country of delivered assistance.
83	PRE-ARRANGEMENTS FOR DELIVERY OF ASSISTANCE	Information concerning customs clearance, access to the territorial sea, etc. in the requesting country.
84	TO WHERE ASSISTANCE SHOULD BE RENDERED AND HOW	Information concerning the delivery of the assistance, e.g. rendez-vous at sea with information on frequencies to be used, call sign and name of NOSC/SOSC of the requesting country, or land based authorities with contact details (email addresses, telephone and fax numbers and contact persons).
85	NAMES OF OTHER STATES AND ORGANIZATIONS	Only to be filled in if not covered by figure 81, e.g. if further assistance is later needed by other States.
86	CHANGE OF COMMAND	When a substantial part of an oil pollution or serious threat of oil pollution moves or has moved into the area of responsibility of another Party, the Party which has exercised the Operational Command may request the other Party to take over the Operational Command (cf. Article 3.1 of the Plan).
87	EXCHANGE OF INFORMATION	When a mutual agreement has been reached between two Parties on a change of Operational Command, the State transferring the Operational Command should give a report on all relevant information pertaining to the operation to the State taking over the command.
88 - 98		SPARE FOR ANY OTHER RELEVANT REQUIREMENTS OR INSTRUCTIONS
99	ACKNOWLEDGE	When this figure is used the message should be acknowledged as soon as possible by the competent national authority.

EXAMPLE
(Full POLREP Report including Parts I, II and III)

Address		From:	CYP
		To:	GRC, ISR and REMPEC
Date Time Group			181100z june
Identification			POLREP BARCELONA CONV/CGI SCP
Serial number			CYP/POLLUX/2
1	Date and time	1	181000z
2	Position	2	lat 34°42'N; long 33°53'E
3	Incident	3	Tanker collision
4	Outflow	4	Crude oil, estimated 3000 tonnes
41	Position and/or extent of pollution on/above/in sea	41	The oil is forming a slick 0.5 N miles long to the north-west. Width up to 0.3 N miles.
42	Characteristics of pollution	42	Arabian Heavy crude. Viscosity 18.9 cSt at 37.8°C.
43	Source and cause of pollution	43	Liberian m tanker POLLUX of Monrovia, 21000 GRT, call sign xxx in collision with Honduran bulk carrier CASTOR of Puerto Cortes, 58000 GRT, call sign yyy. Two tanks damaged in POLLUX. No damage in CASTOR.
44	Wind direction and speed	44	110 - 10 m/s.
45	Current direction and speed and/or tide	45	50 - 0.3 knots.
46	Sea state and visibility	46	Wave height up to 2 m. 10 Nautical miles.
47	Drift of pollution	47	320 - 0.95 knots.
48	Forecast of likely effects of pollution and zones affected	48	Could reach Larnaca Bay, CYP, on 19 june
49	Identity of observer/reporter Identity of ships on scene	49	CASTOR, figure 43 refers.
50	Action taken	50	NCP activated. Water intakes of a power plant and the refinery are being protected by booms. A tug boat and a helicopter with dispersant spraying equipment on route to the area of the slick.
51	Photographs or samples	51	Photographs and video recording taken.
52	Names of other States and organizations informed	52	REMPEC
53	Spare	53	Sub-regional Contingency Plan is activated. Mr. C. Demetrides designated SOSC.
81	Request for assistance	81	GRC is requested for 1 surveillance aircraft with remote sensing equipment. ISR is requested for 1 tug boat with 2000 m harbour boom and 2 disk type skimmers.
82	Cost	82	GRC and ISR are requested for an approximate cost rate per day of assistance rendered.
83	Pre-arrangements for the delivery of assistance	83	GRC aircraft granted permission to enter CYP air space for spill surveillance and to land at Larnaca for logistics, informing SOSC beforehand. ISR

			equipment granted permission to enter CYP on temporary basis, without duties.
84	To where assistance should be rendered and how	84	GRC aircraft at Larnaca airport. Contact SOSC by radio, frequency xxx. ISR tug boat rendez-vous lat 34°45'N; long 33°50'E. Prior to arrival report to SOSC on VHF channels 16 and 67.
99	Acknowledge	99	ACKNOWLEDGE

NOTE: the text of POLREP message should not include parts shaded in grey.

