BLACK SEA CONTINGENCY PLAN

TO THE PROTOCOL ON COOPERATION IN COMBATING POLLUTION OF THE BLACK SEA BY OIL AND OTHER HARMFUL SUBSTANCES IN EMERGENCY SITUATIONS

GENERAL INTRODUCTORY REMARKS

1. Article IX of 1992 Convention on the Protection of the Black Sea Against Pollution (the Bucharest Convention) calls for its Contracting Parties to cooperate in order to prevent, reduce and combat pollution of the marine environment of the Black Sea resulting from emergency situations in accordance with the Protocol on Cooperation in Combating Pollution of the Black Sea by Oil and Other Harmful Substances in Emergency Situations (The Emergency Protocol).

2. Article 2 of the Emergency Protocol states that the Contracting Parties shall endeavour to maintain and promote either individually or through bilateral or multilateral co-operation, contingency plans for combating pollution of the sea by oil and other harmful substances.

3. The Contracting Parties have agreed to adopt the Black Sea Contingency Plan (hereinafter referred to as the Plan) for responding promptly and effectively to marine pollution incidents affecting or likely to affect the Black Sea environment.

4. The Black Sea Contingency Plan includes two volumes as follows:

Volume 1: Response to Oil Spills

Volume 2: Response to Harmful Substances Other Than Oil [to be developed].

5. The Contracting Parties have noted that

- *The transportation of harmful substances other than oil in the Black Sea Area is limited even if an increase has been registered during the last few years.*

- *The Protocol of 2000 to amend the OPRC 1990 to Cover Pollution Incidents by Hazardous and Noxious Substances (OPRC, 1990-HNS Protocol, 2000) was adopted in 2000, and that international guidelines for the development of HNS Contingency Plans has not yet been adopted,*

and have agreed that the Volume 2 of the Black Sea Contingency Plan should be prepared in accordance to the appropriate International Guidelines by the year 2006.

6. As an interim measure, the Contracting Parties have agreed that as far as possible and adequate, to apply the requirements for exchange of information between them according to the Communication and Operational principles as set out in Volume 1 of the Black Sea Contingency Plan.

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VOLUME I

RESPONSE TO OIL SPILLS

TABLE OF CONTENTS

1. INTRODUCTION

1.1 Background

The Black Sea is Europe's most isolated marine environment and one of the most sensitive to human activities. Its surface area is comparable to the Baltic or the North Sea and has a huge drainage basin covering over one third of Europe and including major portions of seventeen countries.

The oil pollution and oil spills are recognized as one of the major threats to the marine environment of the Black Sea. The presence of risk associated with heavy traffic calls for co-ordination of all emergency response resources on national and regional level.

The Convention on the Protection of the Black Sea against Pollution (Bucharest Convention) 1992 and its related Protocol on Co-operation in Combating Pollution of the Black Sea Marine Environment by Oil and other Harmful Substances in Emergency Situations (Emergency Protocol) provide the legal institutional framework for actions concerning regional co-operation in combating marine pollution incidents. By ratifying this instrument the Contracting Parties legally committed themselves and firmly expressed their political will to initiate, both individually and jointly, the actions required in order to effectively prepare for and respond to marine pollution incidents. Furthermore, in Item 11 of Ministerial Declaration on the Protection of the Black Sea (Odessa Declaration) 1993 the Ministers responsible for the protection of the marine environment of the Black Sea coastal states expressed their commitment “to develop national and regional contingency plans in accordance with the requirements identified by the Convention on the Protection of the Black Sea against pollution in emergency situations".

The Strategic Action Plan for the Rehabilitation and Protection of the Black Sea, adopted at the Ministerial conference held in Istanbul, Turkey, in October 1996, established principles, policies and actions for contingency planning and emergency response and set up clear objectives and deadlines for the Regional Contingency Plan:

> "Paragraph 50 - A Black Sea Contingency Plan shall be adopted. It is recommended that the Istanbul Commission, upon the recommendations of its Advisory Group on the Environmental and Safety Aspects of Shipping, adopt such a plan by December 2000."

A work programme, prepared in accordance with the provisions of the Strategic Action Plan, endorsed by the delegates of the Contracting Parties in 1998, established specific stages for the preparation of a Regional Contingency Plan and the respective timetable.

According to the above documents the Contracting Parties agreed upon 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 the national organisation and competent national authorities; informing the other Parties of all pollution incidents, their subsequent development and the actions taken; and the provision of assistance to a Party which so requests. Furthermore, every Contracting Party shall endeavour to maintain and promote, either individually or through bilateral or multilateral co-operation, their contingency plans and means for combating pollution of sea by oil. These means shall include, in particular, equipment, ships, aircraft and manpower prepared for operations in cases of emergency.

In order to comply with their obligations the Black Sea Contracting Parties must be prepared for the intervention of their authorities and response forces both at national and regional level.

National arrangements for preparedness and response are essential for quick and efficient action. They include clear responsibilities of the various authorities for taking actions and co-ordinating the follow-up of such actions. Also essential is the existence of the pollution response equipment that allows the threatened Party to initiate response operations and to protect the most sensitive sites during the crucial first hours. Meanwhile, pooling of resources and expertise provides a cost-effective and efficient way of combating a major spill that can not immediately be dealt with by the existing resources of a single country. Therefore the arrangements for regional co-operation should be developed for joint response operations and co-ordination of the use of the available response resources. They shall to outline in advance the financial conditions and administrative clauses of the actions, thus permitting rapid intervention in case of emergency by removing the need for lengthy negotiations during the course of the event.

1.2 Purpose and Objectives

The Plan is adopted with the aim of implementing of Article IX of the Bucharest Convention and Article 2 of the Emergency Protocol and constitutes an Annex to the Emergency Protocol.

The purpose of the Plan is to establish a mechanism for mutual assistance, under which the competent national Authorities of the Contracting Parties will co-operate in order to co-ordinate and integrate their response to marine pollution incidents either affecting or likely to affect their coasts, territorial sea, and exclusive economic zones (hereinafter referred as areas of responsibility) of the Contracting Parties or to incidents surpassing the available response capacity of each of the Contracting Parties alone.

