The Republic of Cyprus

The Arab Republic of Egypt

The State of Israel

SUBREGIONAL CONTINGENCY PLAN FOR PREPAREDNESS AND RESPONSE TO MAJOR MARINE POLLUTION INCIDENTS IN THE MEDITERRANEAN

JUNE 1995

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IMO - OMI EU - UE UNEP - PNUE

Regional Marine Pollution Emergency Response Centre
for the Mediterranean Sea
REMPEC

Mediterranean Action Plan
MAP

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1.INTRODUCTION

1.1 CONTEXT

In the Mediterranean Sea the risks of an incident likely to cause a massive pollution by oil or by other harmful substances continue to be high. The traffic density of merchant vessels in the Mediterranean is particularly high and an estimated 30 % of the international sea-borne trade volume is thought to cross the Mediterranean.

The Mediterranean Sea is and will remain a major route for transporting oil and gas, and the permanent presence of risk associated with this heavy traffic imposes on the Mediterranean coastal States the constant need for efforts in organizing and preparing response to accidental marine pollution. These continuous efforts have to be made at national, subregional and regional levels.

The Convention for the Protection of the Mediterranean Sea against Pollution (Barcelona Convention) and its related Protocol concerning Co-operation in Combating Pollution of the Mediterranean Sea by Oil and Other Harmful Substances in Cases of Emergency (Emergency Protocol) provide the legal institutional framework for actions concerning regional co-operation in combating accidental marine pollution. By ratifying the Convention and its related Protocol, the Contracting Parties legally committed themselves and firmly expressed their political will to initiate, both individually and jointly, the actions required in order to respond effectively to accidental marine pollution.

Under the Emergency Protocol, the Contracting Parties have certain obligations which primarily concern: the development of their national contingency plans and pollution response capabilities; the distribution 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 actions taken; and the provision of 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) and those of the Scientific and Technical and Socio-Economic Committees, constitute the forum for decision-making regarding the definition of policies related to regional co-operation in the field of combating accidental marine pollution. They also provide the institutional framework for the adoption of various measures aimed at achieving the objectives of the Emergency Protocol.

All Parties to the Emergency Protocol faced with an accidental pollution by oil or other harmful substances shall undertake every practicable pollution response measure. Parties to the Protocol "shall endeavour to maintain and promote, either individually or through bilateral or multilateral co-operation, their contingency plans and means for combating pollution of the sea by oil and other harmful substances." These means shall include, in particular, equipment, ships, aircraft and manpower prepared for operations in cases of emergency. Finally, Parties to the Protocol shall use their best endeavours to render assistance to any Party which so requests.

In order to comply with their obligations under the Emergency Protocol, the States must be prepared for the intervention of their public authorities both at the national level, as well as for international co-operation and mutual assistance. National arrangements for preparedness and response are therefore indispensable for quick and efficient action. 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. Also essential is the existence of pollution response equipment which allows the threatened Party to initiate response operations and to protect the most sensitive sites during the crucial first hours and days after the incident, without having to wait for the arrival of possible assistance from another Party. Ultimately, it is widely recognized that the main prerequisite for any regional co-operation and mutual assistance is the existence of good response capabilities at the national level.

Pooling of resources and expertise provides a cost-effective and efficient way of combating a major spill which cannot immediately be dealt with by the existing resources of a single country. It is widely accepted that co-operation in cases of major oil spills would involve mainly those States close enough to render mutual assistance. Organizing such co-operation requires detailed planning by these neighbouring States, and this can be achieved through operational arrangements adopted within the framework of a Regional Agreement such as the Emergency Protocol. The development of contingency plans at the subregional level, then permits a more detailed consideration of specific local factors.

In the framework of a Regional Agreement (Emergency Protocol), operational arrangements between neighbouring coastal States undoubtedly represent the best method of pre-determining the conditions of co-operation and establishing the responsibilities at the appropriate level. These arrangements are intended to facilitate the development of response operations, and to co-ordinate the use of the available means in a defined geographical area. They also outline in advance the financial conditions and administrative clauses of the actions, thus permitting rapid intervention in case of emergency, whilst removing the need for lengthy negotiations during the course of the event.

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) recommended 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."

The Diplomatic Conference on Oil Pollution Preparedness and Response (OPPR Conference) held at IMO, London, in November 1990, adopted the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC 1990) and ten Resolutions. OPRC 1990 is the first globally applicable legal instrument addressing the problem of responding to accidental oil pollution of the sea, and in Articles 6 and 10 it specifically mentions the establishment of national and regional systems for preparedness and response and the promotion of bilateral and multilateral co-operation in preparedness and response.

The Governments of Cyprus, Egypt and Israel agreed to adopt, within the framework of the Emergency Protocol to the Barcelona Convention, a Subregional 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.

The increasing interest in protecting the marine environment in general, and the Mediterranean Sea, as a special area, in particular, added to the recognized importance of international co-operation and mutual assistance in cases of emergency and led to the adoption of this Subregional Contingency Plan.

1.2 PURPOSE AND OBJECTIVES

The purpose of this Contingency Plan is to establish, within the framework of the 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, Egypt 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.

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, Egypt and Israel in the field of oil pollution preparedness and response.

For this purpose the following specific objectives are defined:

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

b)to define the areas of responsibility of the Parties to the Plan;

c)to divide the responsibilities and to anticipate the transfer of responsibility from one State to another;

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

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

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

g)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 following actions are intended to be taken through the implementation of the Subregional Contingency Plan:

- developing appropriate preparedness measures and effective systems for detecting and reporting pollution incidents affecting or likely to affect the area of responsibility of the Parties;

-promoting and implementing subregional co-operation in oil pollution contingency planning, prevention, control and clean-up operations;

-establishing the necessary measures to restrict spreading and to minimize the hazard posed by oil spills;

-developing and implementing a programme of training courses and practical exercises for different levels of personnel involved in oil pollution prevention and combating.

-developing procedures to increase regional co-operation.

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

1.3 SCOPE AND GEOGRAPHIC COVERAGE

The Plan is applicable whenever a marine incident causes or is likely to cause pollution which can possibly affect one or more Parties and of such magnitude that calling on the other Parties for assistance is justified. The incident might be a spill which occurs in the area of responsibility of one Party and threatens the area of responsibility of another Party, or a spill that does not threaten other countries, but requires countermeasures that are beyond the capacity of the resources available within the affected Party.