ANNEX 8

STANDARD FORMAT FOR REQUESTING ASSISTANCE

Although the text of the present Annex is based on the assumption that when requesting assistance the Parties will exclusively use POLREP (i.e. POLFAC) model, it is noted that the Regional Workshop on Cooperation Arrangements in the Field of Preparedness for and Response to Oil and Hazardous and Noxious Substances (HNS) Spills (MEDEXPOL 2016), scheduled to be held 14-15 December 2016 in Malta, aims primarily at discussing, amending as necessary, and approving the contents of the document REMPEC/WG.40/2.

This document contains “Draft Mediterranean Guide on Cooperation and Mutual Assistance in Responding to Marine Pollution Incidents”, which among its various other Annexes, also includes Annex II.3 and Annex II.4. These present new standard forms for requesting **assistance of experts** and for **request of equipment and products** respectively in the Mediterranean, within the framework of the Prevention and Emergency Protocol.

With a view to enabling the competent national authorities of Cyprus, Greece and Israel to chose between the standard POLFAC format and the standard forms proposed in document REMPEC/WG.40/2, if these are approved , the two new “standard forms” are also reproduced in this draft version of Annex 8.

STANDARD FORMAT FOR REQUESTING ASSISTANCE

INTRODUCTION

In order to retain the consistency with the POLREP Pollution Reporting System, which has been recommended for use within the framework of the Prevention and Emergency Protocol to the Barcelona Convention in accordance with the recommendation of IMO, the format for requesting assistance within the framework of the present Plan has been based on Part III - POLFAC (**Pol**lution **Fac**ilities) of POLREP, aimed at "requesting assistance from other Contracting Parties and for defining operational matters related to assistance".

Lines 80 to 87 of the original POLFAC message should be completed in accordance with general instructions given in **Annex 7** (Page 8), while specific questions reflecting the requirements of the Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel should be entered in lines 88 to 98 of the standard POLFAC message.

Description of the complete POLFAC message, which should be used as the standard format for requesting assistance within the framework of the present Plan is given in the following pages.

It is recalled that the request for assistance can be transmitted either separately or together with the other parts (POLWARN, POLINF) of the POLREP message.

When answering a request for assistance, the Parties do not have to adhere to the POLREP format, although it would be desirable that the figures using POLFAC message are also used in response message, for easier reference.

Part III (POLFAC)

CONTENTS		REMARKS
80	DATE AND TIME	No. 80 is related to the situation described below, if it varies figures 1 and/or 40, used in the original POLREP message.
81	REQUEST FOR ASSISTANCE	In accordance with the provisions of Article 4.3 of the Plan assistance may be required in form of: - experts (persons with special expertise) - trained response personnel and, in particular, strike teams - specialized pollution response equipment (to be specified) - pollution treatment products - other means, including, in particular, self-contained units such as vessels and aircraft - any combination of the above. This line is used for specifying the type and quantity of assistance required (e.g. number and profile of specialized personnel, number of strike teams, number of units of equipment, volume of products, type and number of vessels or aircraft), always indicating the country which requests the assistance.
82	COST	Request for information on estimated cost of assistance delivered by the assisting Party/ies to the requesting Party, expressed in EUR/day or USD/day, for each item specified in line 81. It should also be used for requesting advice on terms of payment of rendered assistance, if not otherwise agreed by the Parties.
83	PRE-ARRANGEMENTS FOR DELIVERY OF ASSISTANCE	Information useful for the assisting Party/ies regarding the arrangements made by the requesting Party for receiving assistance, including customs clearance for temporary importation of equipment or products, clearance of immigration procedure for personnel, access to territorial sea or air space, etc.
84	TO WHERE ASSISTANCE SHOULD BE RENDERED AND HOW	Information concerning the delivery of the assistance, e.g. exact position of rendezvous at sea with information on frequencies to be used, call sign and name of SOSC of the requesting Party, or land-based authorities with telephone, telex and fax numbers and contact persons.
85	NAMES OF OTHER STATES AND ORGANIZATIONS	Only to be filled in if not covered by figure 81, e.g. if further assistance has been/will be requested from other Contracting Parties to the Prevention and Emergency Protocol or other international organizations.
86	CHANGE OF COMMAND	When a substantial part of an oil pollution or serious threat of oil pollution moves or has moved into the area of responsibility of another Party, the Party which has exercised the Operational Command may request the other Party to take over the Operational Command (cf. Article 3.1 of the Plan).
87	EXCHANGE OF INFORMATION	When a mutual agreement has been reached between two Parties on a change of Operational Command, the State transferring the Operational Command should give a report on all relevant information pertaining to the operation to the State taking over the command.
88	EATIMATED DURATION OF ASSISTANCE	This line is used by the requesting Party to indicate its best estimate (in days) of expected duration of assistance requested.
89	TASK DESCRIPTION	This line is used for informing the Party/ies from whom the assistance is requested on specific tasks which will be given to personnel, equipment, vessels or aircraft rendered as assistance. The same line should be used, ***in subsequent messages***, if such tasks are planned to be changed during JRO, due to the requirements of the SOSC.
90		SPARE FOR ANY OTHER RELEVANT REQUIREMENTS OR