The general objective of the Plan is to organise a prompt and effective response to oil spills affecting or likely to affect the area of responsibility of one or more of the Contracting Parties and to facilitate the co-operation 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 national authorities, at the operational level;

b) to divide the responsibilities and to anticipate the transfer of responsibility from one of the Contracting Parties to another;

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

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

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

f) 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 Regional 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 regional co-operation in contingency planning, prevention, control and clean-up operations for combating pollution caused by oil spills;

- establishing the necessary measures to restrict spreading of and to minimise the hazard posed by oil;

- 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 Geographical Coverage

1.3.1 This Plan applies to all pollution incidents caused by oil in the Black Sea. Geographical coverage of the Plan is defined in Article I of the Bucharest Convention

1.3.2 This Plan organises the activities of responsible national authorities in each Contracting Party, prescribes a response structure and establishes a method of operation for personnel responding to an incident.

1.3.3 This Plan is intended to apply to oil spills which cause or could cause damage to the Black Sea environment including the incidents when only one country is affected but the magnitude is such that the incident requires assistance from another country.

1.3.4 The establishment of areas of responsibility of the Contracting Parties according to this Plan shall not affect the rights and the obligations of the states regarding the exclusive economic zones and continental shelves in full compliance with international law and neither the ongoing processes of negotiations of delimitation of the maritime areas.

1.4 Definitions, Acronyms 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.

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 or other harmful substance and which poses or may pose a threat to marine environment, or to the coastline area of responsibility of one or more states, and which requires emergency action or other immediate response.

The Plan means the Black Sea Contingency Plan to the Protocol on Co-operation in Combating Pollution of the Black Sea by Oil and Other Harmful Substances in Emergency Situations.

Contracting Parties refers to the following states: The Republic of Bulgaria, Georgia, Romania, the Russian Federation, the Republic of Turkey and Ukraine.

The Requesting Contracting Party means a Contracting Party that requests the assistance of another Contracting Party and/or Parties

The Assisting Contracting Party means a Contracting Party that agrees to provide assistance to another Contracting Party

Area of responsibility means the coasts, territorial seas, and exclusive economic zones of the Contracting Parties in accordance with international law.

Lead State means the Party in whose area of responsibility a maritime casualty has occurred and which has activated the Plan and/or asked for assistance within the framework of the Plan, or the Party to whom the lead role has been transferred. Lead State exercises the Operational Command of the Joint Response Operations and designates the Supreme On-Scene Commander (SOSC).

Lead Authority means the Operational Authority of the Lead State.

Governmental Authority means the designated competent national authority having the political and governmental responsibility for dealing with marine pollution incidents

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

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, resources and units taking part in the Joint Response Operations, including giving orders and supplying information necessary for execution of response operations. It is exerted by National On-Scene Commanders (NOSC) of the Parties taking part in the operations or officers delegated 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.) Following the activation of the Plan, NOSC of the Lead State assumes the role of SOSC, while NOSCs of the assisting countries, operating under the operational command of SOSC, nevertheless retain the operational control over their respective strike teams and self-contained response units (vessels, aircraft).

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 public 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 will serve as the Operations Room of NOSC or SOSC respectively, whenever the Plan is activated.

Joint Emergency Response Centre (JERC) means the Response Emergency 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. During joint response operations, strike teams work under the tactical command of their leaders, operational control of their respective NOSCs, and under the overall operational command of SOSC.

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, restrict the spreading and facilitate the removal of the pollutant and mitigate the consequences of the incident.

Operations on shore (shore clean-up operations) means any action taken on shore or at 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 report by which the Lead State informs other relevant parties on the situation.

The following are the main abbreviations used in this document:

AG ESAS	Advisory Group on Environmental Safety Aspects of Shipping
BSC	Black Sea Commission
ERAC or **(AC ESAS)**	Activity Center on Environmental Safety Aspects of Shipping (Emergency Response Activity Center)
ERC	Emergency Response Centre
IMO	International Maritime Organisation
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 Co-operation, 1990
POLREP	Pollution Report
RCP	Regional Contingency Plan
SITREP	Situation Report
SOSC	Supreme On-Scene Commander
UTC	Universal Time-Co-ordinated
VHF	Very High Frequency

2 POLICY AND RESPONSIBILITY

2.1 Exchange of information

The Contracting Parties shall keep each other correctly informed through the BSC about any changes in operational provisions (Annex 1, 2, 3, 4, 5).

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

2.2 Designated National Competent Authorities and points of contact

Information regarding designated Competent National Authorities and points of contact shall be included and regularly updated as appropriate in **Annex 1**.

2.3 Meetings of National Operational Authorities responsible for the implementation of the Plan

The National Operational Authorities defined in par. 2.2, shall meet regularly, and as a minimum once a year, in order to discuss questions related to the implementation of the Plan, response to actual incidents, organisation of training courses and/or exercises and other relevant matters.

Regular meetings shall be alternately hosted by each Contracting Party, following alphabetical order.

The National Operational Authority of the host Contracting Party shall, in co-operation with the National Operational Authorities of the other Parties, prepare the agenda and issue a final report of such annual meeting. The final report shall be submitted to the BSC and disseminated to the Contracting Parties and other parties concerned. The Operational Authority of the host Contracting Party will also provide secretarial services and other necessary logistic support for the smooth running of such meetings.

2.4 Joint training and exercises

The Contracting Parties shall conduct periodically (at least once a year) 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 Contracting Parties;

- to test the command structure of the Plan;

- to achieve satisfactory level of communication among personnel and, in particular, strike teams designated to take part in Joint Response Operations;

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

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

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

The Contracting Parties may also agree to combine joint training and exercises.

Such training courses and exercises will be organized based on the IMO OPRC Model Training Courses as appropriate. The reports on such training and exercises shall be submitted by the organizing Contracting Party via BSC to the annual meetings of the AG ESAS.

2.5. Revision and amendment of the Plan

As an exception from the general procedure for amending the annexes to the Protocols to the Bucharest Convention (Article XXI Paragraphs 2 and 3) the Contracting Parties shall create a new and expeditious procedure for amending the operational provisions of the Plan (Annex 1,2,3,4,5).

The amendments of the operational provisions shall enter into force upon being communicated from Black Sea Commission to all Contracting Parties by means of a circular letter.