The geographic coverage of this Subregional Contingency Plan comprises the areas of responsibility and the areas of interest of Cyprus, Egypt and Israel, within the Mediterranean basin as defined in paragraph 1.4.

1.4 DEFINITIONS AND ABBREVIATIONS

For the purpose of this Plan:

Oil means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products.

Harmful substance means any substance including oil, the escape or discharge of which is liable to create a hazard to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea and adjacent coastal areas.

Pollutant has the same meaning as harmful substance.

Maritime Casualty means 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.

Pollution incident means 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 related interests of one or more States, and which requires emergency action or other immediate response.

Related interests means, according to the Article 2 of the Emergency Protocol, the interests of a coastal State directly affected or threatened, and concerning among others:

a)activities in coastal waters, in ports or estuaries, including fishing activities;
b)the historical and tourist appeal of the area in question, including water sports and recreation;
c)the health of the coastal population;
d)the preservation of living resources.

Emergency Protocol means the Protocol Concerning Co-operation in Combating Pollution of the Mediterranean Sea by Oil and Other Harmful Substances in Cases of Emergency, to the Convention for the Protection of the Mediterranean Sea against Pollution (Barcelona Convention), adopted at Barcelona on 16 February 1976.

The Plan means the Subregional Contingency Plan for Cyprus, Egypt and Israel.

Parties means the Republic of Cyprus, the Arab Republic of Egypt and the State of Israel.

Area of responsibility means the territorial waters of the Republic of Cyprus, the Arab Republic of Egypt and the State of Israel respectively, within the Mediterranean Sea, as established in accordance with the international law.

Area of interest means 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.

Lead State means 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.

Governmental Authority means the designated competent Department having the governmental responsibility for dealing with marine pollution incidents.

Operational Authority means the designated competent Department having the operational responsibility for dealing with marine pollution incidents.

Lead Authority means the Operational Authority of the Lead State.

Operational Command means overall co-ordination and control of Joint Response Operations, including both national resources and 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 means 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.

Tactical Command means 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.

Supreme On-Scene Commander (SOSC) means a designated officer of the Lead State, having the overall operational command of all Joint Response Operations undertaken within the framework of the Plan.

National On-Scene Commander (NOSC) means 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).

Liaison Officer means 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.

Public Relations Officer means an officer in charge of informing the media on the course of events and advising the SOSC on public reaction.

Emergency Response Centre means 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.

Joint Emergency Response Centre (JERC) means the Emergency Response Centre of the Lead State.

Strike team means 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.

Operations at sea means 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 spreading and facilitate removal of the pollutant, and to mitigate the consequences of the incident.

Operations on shore means 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.

Pollution Report (POLREP) means 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.

Situation Report (SITREP) means the report by which the Lead State informs the other Parties concerned about the situation.

Regional Information System (RIS) means a set of written documents and computerized databanks, models and a decision-support system, which REMPEC compiles, prepares, updates, publishes and regularly disseminates to the Mediterranean coastal States, comprising necessary information on various aspects of preparedness and response to incidental marine pollution by oil and other harmful substances.

The following are the main **Abbreviations** used in this document:

EC European Commission

EU European Union

EEAA Egyptian Environment Affairs Agency

ERC Emergency Response Centre

IMO International Maritime Organization

IOPC FUND International Oil Pollution Compensation Fund

JERC Joint Emergency Response Centre

NCP National Contingency Plan

NOSC National On-Scene Commander

OPRC International Convention on Oil Pollution Preparedness, Response and Cooperation

POLREP Pollution Report

REMPEC Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea

SITREP Situation Report

SOSC Supreme On-Scene Commander

SRCP Subregional Contingency Plan

UTC Universal Time Co-ordinated

VHF Very High Frequency

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 level 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, 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 RESPONSIBILITIES OF COMPETENT NATIONAL AUTHORITIES

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

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

Republic of Cyprus :Department of Fisheries,
Ministry of Agriculture, Natural Resources and Environment.

Arab Republic of Egypt :Egyptian Environment Affairs Agency,
Cabinet of Ministers.

State of Israel :Marine and Coastal Environment Division,
Ministry of the Environment.

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

-supervising the implementation of the Plan;
-revising and amending the Plan;
-supervising the preparation and implementation of the National Contingency Plan and ensuring compatibility between National Contingency Plans and the Subregional Contingency Plan;

Relevant information concerning the competent national governmental Authorities is given in **Annex 1**.

2.3DESIGNATION OF NATIONAL OPERATIONAL AUTHORITIES RESPONSIBLE FOR THE IMPLEMENTATION OF THE PLAN AND CONTACT POINTS

a)Operational Authorities

The responsibility for the implementation of the operational provisions of the Plan and for Joint Response Operations rests with the national Operational Authorities listed in **Annex 1**, which contains relevant information concerning 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 means as stipulated by the Plan, is maintained at the national level;
-setting up and maintaining the communication 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 National Contingency Plan and Joint Response Operations 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 cases of Joint Response Operations;
-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 National Contingency Plans.

b)Contact Points

National Contact Points, responsible for receiving reports on pollution incidents and for transmitting this information to their respective Operational Authorities and other interested parties within the country, appear in **Annex 1**, which provides relevant information concerning these Contact Points.

2.4 MECHANISM FOR ACTIVATING 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 Plan may be activated by the affected Party 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 2.3 and listed in **Annex 1**.

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

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

The Operational Authorities, defined in Article 2.3, 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.

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

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

It will also provide secretarial services and other necessary logistic support for the smooth running of such Meetings.

2.6EXCHANGE 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 Joint Response Operations, 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;

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 Joint Response Operations (c.f. Article 3.7);

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

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

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

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.

2.7JOINT TRAINING AND EXERCISES

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

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

-to improve the level of co-operation and co-ordination 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 Joint Response Operations;

-to acquire experience in handling equipment, products and other means which might be used in Joint Response Operations;

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

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

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

empty, than blue page **3.RESPONSE ELEMENTS AND PLANNING**

3.RESPONSE ELEMENTS AND PLANNING

3.1ASSUMPTION OF 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 a pollution incident and who has activated the Plan or requested assistance.