– 98		INSTRUCTIONS
99	ACKNOWLEDGE	When this figure is used the message should be acknowledged as soon as possible by the competent national authority.

ANNEX II.3

STANDARD FORM FOR REQUEST OF EXPERT

REFERENCE	
INCIDENT NAME	
LOCATION	
DATE/TIME / (UTC)	

To be addressed to the Head of Office of REMPEC
Email: emergency@rempec.org
Fax number: +356 21 33 99 51
(When sending a fax, a notification should first be sent by email or phone)
Emergency number: +356 99 49 79 78

Formed filled in by:

Name:	
Date:	

Contacts of the authority requesting the assistance

Authority name and full address:	
Name of the person in charge:	
Function:	
Office phone:	
Mobile phone available 24h/24:	
Email address:	

Contacts

Authority that the experts must contact upon arrival (if different from the authority requesting the assistance) (if different)

Authority name and full address:	
Name of the person in charge:	
Function:	
Office phone:	
Mobile phone available 24h/24:	
Email address:	

Authority/authorities to whom the experts must report during their mission (if different)

Authority name and full address:	
Name of the person in charge:	
Function:	
Office phone:	
Mobile phone available 24h/24:	
Email address:	

Authority responsible for the organization and the management of the response (if different):

Authority name and full address:	
Name of the person in charge:	
Function:	
Office phone:	
Mobile phone available 24h/24:	
Email address:	

Type of expert assistance required: *(tick the appropriate boxes)*

Remote assistance	
On-site assistance	

Areas of expertise required (advisory role only) *(tick the appropriate boxes)*

Response to pollution by **oil**	**Crisis management and organization of intervention:**	
	- analysis, assessment and forecasting of oil slick behaviour, fate and movement	
	- response planning and logistics	
	- response strategy/tactical choices and options	
	Combating methods and techniques at sea:	
	- containment/recovery	
	- use of dispersants and other treatment products	
	Shore clean-up techniques and methods	
	Oiled wildlife response	
	Treatment and disposal of wastes	
	Financial documentation and claims for compensation	
Response to pollution by **harmful substances**	Crisis management and organization of intervention	
	Analysis, assessment and forecasting of fate and behaviour of gas clouds, floaters dissolvers sinkers	
	Recovery of packages at sea	
	Response to spilled chemicals depending on their behaviour:	
	- personnel protection	
	- aquatic toxicity and rehabilitation	
	- biogeochemical cycling	
	Decontamination	
	Oiled wildlife response	
	Treatment and disposal of wastes	

IF ON SITE ASSISTANCE IS REQUIRED:

Measures taken by the Requesting State to facilitate the mission of the expert.

Immigration and arrival procedures as well as customs formalities, in particular for data processing equipment and the associated documentation or computerized material
Accommodation (including location) and food, transport (food should be provided to the response team)
The provision of sufficient work space for the expert(s)
Access to communication means
Location where assistance should be provided
Location of closest airport

Costs of assistance

Initial costs covered by REMPEC include: air tickets, daily subsistence allowance and possible fees on a pre-arranged basis (REMPEC shall reserve the right, according to the applicable legal regimes, to seek reimbursement for the expenses thus incurred.)