3. RESPONSE ELEMENTS AND PLANNING

3.1 Assumption of the Role of the Lead State

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

The Lead State shall be responsible for:

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

The lead role shall be transferred from one Contracting Party to another, when the major part of the pollutant has moved from the area of responsibility of the Contracting Party initially affected and who has activated the Plan, to the area of responsibility of another Party, and/or when the main response activities have moved to such other Contracting Party.

When the pollution incident which has occurred in the area of responsibility of one of the Parties directly (imminently) threatens the interests of another Contracting Party, the Contracting Parties may also agree, in direct contacts between their Operational Authorities, that the threatened Contracted Party will assume the lead role.

3.2 National On-scene Commander (NOSC) / Supreme On-scene Commander (SOSC)

For the purpose of the Plan, the Operational Authority of each Contracting Party shall nominate an officer who will exercise operational control over all response activities of that Contracting 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 State.

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

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

3.3 Emergency Response Centres/Joint Emergency Response Centre

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

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

In case of the 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 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 if appropriate at the discretion of the Lead State.

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

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

3.4 Support Teams

With a view to assisting NOSC and/or SOSC each Contracting Party shall set up its national Support Team, composed of the representatives of various relevant public authorities, national services and industry including, in particular, 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 environment, fisheries, (radio) communications, public information and compensation for oil pollution damage;

c) providing support in 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 analysing 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.

3.5 Command Structure

The Command Structure for Joint Response Operations is shown in **Diagram 1**.

The Command Structure consists of 3 components:

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, that, 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 Contracting Parties. Operational Control over the resources of the Lead State if 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 in 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 Contracting Party 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 Contracting Parties;

b) by a Liaison Officer, sent to the Lead State by the Operational Authority of the Assisting Contracting Party with the view to be integrated in the staff of the SOSC. His/her duties shall be to provide necessary information on 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 NOSC of the assisting Party who personally attends at the spill site and participates in Joint Response Operations.

3.6 Communication arrangements

Communications network established by the Parties in accordance with **Annex 3** 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 response operations shall be made by using pre-selected VHF channels (see **Annex 3**), portable telephones and other appropriate means.

Communications to be used in case of Joint Response Operations are shown in **Diagram 2**.

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

3.7 Response Planning

Response to a pollution incident within the area of responsibility of each Contracting 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 facilitate smooth proceeding of Joint Response Operations, the Contracting Parties shall inform each other on relevant parts of their NCPs and, in particular, those parts describing:

- national response organisation;
- 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;
- national arrangements for disposal of oily wastes;
- logistic support available within the country.

Copies of English translations of these parts of NCPs or, preferably, complete NCPs are attached to the Plan in **Annex 5**.

Maps showing possible sources of pollution, environmentally sensitive areas (see IMO Resolution A720(17) attached as Appendix 1), priorities for protection and areas where the use of dispersant is allowed, restricted or forbidden, within the area of responsibility of each Contracting Party, are given in **Annex 2**.

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

Precise guidelines concerning the operation of vessels and aircraft of the assisting Contracting Parties within the area of responsibility of another Contracting Party are given in **Annex 5**.

3.8 Response strategy

The main outline of the strategy which shall be applied by the Operational Authorities of the Contracting 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, at least, the following criteria:

- position in which the incident occurred

  - type of pollutant
  - amount of pollutant which has been released and/or likely to be released
  - possibility of transport of the pollutant
  - degree of risk to human life and/or potential health hazard
  - fire/explosion hazard
  - toxicity of released pollutant
  - 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 other Contracting 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 Contracting Parties;

- re-assessment of the situation and making necessary modifications in response actions;

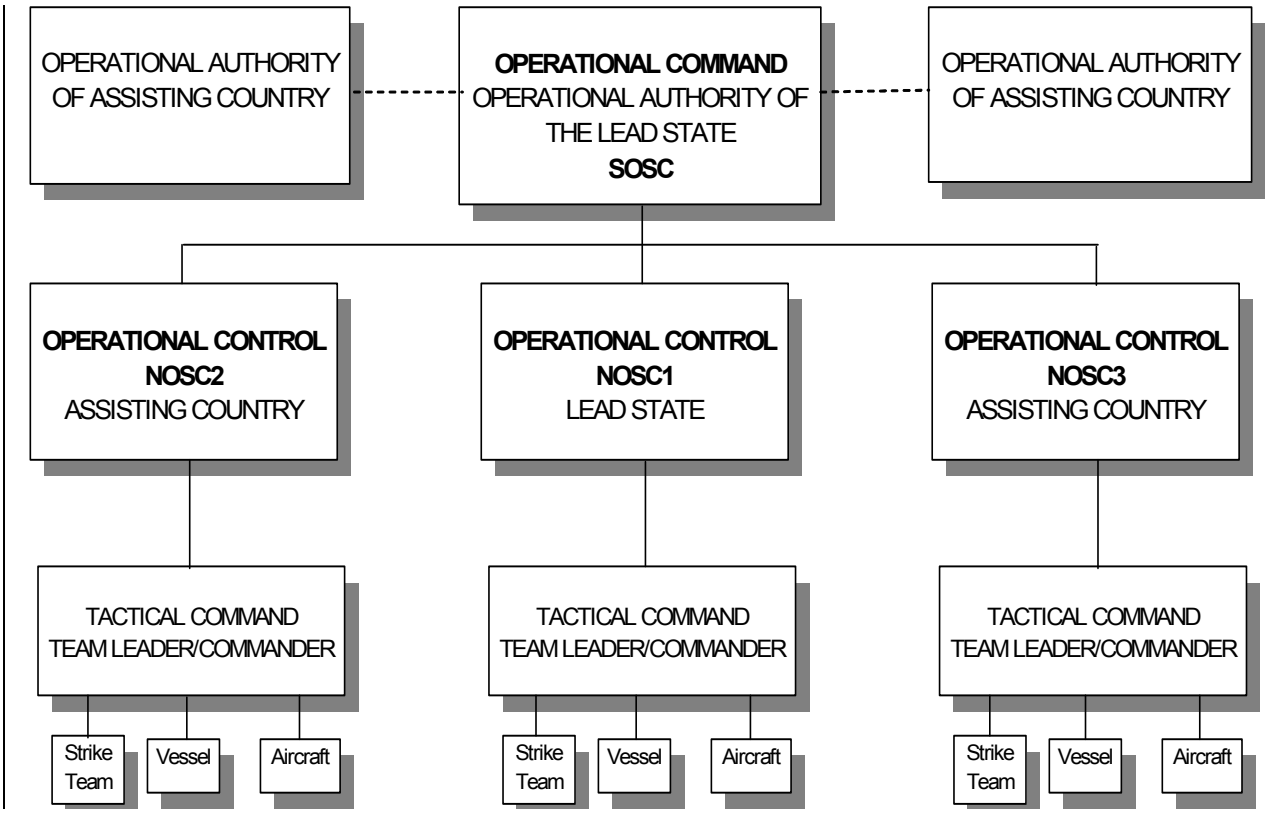
- termination of response operations;

- de-activation of the Plan;

- returning to the country of origin of personnel, equipment and other means rendered as assistance by the other Contracting Parties.