If a 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 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 State shall be responsible for:

.surveillance of the pollution
.assessment of the situation
.spill movement forecasting
.reporting
.exercising Operational Command over Joint Response Operations

3.2NATIONAL 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 exercise 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 the Joint Response Operations, NOSC of the Lead State 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 co-ordination of Joint Response Operations. The SOSC, working in liaison with his/her Lead Authority, exerts Operational Command over Joint Response Operations.

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 the Joint Response Operations 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 (c.f. 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.

3.3EMERGENCY 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 and which 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 Joint Response Operations.

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

In cases of activation of the Plan, the ERC of the Lead State 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 State.

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 NOCS and/or SOCS, 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:

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

b)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;

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

d)monitoring incoming reports and assessing the situation;

e)co-ordinating 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 handling of the pollution incident for the purpose of analyzing and introducing recommendations and improvements needed in the Plan and in their respective National Contingency Plans;

-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.

3.5COMMAND STRUCTURE

The Command Structure for Joint Response Operations 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 co-ordination over all resources taking part in the Joint Response Operations. Following the activation of the Plan, Operational Command over Joint Response Operations is exercised by the Operational Authority of the Lead State (Lead Authority) 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. Operational Control over national resources is exercised by the NOSCs of the respective Parties. Operational Control over the resources of the Lead State 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 each team or unit. 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 telex, telefax, telephone 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 State by the Operational Authority of the assisting Party with a view to be 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 the operations;

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

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) 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.

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 by either telex or telefax.

b) Operational communications between JERC, SOSC, NOSCs, team and unit Leaders and other participants in the response operations shall be made by using the preselected VHF channels (see **Annex 5**), portable telephones and other appropriate means.

Lines of communication to be used in case of Joint Response Operations 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

The 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 State, under the overall Operational Command of the Lead Authority exercised through the SOSC.

In order to help the Joint Response Operations to proceed smoothly, 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 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 at which the incident occurred
.type of oil
.amount of oil which has been released and/or is likely to be released
.movement of 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.

SUBREGIONAL CONTINGENCY PLAN

Diagram 1: COMMAND STRUCTURE

SUBREGIONAL CONTINGENCY PLAN

Diagram 2: LINES OF COMMUNICATION

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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 its place of 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 (c.f. 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 (c.f. 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 of one of the Parties.

Joint Response Operations at sea shall be conducted in accordance with the procedures described in the NCP of the Lead State. Operational Command over the Joint Response Operations 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 means 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 unit commanders or team leaders.

During the Joint Response Operations, the ERC of the Lead State, which has assumed the role of JERC, shall serve as the main communication centre and 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 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 Joint Response Operations on shore, JERC may be transferred, at the discretion of the Lead Authority, to adequate alternative premises closer to the site of operations (c.f. 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

For the surveillance of spill movement and behaviour, priority shall be given to aerial surveillance, although any other suitable means (ships, vessels) 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**.

4.3REQUESTS 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) trained response personnel and, in particular, strike teams;
b) specialized pollution combating equipment;
c) pollution treatment products;
d) other means, including, in particular, self-contained units such as vessels 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, liaison between the Lead State 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.

4.4JOINT RESPONSE OPERATIONS

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

Joint Response Operations can be carried out at sea and on shore, and include specific operations described in Article 1.4 (c.f. also Article 4.1).

The Lead State shall be in full charge of Joint Response Operations. The command structure of the Joint Response Operations 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 (c.f. 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 Joint Response Operations, the SOSC shall, in addition to assuming overall Operational Command, be specifically responsible for co-ordinating the actions taken by national means (strike teams, vessels, aircraft) of the Lead State with those taken by the means of the assisting Parties.

The liaison between the assisting Party and the Lead State during the Joint Response Operations 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 (c.f. 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 the Joint Response Operations 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

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 (Antalya, 12 to 15 October 1993).

Each Party shall inform the other Parties (c.f. 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 Joint Response Operations, 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 Joint Response Operations, 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 waters, the other Parties participating in Joint Response Operations shall observe this decision.

4.6TERMINATION OF JOINT RESPONSE OPERATIONS AND DEACTIVATION OF THE PLAN

The SOSC shall terminate the Joint Response Operations 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 State are sufficient for successfully finalizing the response activities.

After taking the decision to terminate the Joint Response Operations, 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 the Joint Response Operations 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 should remain in the country that requested the assistance.

Self-contained units (vessels, 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 waters / airspace, for all units rendered as assistance.

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5. COMMUNICATIONS AND REPORTING

5.1COMMUNICATION SYSTEM

The Parties shall establish and maintain an efficient communication system, operational 24 hours a day, 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 Joint Response Operations;

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 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 (c.f. **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**.

5.3 SITUATION REPORTS (SITREPs)

During the entire period between the activation of the Plan and its deactivation the Lead State 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 Joint Response Operations;

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 (c.f. **Annex 7**) or as a text, in the form of a specific situation report (SITREP).

The Lead State shall also transmit a copy of each report to REMPEC, who may use it for informing the other Contracting Parties to the Emergency Protocol to the Barcelona Convention, 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 the other Parties and REMPEC of the situation 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.

5.4 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 will 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 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 the members of each Support Team and their respective NOSCs, who shall prepare recommendations concerning amendments and improvements of the Plan, and if necessary, of their NCPs (c.f. Article 3.4).

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

5.5 REPORTS TO AND COMMUNICATION WITH REMPEC

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 SITREPS;
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 in Section 1, Part B of the Regional Information System.

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

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6. LOGISTICS, FUNDING AND ADMINISTRATION

6.1 LOGISTICS

The Lead Authority is responsible for providing all the logistic support necessary for conducting Joint Response Operations.

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.

As regards the stay in the territory of the Lead State, 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 State.

6.2 FINANCIAL PROCEDURES

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 or under TOVALOP or CRISTAL agreements, 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 agreed 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 (c.f. 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 Joint Response Operations, 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 and vessels;

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 Joint Response Operations;

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

f)costs related to repatriation of any personnel who died or who were injured or taken ill during Joint Response Operations;

g)maintenance costs for any piece of equipment, vessel and aircraft engaged in Joint Response Operations;

h)repair costs for any piece of equipment, vessel or aircraft damaged in its territory during and due to the Joint Response Operations, 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 the Joint Response Operations that have been incurred by the personnel of the assisting Party in the territory of the Lead State.