Signature of the authorized requesting authority Date

Name and function of the authorized requesting authority

ANNEX II.4

STANDARD FORM FOR REQUEST OF EQUIPMENT AND PRODUCTS

REFERENCE	
INCIDENT NAME	
LOCATION	
DATE/TIME / (UTC)	

Address to:

a) directly to Contracting Party(ies) to the Prevention and Emergency Protocol; or,
b) through REMPEC to Contracting Party(ies) or other assistance mechanisms; or,
c) to other resources providers.

Copied to: emergency@rempec.org

From authorized requesting authority

Name and position:	
Date	

Contacts of the authority requesting the assistance

Authority name and full address:	
Name of the person in charge:	
Function:	
Office phone:	
Mobile phone available 24h/24:	
Email address:	

Authority in charge of the reception/return of the equipment/products provided[9]

Authority name and full address:	
Name of the person in charge:	
Function:	
Office phone:	
Mobile phone available 24h/24:	
Email address:	

Authority who will have the overall operational control

Authority name and full address:	
Name of the person in charge:	
Function:	
Office phone:	
Mobile phone available 24h/24:	
Email address:	

Location where the equipment has to be sent
(Include the name and location of the closest airport/port, as appropriate)

[9] Responsible for the equipment from the arrival in the country, transfer onsite and return

Equipment and products required *(tick the appropriate boxes)*
Type and quantity of equipment and products needed (as precisely as possible).

Booms

Type	Specifications (e.g. Connection types[10])	Quantity required	Remarks
Inflatable booms			
Water ballast booms			
Offshore booms			
Harbour booms			
Fire Booms			
Other booms			
Blower			

Sorbent

Type	Quantity required	Remarks
Sheets or pads		
Rolls		
Pillows		
Booms		
Mops		
Bulk Hydrophobic		
Bulk all liquid		
Other		

Skimmer

Type	Quantity required	Remarks
Oleophilic Disc		
Oleophilic rop mop		
Oleophilic Drum		
Oleophilic brush		
Oleophilic belt		
Non-Oleophilic vacuum/suction		
Non-Oleophilic weir		
Non-Oleophilic belt		
Non-Oleophilic drum		
Other		

Pump

Type	Quantity required	Remarks
Pump alone		
Pump with water injection		
Underwater pumping system		
Cargo transfer pump		
Other		

Storage

Type	Quantity required	Remarks
Floating Storage Units (tanks)		
Floating Storage Units (barge)		
Big Bag on barge		
Open top collapsible containers with supporting frame		
Shoreline recovery pillow tanks		
Other		

Dispersant / Bioremediation agent

[10] ASTM, Universal type 1, Universal type 2, Us Navy, Hinge & Pin or NOFI

Type	Specifications	Quantity required	Remarks
Conventional dispersants (2nd generation)			
Concentrate dispersants (3rd generation)			
Bioremediation agent			
Other			

Dispersant spraying systems

Type	Quantity required	Remarks
Fixed spraying systems for helicopter		
Independent spraying bucket		
Conventional dispersant spraying system for boat		
Systems for spraying conventional dispersants		
Systems for spraying concentrate pre-diluted into sea water		
Systems for spraying neat dispersants		
Portable units for individual use		
Other		

Spraying carrier Type

Type	Specifications	Quantity required	Remarks
Crop spraying aircraft			
Spraying multi-engine aircraft			
POD spraying aircraft			
Large Self Contained spraying system			
Other			

Vessel

Type	Quantity required	Remarks
Response vessel		
Rescue vessel		
Tug boat		
Dinghy		
Egmopol		
Multipurpose vessel		
Offshore supply vessel		
Other		

Aircraft

Type	Specifications	Quantity required	Remarks

Personal Protective Equipment

Type	Specifications	Quantity required	Remarks
Protective clothing			
Respiratory system			
Specialized diving equipment			
Other			

Other Devices

Type	Specifications	Quantity required	Remarks
Subsea location devices			
Subsea recovery device			
Subsea dispersant application device			
Well capping			
Other			

Measures taken by the Requesting State to facilitate the transfer and use of the equipment

Facilitation of customs formalities (immediate customs clearance of all arriving material and, if needed, authorize their use; equipment should be admitted on a temporary basis and products should be admitted free of excise and duties)
Immigration and arrival procedures as well as customs formalities (immediate clearing) for personnel needed for operating the equipment
Supply of all that is needed for the correct operation and maintenance of equipment
For ships requests: ensure that ships are granted all necessary authorizations (e.g. authorization to navigate)
For aircrafts requests: ensure that aircraft are cleared to fly in the national air space. A flight plan or a flight notification has to be filed and accepted as an authorization for aircraft to take off, land ashore or at sea outside regular customs airfields.