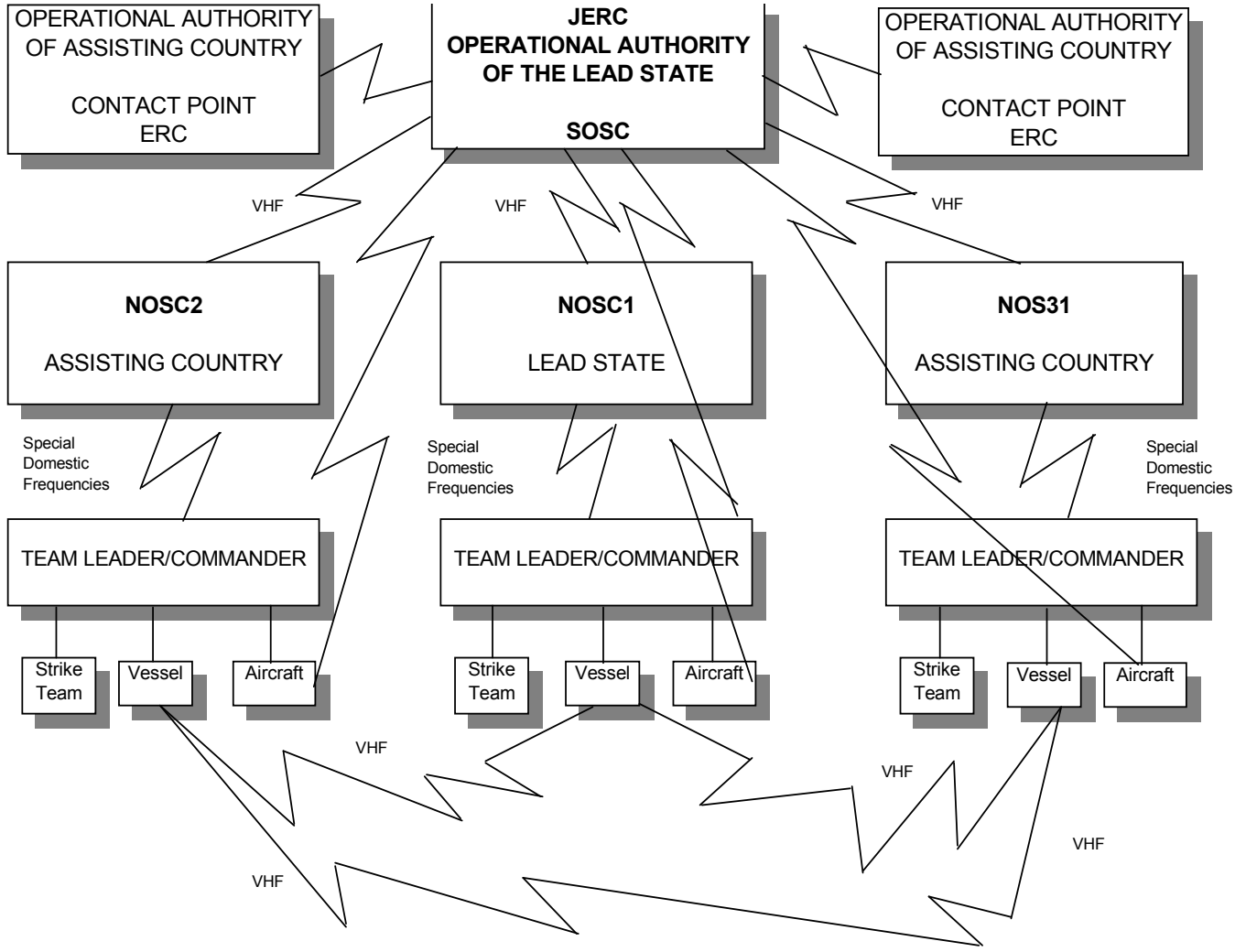
REGIONAL CONTINGENCY PLAN

Diagram 1: COMMAND STRUCTURE



REGIONAL CONTINGENCY PLAN

Diagram 2: COMMUNICATIONS



4. RESPONSE OPERATIONS

4.1 Response Phases

For the purpose of the Plan, pollution response operations have been divided into four distinct phases:

Phase I - Notification
Phase II - Evaluation and activation of the Plan
Phase III - Joint response operations at sea
Phase IV - Joint response operations on shore

It is understood that according to circumstances entire phases or parts thereof may take place concurrently with one or more other phases.

Phase I

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

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

The Operational Authority shall also alert other relevant Authorities in its own country, including the NOSC, in accordance with the provisions of its NCP.

Phase II

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

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

The decision to activate the Plan shall be taken by the Operational Authority of the Contracting Party affected by the incident or likely to be affected first, in accordance with the principles outlined in par. 3.8.

After such a decision has been taken, the Operational Authority of the affected Contracting Party or Party likely to be affected first, shall assume the role of the Lead Authority and shall:

a) inform the Operational Authorities of the other Contracting Parties, through their designated National Contact Points and in accordance with the procedure described in par. 5.2, that the Plan has been activated, and that its NOSC has assumed the role of SOSC;

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 to deal with the incident and evaluate the need for assistance from other Contracting Parties. SOSC shall initiate phases III and IV of the response respectively;

e) request, on the basis of SOSC requirements and advice, assistance from other Contracting Parties.