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 Joint Response Operations are taking place;

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

d)costs of communications related to Joint Response Operations 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 Joint Response Operations;

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

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

a)wages of personnel engaged in the Joint Response Operations, 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 State;

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 State;

c)cost of treatment products used during the Joint Response Operations 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 State;

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

e)costs for replacement of equipment damaged beyond repair during the Joint Response Operations.

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.

6.3TRANSBOUNDARY MOVEMENT OF RESPONSE PERSONNEL, EQUIPMENT, PRODUCTS AND SELF-CONTAINED UNITS

In order to facilitate the movement of response personnel, equipment and other means including self-contained units such as vessels 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 cases of activation of the Plan. The Parties shall keep each other permanently informed on such Customs Authorities, and this information, also comprising 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 State, aircraft of the other Parties might be allowed to enter and operate in the airspace of the Lead State 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 civil 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 Joint Response Operations.

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.

Navigation procedures

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

-search and rescue;
-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 civil vessels (ships, boats, 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 Joint Response Operations.

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 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 Joint Response Operations, Joint Exercises and Joint Training Courses.

The Lead State 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 Joint Response Operations.

The Lead State shall facilitate the repatriation of assisting personnel who are injured or taken ill during Joint Response Operations.

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 State. The Lead State 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.

6.5 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.

6.6 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.

7. PUBLIC INFORMATION

7.1 PUBLIC RELATIONS OFFICER (PRO)

After the activation of the Plan, the Lead Authority shall designate a Public Relations Officer who shall be seconded to the SOSC's Support Team.

The PRO shall be responsible for:

a)maintaining contacts with the press;
b)preparing press releases on behalf of the SOSC and the Lead Authority;
c)following the information released by the press and clarifying any possible misunderstandings.

7.2 PRESS RELEASES

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

-the pollution incident and the development of the situation;
-injuries of personnel and damage to vessels, equipment, etc.
-technical data on vessels involved, type of characteristics of the pollutant, etc.
-the measures taken to combat pollution;
-the progress of the response measures.

The following guidelines shall be observed when preparing press releases:

-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.

7.3 PRESS CONFERENCES

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 in such press conferences:

-SOSC
-specially designated expert members of the Support Team
-PRO
-representative(s) of the Lead Authority
-representatives of the other Parties (eg. Liaison Officers or NOSCs)
-representatives of ship and cargo owners and/or their insurers

Written information on the main facts concerning the pollution incident and the Joint Response Operations, maps and photographs may be prepared in advance by the PRO and approved by the SOSC for use during the press conference.

Guidelines concerning the preparation of press releases (c.f. Article 7.2) shall also be observed by participants in press conferences.

7.4 PUBLIC INFORMATION THROUGH REMPEC

REMPEC may use the information provided in accordance with Article 5.5, by the SOSC and the Lead Authority for informing the other Contracting Parties to the 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.

ANNEXES

ANNEX 1 Directory of competent national Authorities, contact points, Emergency Response Centres, National On-Scene Commanders and other relevant addresses

ANNEX 2 Communications with REMPEC

ANNEX 3 National Contingency Plans (or relevant parts thereof)

- 2.1 Republic of Cyprus
- 2.2 Arab Republic of Egypt
- 2.3 State of Israel

ANNEX 4 Directory of response personnel and inventory of response equipment, products and other means which each Party might offer as assistance in case of the activation of the Plan

ANNEX 5 Communication system

ANNEX 6 Guidelines for reporting oil spills (air surveillance)

ANNEX 7 POLREP Pollution Reporting System

ANNEX 8 Standard format for requesting assistance

ANNEX 9 Claims Manual

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

TITLE: The Director

ADDRESS: Department of Fisheries

Ministry of Agriculture, Natural Resources and Environment

Aeolou 13, Nicosia

TELEPHONE: +357 (2) 30 32 79; 30 35 76

TELEX: 4660 MINAGRI CY

TELEFAX: +357 (2) 36 59 55

WORKING HOURS: MON - FRI: 07.30 - 14.30 (Sept - June: THU: 07.30 - 14.30, 15.00 - 18.00)

COMPETENT NATIONAL OPERATIONAL AUTHORITY

TITLE: The Director

ADDRESS: Department of Fisheries

Ministry of Agriculture, Natural Resources and Environment

Aeolou 13, Nicosia

TELEPHONE: +357 (2) 30 32 79; 30 35 76

TELEX: 4660 MINAGRI CY

TELEFAX: +357 (2) 36 59 55

WORKING HOURS: MON - FRI: 07.30 - 14.30 (Sept - June: THU: 07.30 - 14.30, 15.00 - 18.00)

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

TITLE: The Director

ADDRESS: Department of Fisheries

Ministry of Agriculture, Natural Resources and Environment

Aeolou 13, Nicosia

TELEPHONE: Director: +357 (9) 52 87 82; pager: +357 (97) 22 887

Officer in charge of oil pollution: +357 (9) 52 87 81; pager: +357 (97) 24 160

TELEX: -

TELEFAX: +357 (2) 36 59 55

WORKING HOURS: MON - FRI: 07.30 - 14.30 (Sept - June: THU: 07.30 - 14.30, 15.00 - 18.00)

EMERGENCY RESPONSE CENTRE

TITLE: Headquarters of the Fisheries Department

ADDRESS: Department of Fisheries

Ministry of Agriculture, Natural Resources and Environment

Aeolou 13, Nicosia

TELEPHONE: +357 (2) 30 32 79; 30 35 76

TELEX: 4660 MINAGRI CY

TELEFAX: +357 (2) 36 59 55

WORKING HOURS: MON - FRI: 07.30 - 14.30 (Sept- June: THU: 07.30 - 14.30, 15.00 - 18.00)

NATIONAL ON-SCENE COMMANDER

TITLE: The Director

ADDRESS: Department of Fisheries

Ministry of Agriculture, Natural Resources and Environment

Aeolou 13, Nicosia

TELEPHONE: +357 (2) 30 32 79; 30 35 76

TELEX: 4660 MINAGRI CY

TELEFAX: +357 (2) 36 59 55

WORKING HOURS: MON - FRI: 07.30 - 14.30 (Sept- June: THU: 07.30 - 14.30, 15.00 - 18.00)