Note for the return of equipment/products:

The Requesting State undertakes to return the equipment as soon as the operations are completed, if requested to do so by the supplier.

Return, once response operations are over, all unused products and ensure that returned equipment is in the best possible working order.

Send a report on the effectiveness of equipment, products and personnel provided, to the appropriate Authorities of the Assisting Party. A copy of the report has to be sent to REMPEC.

Signature of the authorized requesting authority Date

Name and function of the authorized requesting authority

ANNEX 9

CLAIMS MANUAL

Taking into consideration that all three Parties to the Plan have acceded to the 1992 international regime for liability and compensation of pollution damage (CLC 92 and Fund 92 Conventions) it is likely that any claims made for the reimbursement of the cost of response measures and for the compensation of damage related to or caused by a (major) oil pollution incident affecting any of the three Parties will be made in accordance with the Claims Manual published by the Secretariat of IOPC Funds.

Taking also into consideration that the general principles outlined and explained in this Manual are globally accepted as standard when claiming reimbursement of response related costs or compensation of damages, and being aware that any attempt to summarize these principles were unlikely to produce a reliable information on an issue which may have serious legal and financial consequences, the **Consultant suggests** that the most recent edition of IOPC Funds' "Claims Manual" (currently it is October 2016 edition) be attached to the Plan as its Annex 9 and a reference to it made in the text of Chapter 6 (6.2 and 6.5) of the Plan.

The web version of the October 2016 edition of the IOPC Funds "Claims Manual" has 43 pages and can be downloaded from the IOPC Funds website following the link:
http://www.iopcfunds.org/uploads/tx_iopcpublications/IOPC_Funds_Claims_Manual_ENGLISH_WEB.pdf
, and is herewith attached for reference as a separate document.

(NOTE: the printout of the web version of the October 2016 edition of the IOPC Funds "Claims Manual" shall be made available to the competent national authorities of Cyprus, Greece and Israel together with the Draft Sub-regional Marine Plan Pollution Contingency Plan prior to the Sub-regional Meeting scheduled to be held in Malta on 13 December 2016.)

ANNEX 10

RULES OF PROCEDURE

for Meetings of National Operational Authorities
for the implementation
of the Sub-regional Marine Pollution Contingency Plan
between Cyprus, Greece and Israel

[DRAFT] **RULES OF PROCEDURE**

for Meetings of National Operational Authorities for the implementation of the Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel

PURPOSES

Rule 1

These rules of procedure shall apply to any meeting of the National Operational Authorities designated for the implementation of the "Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel" in accordance with its Article 2.5.

DEFINITIONS

Rule 2

For the purposes of these rules:

(1) The word "Plan" shall apply to the Sub-regional Marine Pollution Contingency Plan between Cyprus, Greece and Israel;

(2) The word "Party" shall apply to Cyprus, Greece and Israel.

(3) The term "National Operational Authorities" shall apply to the national authorities of the Parties designated to have the responsibility for the implementation of *[the operational provisions of]* the Plan, as provided in article 2.2 of the Plan;

(4) The term "meeting" shall apply to any ordinary or *ad hoc* meeting of the National Operational Authorities.

SECRETARIAT

Rule 3

(1) The Head of the National Operational Authority due to host the next meeting, or the person designated by him, shall perform the functions of the Secretary for that specific meeting.

(2) The role of the Secretary shall rotate between the three countries concerned in accordance with the programme of meetings, and will terminate for each particular meeting with the issue of the report of the meeting.

(3) In his capacity as the Head of National Operational Authority, the Secretary or a member of the Secretariat designated for the purpose, may make either oral or written statements concerning any question under consideration by the meeting.

(4) The staff of the National Operational Authority of the host country shall perform the secretarial duties for the meeting.