Phase III

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 Contracting Party. Operational Command over the Joint Response Operations shall be exercised by the Lead Authority through the SOSC. The use shall primarily be made of national resources, which shall be supplemented, as necessary, by personnel and means of the other Contracting Parties, rendered as assistance upon the request of the Lead Authority. 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 the headquarters of the SOSC.

Phase IV

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 treatment and final disposal of collected pollutant and/or contaminated beach material.

Principles outlined under Phase III shall also apply for the entire duration of Phase IV.

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 (cf. par. 3.3). In such cases, the Lead Authority shall duly inform Operational Authorities of the assisting Contracting Parties.

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 the aircraft are not immediately available.

The surveillance of the spill and its movement and transmission of relevant reports to the other Contracting Parties, prior to the activation of the Plan, is the responsibility of the Contracting

Party in whose area of responsibility the pollution incident has occurred. Following the activation of the Plan this responsibility rests with 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 decide on adequate response measures. For that purpose the SOSC may request assistance from other Contracting Parties.

Contracting Parties agree to allow, when necessary, flights over their territory/territorial waters, by aircraft of the other Parties, for the purpose of surveillance of spills within the framework of the Plan and following the specific request put forward by the Contracting Party in whose territorial waters or on whose coasts the pollution incident has occurred. In its request, the Lead Authority shall precisely define the aim of the mission and flight plan.

Guidelines concerning the operation, within the framework of the Plan, of aircraft (and/or vessels) of one Contracting Party within the air space, territory and/or territorial waters of another Contracting Party, are given in **Annex 5**.

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

Airports within the territory of the lead Contracting Party, which might be used by surveillance aircraft of assisting Contracting Party, operating upon request in the air space of the lead Contracting Party, are listed, together with relevant navigational and technical information, 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**.

4.3 Requests for Assistance within the Framework of the Plan

Following the activation of the Plan, the Contracting Party who has activated the Plan may request assistance from the other Contracting Parties, in any of the cases described in par. 1.2.

Assistance might be requested in the 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.

A request for assistance shall be formulated in a clear and precise manner, using the standard form defined in **Annex 7**. It shall contain detailed description of the kind of assistance required and the purpose for which personnel, equipment, products and/or other means will be used.

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

It is the duty of the Contracting Party or Contracting Parties receiving a request for assistance, to offer it to the requesting Contracting Party with the shortest possible delay, taking into consideration not to deplete their national resources beyond a reasonable level of preparedness.

With a view to promptly responding to requests for assistance, Contracting Parties shall declare their national response equipment, products and other means ready for transportation, on short notice, to the other Parties, except for the *force majeure* situations, other emergencies and repair/maintenance situations.

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 the operational control over them.

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

4.4 Joint Response Operations

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

JROs can be carried out at sea and on shore, and include specific operations described in par. 4.1.

The lead Contracting Party shall be in full charge of JROs. Command structure of the JROs is described in par. 3.5.

Personnel, equipment and other means rendered as assistance by the other Contracting Parties within the framework of the Plan, shall execute their tasks and duties following the decisions of SOSC, under direct operational control of their NOSCs and tactical command of their respective team leaders and unit commanders (cf. par. 3.5). If strike teams of self-contained units are put at the disposal of the Lead State, assisting Contracting 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 JROs, the SOSC shall be responsible, in addition to the overall operational command, in particular, for co-ordination of actions taken by national means (strike teams, vessels, aircraft) of the Lead State, with those taken by the means of the assisting Contracting Parties.

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

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

4.5 Use of Dispersants

Each Contracting Party shall define its policy regarding the use of dispersants in combating oil pollution and describe it in its NCP. For this purpose the Contracting Parties shall follow the "Guidelines for the use of dispersants".

Each Contracting Party shall inform other Contracting Parties (cf. par. 3.7) on its policy regarding the use of dispersants. The information shall include at least the list of dispersants approved for use in territorial waters of the Contracting Party and zones where the use of dispersants is allowed, restricted or prohibited.

In case of JROs, the Contracting Parties shall observe the principle of prior authorisation for the use of dispersants. The authorisation can be given only by SOSC or a person designated by him/her.

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

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

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

4.6 Request for Additional Assistance from Other Contracting Parties

In case of a pollution incident of such magnitude and nature, that, in the opinion of the Lead Authority, the joint capabilities and resources of the Contracting Parties are not adequate to deal with it, the Contracting Party having a lead role may request additional assistance from other Contracting Parties.

In such circumstances and after consultations with the Lead Authority, other Contracting Parties may also request, in accordance with their needs, such additional assistance.

If more than one Contracting Party requests assistance from other Contracting Parties, co-ordination of these actions between the Contracting Parties shall be made at the level of their Operational Authorities.

4.7 Termination of Joint Response Operations and Deactivation of the Plan

SOSC shall terminate the JROs when:

a) Pollution response measures have been finalised and the pollutant does not threaten any more the interests of any of the Contracting Parties; and

b) pollution response measures have been completed to a point where response capabilities and resources of the Lead State are sufficient for successfully finalising them.

While deciding on termination of JROs the SOSC shall consider in particular, financial consequences of their continuation.

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

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

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

The Party requesting assistance shall be responsible for returning to the country of origin 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.

Operational Authorities of the Parties concerned may decide in direct contacts that unused treatment products remain in the country that requested the assistance in accordance with national legislation of the Contracting Party.

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

The Contracting Party who requested assistance shall prepare a report on the effectiveness of the personnel, equipment, products and other means received as assistance. These reports shall be circulated to the other Contracting Parties.

5. COMMUNICATIONS AND REPORTING

5.1 Communication System

The Contracting 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 to the Operational Authorities and other interested parties within the country;

b) activation of the Plan, request assistance and exchange of operational message during Joint Response Operations.

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

Elements of this communication system, which each Contracting Party shall establish, including telephone, telefax and telex numbers and allocated radio frequencies and channels pertinent to each Contracting Party, are given in **Annex 3**.

5.2 Initial Warning System

Any polluting incident related to oil and other harmful substances presenting a potential threat to another Contracting Party shall be reported to that country without delay by telephoning or radio telephoning the appropriate emergency centre as referred in **Annex 1** and in accordance with the provisions of the Annex to the Protocol on Co-operation in Combating Pollution of the Black Sea Marine Environment by oil and other harmful substances in Emergency Situations. The initial notification shall be followed up as soon as possible with a POLREP.