COMPETENT CUSTOMS AUTHORITY

TITLE: The Director

ADDRESS: Department of Customs and Excise

Katsoni, 29 Ayioi Omologites

Nicosia

TELEPHONE: +357 (2) 30 57 21

TELEX: -

TELEFAX: +357 (2) 30 51 51

WORKING HOURS: MON - FRI: 07.30 - 14.30 (Sept- June: THU: 07.30 - 14.30, 15.00 - 18.00)

ARAB REPUBLIC OF EGYPT

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

TITLE: The Chairman-in-Charge

ADDRESS: Egyptian Environment Affairs Agency (EEAA)

17 Theiba Street, Mohandessin

Cairo

TELEPHONE: +20 (2) 360 11 91; 360 13 26; 360 13 91; 360 18 39; 360 12 43; 360 43 64

TELEX: -

TELEFAX: +20 (2) 361 07 64; 349 89 75

WORKING HOURS: SAT - THU: 08.00 - 14.30

COMPETENT NATIONAL OPERATIONAL AUTHORITY

TITLE: The Chairman-in-Charge

ADDRESS: Egyptian Environment Affairs Agency (EEAA)

17 Theiba Street, Mohandessin

Cairo

TELEPHONE: +20 (2) 360 11 91; 360 13 26; 360 13 91; 360 18 39; 360 12 43; 360 43 64

TELEX: -

TELEFAX: +20 (2) 361 07 64; 349 89 75

WORKING HOURS: SAT - THU: 08.00 - 14.30

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

TITLE: The Chairman-in-Charge

ADDRESS: Egyptian Environment Affairs Agency (EEAA)

17 Theiba Street, Mohandessin

Cairo

TELEPHONE: +20 (2) 360 11 91; 360 13 26; 360 13 91; 360 18 39; 360 12 43; 360 43 64

TELEX: -

TELEFAX: +20 (2) 361 07 64; 349 89 75

WORKING HOURS: SAT - THU: 08.00 - 14.30

EMERGENCY RESPONSE CENTRE *(Will be provided at a later stage)*

TITLE:

ADDRESS:

TELEPHONE:

TELEX:

TELEFAX:

WORKING HOURS:

NATIONAL ON-SCENE COMMANDER *(To be confirmed later)*

TITLE:

ADDRESS:

TELEPHONE:

TELEX:

TELEFAX:

WORKING HOURS:

COMPETENT CUSTOMS AUTHORITY *(To be confirmed later)*

TITLE:

ADDRESS:

TELEPHONE:

TELEX:

TELEFAX:

WORKING HOURS:

STATE OF ISRAEL

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

TITLE: The Head, Marine and Coastal Environment Division

ADDRESS: Ministry of the Environment
5 Kanfey Nesharim Street (P.O. Box 34033)
Jersualem 95464

TELEPHONE: Office: +972 (2) 6553 825; 6553 826
Pager: +972 (2) 29 46 66
Home No.: +972 (8) 26 11 61
Haifa: +972 (4) 51 82 76; (4) 51 83 76

TELEX: -

TELEFAX: +972 (2) 6553 823

WORKING HOURS: SUN - THU: 07.30 - 17.00

COMPETENT NATIONAL OPERATIONAL AUTHORITY

TITLE: The Head, Marine and Coastal Environment Division

ADDRESS: Ministry of the Environment
5 Kanfey Nesharim Street (P.O. Box 34033)
Jersualem 95464

TELEPHONE: Office: +972 (2) 6553 825; 6553 826
Pager: +972 (2) 29 46 66
Home No.: +972 (8) 26 11 61
Haifa: +972 (4) 51 82 76; (4) 51 83 76

TELEX: -

TELEFAX: +972 (2) 6553 823

WORKING HOURS: SUN - THU: 07.30 - 17.00

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

TITLE: The Head, Marine and Coastal Environment Division

ADDRESS: Ministry of the Environment
5 Kanfey Nesharim Street (P.O. Box 34033)
Jerusalem 95464

TELEPHONE: Office: +972 (2) 6553 825; 6553 826
Pager: +972 (2) 29 46 66
Home No.: +972 (8) 26 11 61
Haifa: +972 (4) 51 82 76; (4) 51 83 76

TELEX: -

TELEFAX: +972 (2) 6553 823

WORKING HOURS: SUN - THU: 07.30 - 17.00

EMERGENCY RESPONSE CENTRE

TITLE:

ADDRESS:

TELEPHONE:

TELEX:

TELEFAX:

WORKING HOURS:

NATIONAL ON-SCENE COMMANDER

TITLE: The Head, Shipping and Ports Administration

ADDRESS: Ministry of Transport
102 Ha'atzmaut Street
Haifa 33411

TELEPHONE: Office: +972 (4) 53 92 75; 52 02 41; 53 52 68
Home No.: +972 (9) 43 32 39 (Mr. A. Rona)

TELEX: -

TELEFAX: +972 (4) 53 62 64

WORKING HOURS: 08.00 - 16.00

COMPETENT CUSTOMS AUTHORITY

TITLE: The Collector of Customs - Haifa, Ministry of Finance (Mr. Ozer Berkovich)

ADDRESS: Department of Customs and VAT
Shaar Hanamal 3 (P.O. Box 245)
Haifa

TELEPHONE: +972 (4) 35 40 50; 35 40 51; 35 40 52

TELEX: -

TELEFAX: +972 (4) 67 27 06

WORKING HOURS: 08.00 - 16.00

ANNEX 2

COMMUNICATIONS WITH REMPEC

COMMUNICATIONS WITH
REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE
FOR THE MEDITERRANEAN SEA (REMPEC)

ADDRESS: Regional Marine Pollution Emergency Response Centre
for the Mediterranean Sea
Manoel Island, GZR 03
MALTA.

OR

REMPEC
Manoel Island, GZR 03
MALTA.