PLACE OF MEETINGS

Rule 4

(1) As provided in article 2.5 of the Plan, the meetings will be hosted by each Party consecutively and following the alphabetical order of the names of the Parties in English language.

(2) Unless they decide otherwise, the National Operational Authorities shall normally meet at the seat of the National Operational Authority hosting the meeting.

DATES OF THE ORDINARY MEETINGS

Rule 5

(1) As provided in article 2.5 of the Plan the National Operational Authorities shall hold ordinary meetings once every year.

(2) The Secretary shall convene the ordinary meeting within twelve months after the previous ordinary meeting.

(3) At the end of each ordinary meeting the Parties shall, by a joint agreement, propose an approximate opening date and the duration of the next ordinary meeting.

AD HOC MEETINGS

Rule 6

(1) The Parties may recommend, taking duly into account financial implications, to the Secretary the convening of *ad hoc* meetings, either of representatives of the Parties or of Governmental experts, in order to study problems which, because of their specialized nature, could not fruitfully be discussed during the normal sittings.

(2) The Secretary shall notify the Parties of any *ad hoc* meeting not less than thirty days prior to it.

(3) The terms of reference of these *ad hoc* meetings and the questions to be discussed shall be determined by the National Operational Authorities.

(4) Unless otherwise decided, each *ad hoc* meeting shall elect its own officers.

(5) These rules of procedure shall apply *mutatis mutandis* to the subsidiary bodies and *ad hoc* meetings.

INVITATIONS

Rule 7

The Secretary shall invite to send representatives to the meetings the National Operational Authorities of all three Parties concerned.

Rule 8

(1) The Secretary shall, with the tacit agreement of the other two Parties, invite to send representatives to observe the meetings, any other Contracting Party to the Prevention and Emergency Protocol to the Barcelona Convention *[Party Member of the United Nations or Member of its specialized agencies]* which so requests and has a direct concern in the protection of the Mediterranean Sea against pollution.

(2) Such observers, upon invitation of the Chairperson and with the tacit consent of the meeting, may participate in the deliberations of the meeting in matters of direct concern to the Party they represent.

(3) The representatives of the United Nations and its specialized agencies may participate in the meetings if they participate in the activities of the Mediterranean Action Plan.

Rule 9

(1) The Secretary shall, with the tacit consent of the other two Parties, invite to send representatives to observe the meetings any intergovernmental organization, other than the United Nations and its specialized agencies, which has a direct concern in the protection of the Mediterranean Sea against pollution.

(2) The Secretary shall, with the tacit consent of the two other Parties, invite to send representatives, to observe the meetings, any international non-governmental organization, which has a direct concern in the protection of the Mediterranean Sea against pollution.

(3) Such observers may, upon invitation of the Chairperson and with the tacit consent of the meeting, participate in the deliberations of the meeting in matters related to the activities of the organization or body that they represent.

PUBLICITY

Rule 10

The meetings shall be held in private unless the meeting decides otherwise. Sittings of subsidiary bodies of the meetings and *ad hoc* meetings shall be held in private, unless the meeting decides otherwise.

AGENDA

Rule 11

The Secretary shall prepare the provisional agenda of each meeting.

Rule 12

The provisional agenda of each ordinary meeting shall include:

(a) All items mentioned in article 2.5(1) of the Plan;

(b) All items the inclusion of which has been requested at a previous meeting;
(c) Any item proposed by a Party;

Rule 13

The provisional agenda, together with the supporting documents for each meeting, shall be communicated by the Secretary to the Parties at least thirty days before the opening of the meeting.

Rule 14

The Secretary shall include any question suitable for the agenda, which may arise between the despatch of the provisional agenda and the opening of the meeting, in a supplementary provisional agenda which the meeting shall examine together with the provisional agenda.

ADOPTION OF THE AGENDA

Rule 15

At the opening of the meeting, the Parties, when adopting the agenda for the meeting, may add, delete, defer or amend items. Only items that are considered by the meeting to be urgent and important may be added to the agenda.

Rule 16

The provisional agenda for an *ad hoc* meeting shall consist only of those items proposed for consideration in the request for the holding of the *ad hoc* meeting. It shall be transmitted to the Parties at the same time as the invitation to the *ad hoc* meeting.

Rule 17

The Secretary shall report to the meeting on the technical, administrative and financial implications of all substantive agenda items submitted to the meeting, before they are considered by it.