5.3 Pollution Reporting System

For the exchange of information concerning pollution incidents, the Contracting Parties shall use pollution reporting system (POLREP) which has been agreed for use and outlined in **Annex 7**.

The Lead Authority shall endeavour to transmit a POLREP 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 Contracting Party affected by the incident shall continue to inform other Contracting Parties on the situation until the final termination of all pollution response operations.

It is the responsibility of the Operational Authority of each Contracting 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 the SOSC respectively shall prepare the final report including:

a) description of the pollution incident and development of the situation;
b) description of response measures taken;
c) description of assistance rendered by the other Contracting Parties;
d) assessment of the complete response operation;
e) assessment of assistance rendered by the other Contracting Parties;
f) description and analysis of problems encountered in responding to the pollution incident;
g) recommendations regarding possible improvement of existing arrangements and, in particular, provisions of the Plan.

The final report may also include:

a) costs incurred during the response by each Contracting Party;
b) an estimate of environmental and economic damage;

The reports shall be analysed at the national level by the members of each support team and their respective NOSC, who shall prepare recommendations concerning amendments and improvements of the Plan, and if necessary, their NCPs (cf. par. 2.5).

The final report shall be submitted to the Black Sea Commission, who will circulate it to all Contracting Parties and to ERAC.

Report of joint response operations shall be reviewed during regular meetings of the AG ESAS.

6. ADMINISTRATION, LOGISTICS AND FUNDING

6.1 Logistics

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

The Lead Authority shall, in particular:

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

b) when equipment and other means are received from the assisting Contracting Parties, take necessary measures to provide:

- safe storage or parking place, as appropriate, including cranes, fork-lifts and other handling equipment as necessary;
- fuel, lubricants, 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 Contracting Parties, the Lead Authority shall take 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

6.2.1 In requesting and rendering assistance, the Contracting Parties shall observe the following recommendations and principles concerning financial matters related to mutual assistance:

a) The Party who has requested assistance shall pay to the assisting Contracting Party all expenses incurred in rendering such assistance, according to the invoice submitted by the assisting Contracting Party unless otherwise decided on a case by case basis.

b) At the time of incident, the assisting Contracting Party shall be prepared to provide information 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 Contracting Parties shall endeavour to harmonise their rates and discuss all relevant questions during the regular annual meetings of the Operational Authorities (cf. par. 2.5).

c) The assisting Contracting Party shall, immediately following the receipt of the request for assistance, submit to the requesting Contracting Party an estimate of the costs of assistance.

Following the transfer of the lead role, the Contracting Party who has assumed the lead role shall bear all expenses related to the assistance rendered by other Contracting Parties.

d) If the Contracting Party who requested assistance decides to withdraw the request for whatever reason, it shall nevertheless, pay to the assisting Contracting Party all the expenses incurred up to the moment when the request was withdrawn or the personnel and equipment return to their country of origin, as appropriate.

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

The provisions of this paragraph shall be considered and shall not prejudice the settlement of any dispute involving third parties that may arise in respect of liability and compensation for damages resulting from any pollution incident, wherever it may occur.

6.2.2 In case of JROs the Lead State (the Requesting Contracting Party) 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 Contracting Party:

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

b) any port dues for vessels rendered as assistance;

c) any airport dues for aircraft rendered as assistance;

d) fuel, as might be necessary, for all equipment and means including, in particular, vessels and aircraft, engaged in JROs;

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

f) costs related to repatriation of any personnel who died, was injured or taken ill during JROs;

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

h) repair costs for any piece of equipment, vessel and aircraft, damaged in its territory during and due to the JROs, 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 JROs incurred by the personnel of the assisting Contracting Party in the territory of the Lead State.

6.2.3 The Assisting Contracting Party shall directly cover the expenses related to sending its personnel, equipment, products or other means including, in particular, vessels and aircraft to the Requesting Contracting Party. Such expenses may include but not limited to the following:

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

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

c) fuel for self-contained units (vessels, aircraft) who shall travel to the site of JROs using their own power;

b) costs of communications related to JROs originating from the territory of the assisting Contracting Parties;

e) medical services rendered, following their return to their country of origin, to the response personnel who was injured or taken ill during JROs

f) maintenance and repair costs for equipment and means engaged in JROs incurred after the return of such equipment and means to the country of origin.

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

a) wages of personnel engaged in JROs, 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 daily work logs approved by the SOSC or another responsible officer of the Lead State;

c) cost of treatment products used during JROs 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 listed in par. 6.2.3 above;

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

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

Alternatively, the Contracting Parties may agree that the claims for reimbursement of such expenses shall be submitted directly to the party liable for pollution incident, its insurers or an international system for compensation of pollution damages, by each Contracting Party separately.

Regardless of the party to whom such claims are submitted, they shall be prepared in accordance with the guidelines provided by the IOPC Fund in its "Claims Manual" and attached to the Plan as **Annex 8**.

6.3 Transboundary Movement of Response Personnel, Equipment, Products and Self-Contained Units

In order to facilitate the movement of response personnel and equipment 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 **according to the national legislation of the Requesting Contracting Parties**

- ensure that, should ships and aircraft be provided, ships are granted all necessary authorisations and aircraft cleared to fly in the national air space. A flight plan or a flight notification will be filed and accepted as an authorisation for aircraft to take off, land ashore or at sea outside regular customs airfields **according to the national legislation of the Requesting Contracting Parties**

6.3.1 Immigration and customs formalities

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

Details of such arrangements shall be included in the National Contingency Plan of each Contracting Party, and reproduced in **Annex 5** to the Plan. It refers, in particular, to information which the assisting Contracting Party has to provide to the appropriate national Authorities of the requesting Contracting Party in order to facilitate implementation of these special arrangements.

The Contracting Parties shall designate competent Customs Offices, responsible for prompt clearing of customs formalities related to transboundary movement of response personnel and means in cases of activation of the Plan. The Contracting Parties shall keep each other permanently informed of such Customs Offices, and this information (name of the office and of the responsible officer, address, telephone, telex and telefax number) shall be included in **Annex**

Prior to sending assistance to the Requesting Contracting Party the Operational Authority of the Assisting Contracting Party shall establish direct contact with the competent customs office of the requesting Party in order to obtain necessary clearance for entry of personnel**,** equipment, products and other means into the country.