TELEPHONE: +356 (-) 33 72 96
+356 (-) 33 72 97
+356 (-) 33 72 98

TELEX: 1464 UNROCC MW
1396 UNROCC MW

TELEFAX: +356 (-) 33 99 51

(in emergencies only)+356 (-) 99 79 78

WORKING HOURS: Monday to Friday

WINTER TIME	01 October - 15 June	08.00 - 12.30 and 13.30 - 16.45
SUMMER TIME	16 June - 30 September	07.30 - 14.30

All times are local:	25 September - 25 March	GMT +1
	26 March - 24 September	GMT +2

OFFICIAL HOLIDAYS OF THE CENTRE DURING 1995:

10 February	St. Paul's Shipwreck	**15 August**	The Assumption
31 March	Freedom Day	**21 September**	Independence Day
14 April	Good Friday	**08 December**	Immaculate Conception
01 May	Workers' Day	**25 December**	Christmas Day
29 June	S.S. Peter and Paul		

COMMUNICATION WITH THE CENTRE IN CASE OF EMERGENCY (reporting accidents, requesting assistance, etc...):

1. Sending a detailed message prepared in conformity with the POLREP format either by **telex** to 1464 UNROCC MW or 1396 UNROCC MW, or by **telefax** to +356 (-) 33 99 51.

2. Contacting by telephone the OFFICER-ON-DUTY on telephone number +356 (-) 99 79 78, which is operational 24 hours a day.

The officer-on-duty will be one of the following officers:

DIRECTOR	Mr. Jean Claude SAINLOS	(French, English)
TECHNICAL EXPERT	Mr. Darko DOMOVIC	(English, Italian, Croatian)
CHEMICAL EXPERT	Dr. Stefan MICALLEF	(English, Maltese, Italian, French)

On Saturdays, Sundays and holidays, the officer-on-duty periodically calls at the office to check whether any telex or fax has been received.

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ANNEX 3

NATIONAL CONTINGENCY PLANS (or relevant parts thereof)

CYPRUS

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil and other harmful substances

	AT SEA		ON SHORE	
	Pr	Re	Pr	Re
GOVERNMENTAL LEVEL				
-The Minister of Agriculture, Natural Resources and Environment .Fisheries Department (the Director acts under overall responsibility of the Minister in cases when international assistance is called for).	x	x	x	x
CENTRAL AUTHORITIES				
-Fisheries Department (national emergencies)	x	x	x	x
DISTRICT AUTHORITIES				
-4 district offices of the Fisheries Department (local emergencies)		x		x
LOCAL AUTHORITIES				
-4 district offices of the Fisheries Department (local emergencies)		x		x

SUMMARY DESCRIPTION OF THE NATIONAL CONTINGENCY PLAN

TITLE: "National contingency plan for Cyprus"

PREPARED / REVISED (year):1983, last revision 1994

BECAME EFFECTIVE (year):

SCOPE:

GEOGRAPHICAL COVERAGE:Sea, shore

APPLICABLE TO POLLUTION BY:Oil

LEVELS OF EMERGENCY:3 (local, national, international)

RESPONSIBILITIES (OPERATIONAL):

ACCORDING TO ADMINISTRATIVE DIVISION (geographically):4 districts (Famagusta, Larnaca, Limassol, Paphos)

ACCORDING TO ADMINISTRATIVE HIERARCHY (decision-making, size of accident):-At sea and on shore:District offices of the Fisheries Dept. for local emergencies.
-At sea and on shore:Director of Fisheries Dept. for national emergencies.
-Director of Fisheries Department under the overall responsibility of the Minister of Agriculture, Natural Resources and Environment for accidents requiring international assistance.

RELATION TO OTHER CONTINGENCY PLANS:

RESPONSE STRATEGY:-Containment and recovery at sea
-Use of dispersants
-Protection of sensitive areas
-Shore cleanup

USE OF DISPERSANTS (policy):-Dispersants approved by EU countries (in particular by WSL in U.K.) accepted
-Authorization of the Director of Fisheries Department required prior to use

SENSITIVE AREAS:Listed in the Plan

EGYPT

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil and other harmful substances

	AT SEA		ON SHORE	
	Pr	Re	Pr	Re
GOVERNMENTAL LEVEL				
-EEAA(*)	x	x	x	x
CENTRAL AUTHORITIES				
-EEAA	x		x	
-Operations Centre at EEAA		x		x
DISTRICT AUTHORITIES				
-Operations sub-Centres in:		x		x
.Sidi Kerir (Mediterranean)				
.Ras Ghareb (Gulf of Suez)				
-National Local Response Centres		x		x
-Egyptian General Petroleum Authority		x		
-Coastal Governorates				x
LOCAL AUTHORITIES				
-Oil companies	x	x	x	x
-Suez Canal Authorities	x	x		
-Port Authorities	x	x	x	x
-Local Response Centres	x	x		
-Pipeline companies			x	x
-Coastal Governorates			x	x

(*)EEAA - Egyptian Environment Affairs Agency

SUMMARY DESCRIPTION OF THE NATIONAL CONTINGENCY PLAN
(being reviewed and updated)

TITLE:"The national emergency plan for the protection of the marine environment and combating marine oil pollution accidents"

PREPARED / REVISED (year):1986, new National Contingency Plan is currently being prepared

BECAME EFFECTIVE (year):1986

SCOPE:

GEOGRAPHICAL COVERAGE:Sea, shores

APPLICABLE TO POLLUTION BY:Oil

LEVELS OF EMERGENCY:3 (small, medium, large spills)

RESPONSIBILITIES (OPERATIONAL):

ACCORDING TO ADMINISTRATIVE DIVISION (geographically):5 regions (1 covering the entire Mediterranean coast of Egypt); 7 coastal Departments (5 on the Mediterranean side: Alexandria, Kafar el Sheikh, Damietta, Port Said, Areesh)

ACCORDING TO ADMINISTRATIVE HIERARCHY (decision-making, size of accident):- Small spills
At sea:local Port Authorities, oil companies;
On shore:coastal Governorates.
- Medium spills
At sea:operations sub-centre for the Mediterranean (Sidi Kerir);
On shore:coastal Governorates.
- Large spills
At sea:Operations Centre at EEAA.
On shore:Operations Centre at EEAA.