Rule 18

Any item of the agenda of the meeting, consideration of which has not been completed at the meeting, shall be included automatically in the agenda of the next meeting, unless otherwise decided by the Parties.

REPRESENTATION

Rule 19

Each Party shall be represented in the meeting by the Head of its National Operational Authority or a representative designated by him, who may be accompanied by such advisers and experts as may be required.

Rule 20

(1) At the commencement of the first sitting of each meeting, a Chairperson and a Vice-Chairperson shall be elected from among the representatives of the host country.

(2) The Chairperson and the Vice-Chairperson acting as the Chairperson, shall nevertheless participate in the meeting in their capacity of the representative of their National Operational Authority. The host country may also decide to designate another representative who shall be entitled to represent the Party in the meeting instead of the Chairperson.

(3) The Chairperson and the Vice-Chairperson elected at the meeting shall remain in office until their successors are elected at the next meeting and shall serve in that capacity at any intervening *ad hoc* meetings.

Rule 21

At its last sitting each meeting shall decide on the host country for the next meeting, whose Head of the National Operational Authority shall act as the Secretary between the meetings.

ACTING CHAIRPERSON

Rule 22

If the Chairperson is temporarily absent from a sitting or any part thereof, he shall appoint the Vice-Chairperson to assume his duties.

ORGANIZATION OF THE MEETING

Rule 23

(1) During the course of a meeting the Parties shall establish such committees and other working groups as may be required for the transaction of its business.

(2) Unless otherwise decided, the meeting shall elect a Chairperson for each such committee and working group. The meeting shall determine the matters to be considered by each such committee or working group.

Rule 24

(1) The Secretariat of the meeting shall receive and circulate the documents of the meeting at least thirty days before the start of the meeting.

(2) After the meeting the Secretariat shall prepare summary records of the meeting. These summary records shall be distributed to the participants as soon as possible, and not later than thirty days after the closing of the meeting to which they relate. The participants shall inform the secretariat in writing of any corrections they wish to have made, not later than ten days after the receipt of the draft summary records.

(3) The Secretariat shall publish and circulate final reports and relevant documentation of the meeting not later than sixty days after the closing of the meeting to which they relate.

(4) The Secretariat of each meeting shall have custody of the documents in the archives of the meeting.

LANGUAGES

Rule 25

English shall be the official language of the meetings of National Operational Authorities.

Rule 26

A representative may speak in a language other than English, if he provides for the interpretation into English language.

Rule 27

All working documents of the meeting and all reports shall be drawn up in English language.

CONDUCT OF BUSINESS

Rule 28

Two of the Parties shall constitute a quorum.

Rule 29

In addition to exercising the powers conferred upon him elsewhere by these rules, the Chairperson shall declare the opening and the closing of the meeting. He shall direct the discussions, ensure the observance of these rules, accord the right to speak and announce decisions made by the meeting.

POINTS OF ORDER

Rule 30

A representative may at any time raise a point of order, which shall be decided immediately by the Chairperson in accordance with these rules.

Rule 31

The Parties shall normally introduce proposals in writing, and hand these to the Secretariat, which shall circulate copies to the other Parties

Rule 32

Subject to the provisions of rule 30, the following motions shall have precedence, in the order indicated below, over all other proposals or motions before the meeting:

(a) To suspend a sitting;
(b) To adjourn a sitting;
(c) To adjourn the debate on the question under discussion; and
(d) For the closure of the debate on the question under discussion.

Permission to speak on a motion falling within 1 to 4 above shall be granted only to the proposer.

Rule 33

If two or more proposals relate to the same question, the meeting, unless it decides otherwise, shall discuss the proposals in the order in which they have been submitted.

MAKING DECISIONS

Rule 34

All decisions of the meetings of National Operational Authorities shall be made by consensus.

Rule 35

Procedural decisions shall be taken by a simple majority.

AMENDMENTS OF PROCEDURE

Rule 36

These rules of procedure may be amended by a decision of the meeting taken by a consensus of the Parties present at the meeting.

OVERRIDING AUTHORITY OF THE PLAN

Rule 37

In the event of any conflict between any provision of these rules and any provision of the Plan, the Plan shall prevail.