6.3.2 Participation of aircraft in JROs

Within the framework of the Plan and upon the request of the Lead State, aircraft of the other Contracting Parties might 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;
- other flights related to pollution response operations.

Each Contracting Party shall make, in advance, necessary arrangements concerning rapid granting of permits and clearances for aircraft, fixed wing and/or helicopters, of other Contracting 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 aircraft , fixed wing and/or helicopters, engaged in JROs.

Participation of aircraft of the other Parties in JRO which will be conducted in the airspace of the Lead State shall be decided on a case by case basis by the Lead State

6.3.3 Participation of Vessels in JROs

Within the framework of the Plan and upon the request of the Lead State, vessels of the other Contracting 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 recover 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 Contracting Party shall make in advance necessary arrangements concerning rapid granting of permits and clearances for the navigation of vessels (boats, specialised anti-pollution vessels other Contracting Parties, who might be requested to take part in response operations within its territorial waters. Similar arrangements shall be made for the use of port facilities by vessels engaged in JROs.

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

In all cases the provisions of the International Convention on Facilitation of International Maritime Traffic, London 1965 as amended, may be taken into account (followed) by the Contracting Parties concerned.

6.4 Medical Insurance and Medical Assistance

Each Contracting Party shall take necessary measures to insure against death, illness and injury, the personnel who might participate in JROs.

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

The Lead State shall facilitate repatriation of assisting personnel injured or taken ill during JROs.

The costs of hospitalisation and medical assistance rendered within the territory of the Lead State to injured or ill personnel of the assisting Contracting 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.

The Contracting Parties shall waive the right to make claims against each other for the reimbursement of costs of medical care rendered to persons injured and taken ill during JROs.

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, any damages to the third parties, and these damages are related to the response operations, such damages shall be the responsibility of the Contracting Party who had requested assistance, even if they are caused by a wrong manoeuvre or a technical error.

If assisting strike teams causes any damages to the third parties at the time when they are approaching or leaving the site of operations, the responsibility for such damages shall rest with the Authority of the assisting Contracting Party.

The provisions of this paragraph shall fully apply also in case of joint exercises of the strike teams.

6.6 Documentation of Response Operations and Related Costs

Full documentation of response activities is vital to facilitate the subsequent pursuance of claims for compensation.

SOSC shall take 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, SOSC will include a record keeping officer/financial controller in his/her Support Team.

At least the following records shall be regularly kept:

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

b) Daily work log, giving details of:

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

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

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

In case that the Contracting Parties have agreed that the assisting Contracting Party will submit a separate claim for compensation, the Authorities of the Lead State shall make available to the Authorities of the assisting Contracting Parties copies of relevant records.

7. PUBLIC INFORMATION

7.1 Public Relations Officer (PRO)

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

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 information released by the press and clarifying possible misunderstandings.

7.2 Press Releases

Press releases shall be prepared and distributed to the press at least once a day during the entire period between the activation and the deactivation of the Plan.

Press releases shall be prepared by the PRO on the basis of accurate facts provided by the SOSC and/or his/her support Team. They shall contain information concerning:

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

The following guidelines shall be observed when preparing press releases:

- prepare titles/headlines;
- give primarily 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 carefully final wordings.

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

All press releases shall be vetted and approved by the SOSC before distribution to the press.

7.3 Press Conferences

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

The following persons may take part in the organization of such press conferences:

- SOSC
- specially designated expert members of the Support Team
- PRO
- representative(s) of the Lead Authority

- representative(s) of the other Parties (e.g. Liaison Officers or NOSCs)
- representative(s) of ship and cargo owners and/or their insurers.

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

Guidelines concerning the preparation of press releases (cf. par. 7.2) shall also be observed by participants in press conferences.

ANNEX 1

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

BULGARIA

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

1) TITLE:	Ministry of Environment and Waters
ADDRESS:	67, William Gladstone St. 1000 Sofia, Bulgaria
TELEPHONE:	+ 359 2 940 65 05 +359 2 940 65 55
TELEX:	
TELEFAX:	+ 359 2 980 96 41
WORKING HOURS:	Monday-Friday: 9.00-17.30

2) TITLE:	Ministry of Transport and Communications
ADDRESS:	9, Levski St. 1000 Sofia, Bulgaria
TELEPHONE:	+ 359 2 87 22 87
TELEX:	84 200
TELEFAX:	+ 359 2 988 55 37
WORKING HOURS:	Monday-Friday: 9.00-17.30

COMPETENT NATIONAL OPERATIONAL AUTHORITY

TITLE:	General Directorate Maritime Administration – Sofia
ADDRESS:	9, Levski St. 1000 Sofia, Bulgaria
TELEPHONE:	+ 359 2 87 22 87
TELEX:	
TELEFAX:	+ 359 2 988 55 37
WORKING HOURS:	Monday-Friday: 9.00-17.30

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

TITLE:	Maritime Administration - Varna	Maritime Administration - Bourgas
ADDRESS:	5, Primorski Blvd. 9000 Varna, Bulgaria P.O. box 141	3, Alexander Battenberg Blvd. 8000 Bourgas, Bulgaria
TELEPHONE:	+ 359 52 603 113	+ 359 56 4 31 40
TELEX:	77 486	83 438
TELEFAX:	+ 359 52 602 378	+ 359 56 4 30 89
WORKING HOURS:	24 hours	24 hours

EMERGENCY RESPONSE CENTRE

TITLE:	Search and Rescue Centre - Varna	Search and Rescue Centre - Bourgas
ADDRESS:		
TELEPHONE:	+ 359 52 603 268 + 359 52 633 067	+ 359 56 4 71 12 + 359 56 4 00 39 + 359 48 963 864
TELEX:	77 486	83 369
TELEFAX:		+ 359 56 4 00 39
WORKING HOURS:	24 hrs.	24 hrs.