RELATION TO OTHER CONT. PLANS:National plan is supported by contingency plans of Suez Canal Authorities, Public Authorities for Petrol, Port Authorities (4) and coastal Governorates (7)

RESPONSE STRATEGY:- Elimination of the source of pollution
- Containment and recovery at sea
- Use of dispersants
- Shore cleanup

USE OF DISPERSANTS (policy):Authorization by the Academy of Scientific Research and Technology is required prior to use

SENSITIVE AREAS:Listed in the Plan

ISRAEL

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil and other harmful substances

	AT SEA		ON SHORE	
	Pr	Re	Pr	Re
GOVERNMENTAL LEVEL				
-Ministry of the Environment .MCED(*) -Ministry of Transport	x	x x	x	x x
CENTRAL AUTHORITIES				
-Ad hoc Headquarters under the command of the Head of MCED with the participation of the Ministry of Transport (Port division), the Navy, the Police and other emergency organizations.		x		x
DISTRICT AUTHORITIES				
-MCED Inspectors	x	x	x	x
LOCAL AUTHORITIES				
-MCED Inspectors		x		x

(*) MCED - Marine and Coastal Environment Division

SUMMARY DESCRIPTION OF THE NATIONAL CONTINGENCY PLAN

TITLE:"Emergency Response Procedure for the State of Israel"

PREPARED / REVISED (year):1983, completely revised 1991/92

BECAME EFFECTIVE (year):1992 (new version)

SCOPE:

GEOGRAPHICAL COVERAGE:Sea, shore

APPLICABLE TO POLLUTION BY:Oil and other harmful substances

LEVELS OF EMERGENCY:2 (local, national)

RESPONSIBILITIES (OPERATIONAL):

ACCORDING TO ADMINISTRATIVE DIVISION (geographically):- National
- District

ACCORDING TO ADMINISTRATIVE HIERARCHY (decision-making, size of accident):- Head, Shipping & Ports Admn. + Head MCED
- MCED Inspectors
- Ad hoc Headquarters

RELATION TO OTHER CONT. PLANS:Each MCED district (inspector) has its own set of procedures to be followed.

RESPONSE STRATEGY:-Prevention and control
-Dispersion at open sea
-Containment and recovery in coastal waters
-Shore cleanup

USE OF DISPERSANTS (policy):-Specific regulations under study
-Authorization of the Director General of the Ministry of Environment required prior to use
-Only dispersants approved by CEDRE for use in France are permitted
-Use of dispersants in waters shallower than 30 m, off sensitive areas is not permitted

SENSITIVE AREAS:List is not included in the document

ANNEX 4

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

(from David)

ANNEX 5

COMMUNICATION SYSTEM

(to be prepared by each country)

ANNEX 6

GUIDELINES FOR REPORTING OIL SPILLS
(AERIAL SURVEILLANCE)

GUIDELINES FOR 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

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

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 Contracting Parties to the Emergency Protocol of 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 gives first information or warning
(figures 1-5) WARNing of the pollution or the threat

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

.3 Part III or POLFAC POLlutionis used for requesting assistance
(figures 80-99) FACilities 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 Subregional Contingency Plan is given in **Annex 6**.

7 A summarized list of POLREP is given below.

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

Contents	Remarks

SERIAL NUMBERIt 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 a nation-identifier:

CyprusCYP
EgyptEGY
IsraelISR
Regional Marine Pollution
Emergency Response Centre
for the Mediterranean SeaREMPEC

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".

Nation identifiers for other contracting Parties to the Emergency Protocol to the Barcelona Convention are as follows:

	Albania	ALB		Libya	LBY		
	AlgeriaDZA			Malta	MLT		
	Bosnia & Herzegovina	BIH		Monaco	MCO		
	Croatia	CRT		Morocco	MAR		
EUEU	Slovenia	SLO					
	France	FRA		Spain	ESP		
	Greece	GRC		Syria	SYR		
	Italy	ITATunisia		TUN			
	Lebanon	LBNTurkey		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 <u>not necessary</u> 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, *(CHLORINE, DINITROL, PHENOL)*, 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. *(packaged or bulk chemicals, sewage. For chemicals give proper name or United Nations number if known. For all, give also appearance, e.g. liquid, floating solid, liquid oil, semi-liquid sludge, tarry lumps, weathered oil, discolouration of sea, visible vapour. Any markings on drums, containers, etc. should be given.)*
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. *(In case of air pollution (gas cloud) drift speed is indicated in m/s.)*

48	FORECAST OF LIKELY EFFECT OF POLLUTION AND ZONES AFFECTED	For example, arrival on beach with estimated timing. Results of mathematical models.

Contents	Remarks
49 IDENTITY OF OBSERVER/REPORTER IDENTITY OF SHIPS ON SCENE	Indicates who has reported the incident. If a ship, 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	Any action taken in response to the pollution.
51 PHOTOGRAPHS OR SAMPLES	Indicates if photographs or samples from the pollution have been taken. Telex and/or 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 from figures 1 and/or 40.
81 REQUEST FOR ASSISTANCE - specified equipment - specified equipment with trained personnel - complete strike teams - personnel with special expertise	Type and amount of assistance required in form of: with indication of country 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 territorial waters, 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 supreme on-scene commander of the requesting country, 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 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 zone of another Party, the State which has exercised the Operational Command may request the other State 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 - 98SPARE FOR ANY OTHER RELEVANT REQUIREMENTS OR INSTRUCTIONS

99 ACKNOWLEDGEWhen 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: EGY, ISR and REMPEC
Date Time Group 181100z june
Identification POLREP BARCELONA CONV/SUBREG CEI
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	41The 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	42Arabian Heavy crude. Viscosity 18.9 cSt at 37.8°C.
43	Source and cause of pollution	43Liberian 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	44110 - 10 m/s.
45	Current direction and speed and/or tide	4550 - 0.3 knots.
46	Sea state and visibility	46Wave height up to 2 m. 10 Nautical miles.
47	Drift of pollution	47320 - 0.95 knots.
48	Forecast of likely effects of pollution and zones affected	48Could 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	50NCP 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	51Photographs and video recording taken.
52	Names of other States and organizations informed	52REMPEC
53	Spare	53Subregional Contingency Plan is activated.

Mr. C. Demetrides designated SOSC.

81	Request for assistance	81EGY 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	82EGY and ISR are requested for an approximate cost rate per day of assistance rendered.
83	Pre-arrangements for the delivery of assistance	83EGY 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	84EGY 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	99ACKNOWLEDGE

ANNEX 8

STANDARD FORMAT FOR REQUESTING ASSISTANCE

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 Emergency Protocol to the Barcelona Convention in accordance with the recommendation of IMO, the format for requesting assistance within the framework of the present Subregional Contingency 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 Subregional Contingency Plan concerning Cyprus, Egypt 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 Subregional Contingency Plan is given in the following pages.

It might be 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 from 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 can be required in form of: a) trained response personnel and, in particular, strike teams; b) specialised pollution combating equipment; c) pollution treatment products; d) other means, including, in particular, self-contained units such as vessels and aircraft, and/or any combination thereof. 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 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 waters 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 rendez-vous 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	Only to be filled in if not covered by figure 81, e.g. if further assistance has been/will be requested from other Contracting

ORGANIZATIONSParties to the Emergency Protocol or other international organizations.

Contents	Remarks
88DURATION OF ASSISTANCE	This line is used by the requesting Party to indicate its best estimate (in days) of expected duration of assistance requested.
89TASK 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 Joint Response Operations, due to the requirements of the SOSC.
90 - 99SPARE FOR ANY OTHER RELEVANT REQUIREMENTS OR INSTRUCTIONS	
99ACKNOWLEDGE	When this figure is used the message should be acknowledged as soon as possible by the competent national authority.

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ANNEX 9

CLAIMS MANUAL

1. INTRODUCTION

This Manual is a guide for the filing of claims. Its purpose is to assist claimants by listing the particulars which a claim should contain and by explaining the nature of the supporting documentation which is required. It does not address legal questions but is intended to give information of a practical nature in respect of the presentation of claims. In case of doubt, it is recommended that claimants seek appropriate advice.

2. HOW SHOULD A CLAIM BE PRESENTED?

A claim should be made in writing (including telefax or telex). In all cases, a claim should be presented clearly and in sufficient detail so that it is possible to assess the amount of the damage on the basis of the facts and the documentation presented. Each item of a claim must be supported by an invoice or other relevant documentation, such as work sheets or explanatory notes. In the case of clean-up measures, it is essential that the expenses are linked with the actions taken at specified work sites.

It is essential that comprehensive records are kept detailing all operations and expenditures resulting from the incident. Daily work sheets should be compiled by supervisory personnel to record the operations in progress, the equipment in use, where and how it is being used, the number of personnel employed, how and where they are deployed and the materials consumed. Recording such information is facilitated by using standard work sheets which should be designed to suit the particular circumstances of the spill and the response organisation in the country concerned.

Major expenditures are often incurred for the use of aircraft, vessels, specialized equipment, heavy machines, trucks and personnel. Some of these resources may be government owned and whereas others may be the subject of contractual arrangements. Detailed records should be kept of actual time employed on clean-up and for what purpose. The appointment of a financial controller to the response team may be valuable, to ensure that adequate records are kept and that expenditure is controlled.

The speed with which claims are settled depends largely on how long it takes for claimants to provide the information required. It is in the interest of claimants, therefore, to follow this Manual as closely as possible.

3. WHAT PARTICULARS SHOULD A CLAIM CONTAIN?

3.1 General

Each claim should contain the following basic information:

(a) the name and address of the claimant or any representative;

(b) the identity of the ship involved in the incident;

(c) the date, place and specific details of the incident, including the type of oil involved;

(d) the clean-up measures taken and/or the kind of pollution damage sustained, as well as the places affected;

(e)the amount of the claim.

The following general criteria apply to claims:

(a)any expense/loss must actually have been incurred;

(b)any expense must relate to measures which are deemed reasonable and justifiable;

(c)a claimant's expense/loss or damage is admissible only if and to the extent that it can be considered as caused by contamination;

(d)there must be a link of causation between the expense/loss or damage covered by the claim and the contamination caused by the spill;

(e)a claimant is entitled to compensation only if he has suffered a quantifiable economic loss;

(f)a claimant has to prove the amount of his loss or damage by producing appropriate documents or other evidence.

Pollution incidents may give rise to claims of different types. Examples of types of claims are given below, along with guidance on how each type may be broken down under various headings.

3.2 Costs of Preventive Measures and Clean-up Operations

(a)Delineation of the area affected describing the extent of pollution and identifying those areas which were most heavily contaminated. This should be presented in the form of a map or nautical chart, supported by photographs or video tapes.

(b)Analytical and/or other evidence linking the oil pollution with the tanker involved in the incident (eg chemical analysis of oil samples, relevant wind, tide and current data, observation and plotting of floating oil movements).

(c)Summary of events, including a description of the work carried out at sea, in coastal waters and on shore, together with an explanation of why the various working methods were selected.

(d)Dates on which work was carried out.

(e)Labour costs (number and categories of response personnel, regular or overtime rates of pay, hours or days worked, other costs).

(f)Travel, accommodation and living costs for response personnel.

(g)Equipment costs (types of equipment used, rate of hire or cost of purchase, quantity used, over what period).

(h)Consumable materials (description, quantity, unit cost and where used).

(i)In respect of purchased equipment and materials, any remaining value at the end of the operations.

(j)In respect of equipment not purchased for the incident in question, the age of the items.

(k)Transport costs (number and types of vehicles, vessels or aircraft used, number of hours or days operated, rate of hire or operating cost).

(l)Cost of temporary storage (if applicable) and of final disposal of recovered oil and oily material.

3.3 Replacement and Repair Costs

(a)Extent of pollution damage to property.

(b)Description of items destroyed, damaged or needing replacement, repair or cleaning (eg boats, fishing gear, roads, clothing), including their location.

(c)Cost of repair work, cleaning or replacement of items.

(d)Age of items to be replaced.

(e)Cost of restoration after clean-up, such as repair of roads, piers and embankments damaged by the clean-up operations.

3.4 Economic Loss

(a)Nature of loss, including proof that the alleged loss resulted directly from the incident.

(b)Comparative figures for earnings in previous periods and during the period when economic loss was suffered.

(c)Comparison with similar areas outside the area affected by the oil spill.

(d)Method of assessment of loss.

Economic losses can include (but are not limited to): loss of income resulting from restriction of fishing activity or from closure of coastal industrial or processing installations, as well as loss of income by resort operators (hoteliers and restaurateurs). However, any saved overheads or other normal expenses not incurred as a result of the incident must be subtracted in the claims calculation.

If a claimant has received any extra income as a result of the incident, this should be indicated. For example, information should be given of any proceeds from the sale of recovered oil. Similarly, allowance should be made in the claims for income earned as a result of the incident, for instance, by fishermen through employment in the clean-up operations.