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

TITLE:	Varna Harbour Master	Burgas Harbour Master
ADDRESS:	5, Primorski Blvd. 9000 Varna, Bulgaria P.O. box 141	3, Alexander Battenberg Blvd. 8000 Burgas, Bulgaria
TELEPHONE:	+ 359 52 225 409	+ 359 56 4 31 40
TELEX:	77 384	83 438
TELEFAX:	+ 359 52 602 378	+ 359 56 4 30 89
WORKING HOURS:	Monday-Friday 9.00-17.30	Monday-Friday 9.00-17.30

COMPETENT CUSTOMS AUTHORITY *(To be confirmed later)*

TITLE:	Varna Custom	Bourgas Custom
ADDRESS:		1 Al. Battenberg
TELEPHONE:	+ 359 52 632 232	+359 56 459 38
TELEX:		83 407
TELEFAX:		+359 56 4 58 43
WORKING HOURS:		8.30-12.00: 13.00-17.30

GEORGIA

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

TITLE: Emergency Pollution Liquidation National Centre, Conventional Department for the Protection of the Black Sea, Ministry of Environmental Protection

ADDRESS: 68a, Kostava Str., 380015, Tbilisi, Georgia

TELEPHONE: (78832) 367334; (78832) 230664

TELEX:

TELEFAX: (78832) 983425; (78832) 955006

WORKING HOURS: Monday-Friday: 09.00-18.00

COMPETENT NATIONAL OPERATIONAL AUTHORITY

TITLE: Marine Department, Emergency Rescue Service

ADDRESS: 60, Gogebashvili Str., Batumi, Georgia

TELEPHONE: (25561) 366207

TELEX: 412617 GESCO SU

TELEFAX: (90522) 889493

WORKING HOURS: Monday-Friday : 09.00-18.00

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

TITLE: *(To be confirmed later)*

ADDRESS:

TELEPHONE:

TELEX:

TELEFAX:

WORKING HOURS:

EMERGENCY RESPONSE CENTRE

TITLE: Marine Department Emergency Rescue Service

ADDRESS: 60, Gogebashvili Str., Batumi, Georgia

TELEPHONE: (25561) 366207
TELEX: 412617 GESCO SU
TELEFAX: (90522) 889493
WORKING HOURS: Monday-Friday : 09.00-18.00

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:

ROMANIA

ROMANIA

COMPETENT NATIONAL GOVERNMENTAL AUTHORITIES

TITLE:	Ministry of Environment & Waters Management and Environment Protection	Ministry of Public Works, Transport, Construction and Tourism and Housing	Ministry of Administration & the Internal Affairsior
ADDRESS:	Bdul. Libertatii 12 BUCURESTI 75061 Sector 5	Bdul. Dinicu Golescu 38 BUCURESTI 77113 Sector 1	Str. Mihai Vodă nr. 6 BUCURESTI 70 622 Sector 5
TELEPHONE:	(0040) 21 410 24 07	(0040) 21 22 23 636	(0040) 21 222 96 30
TELEX:Email:	stadiu@mappm.ro	cazacugnaumof@mt.ro	
TELEFAX:	(0040) 21 410 20 32	(0040) 21 31 20 772	(0040) 21 311 20 52
W. HOURS:	Monday-Friday: 08.00-16.00		

COMPETENT NATIONAL OPERATIONAL AUTHORITIES

TITLE:	National Company Romanian Waters – Dobrogea Litoral Branch	Romanian Naval Authority	Civil Protection Command
ADDRESS:	Str. Mircea cel Batrân 127 CONSTANTA 8700	INCINTA PORT CONSTANTA (DANA 0)	Str. Ceasornicului 19 BUCURESTI
TELEPHONE:	(0040) 241 673 036	(0040) 241 60 22 29 (0040) 241 60 18 70	(0040) 21 232 17 77
TELEX: Email:	dispeceradmin@dadl.rowater.roet.ro	rna@rna.ro	cnci@pcnet.ro
TELEFAX:	(0040) 241 673 027	(0040) 241 60 19 96 (0040) 241 55 39 17	(0040) 21 232 20 08
W. HOURS:	24 hrs		.

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

TITLE:	National Company Romanian Waters – Dobrogea Litoral Branch	Romanian Naval Authority Constanta MRCC/VTS Centre, Harbor Master	Civil Protection County Inspectorate
ADDRESS:	Str. Mircea cel Batrân 127 CONSTANTA 8700	INCINTA PORT CONSTANTA (DANA 0)	Bdul. Tomis 51, CONSTANTA 8700
TELEPHONE:	(0040) 241 673 036	(0040) 241 737102, 60 22 29 (0040)) 241737103 (0040) 241 601232601232/616431	(0040) 241 613135; (0040) 241611666, mobile: (0040) 722686140

TELEX: Email:	dispecer@dadl.rowater.ro admin@wateret.ro	rna@rna.ro; mrcc@rna.ro	cnci@pcnet.ro
TELEFAX:	(0040) 241 673 027	(0040) 241 601996/601223 (0040) 241 618299/601339	(0040) 241 691001 (0040) 241 611666
W.HOURS:		24 hrs	

EMERGENCY RESPONSE CENTRE

TITLE:	Constanta Civil Protection County Inspectorate
ADDRESS:	Bdul. Tomis 51, CONSTANTA 8700
TELEPHONE:	(0040) 241 613135 0 22 29; (0040) 241611666, (0040) 72268614041 673 036; (004041) 615 065
TELEX: E mail:	cnci@pcnet.ro
TELEFAX:	(0040) 241 691001/ 241 61166641 60 19 96; (0040) 41 673 027; (0040) 41 618 299
WORKING HOURS:	24 hrs.

NATIONAL COORDINATOR

TITLE:	Constanta County Prefect
ADDRESS:	Bdul. Tomis 51, CONSTANTA 8700
TELEPHONE:	(0040) 241 615 065
TELEX:E mail:	pjc@datanet.ro
TELEFAX:	(0040) 241 617245 1 615672
WORKING HOURS:	08.00-16.00

COMPETENT CUSTOMS AUTHORITY

TITLE:	Regional Directorate Constanta Customs
ADDRESS:	Bdul. Tomis 312 A, CONSTANTA 8700
TELEPHONE:	(0040) 241 519 244
TELEX: E mail:	
TELEFAX:	(0040) 241 519 244
WORKING HOURS:	08.00-16.00

RUSSIAN FEDERATION

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

TITLE:	State Marine Pollution Control, Salvage and Rescue Administration Ministry of Transport of Russian Federation
ADDRESS:	¼, Rozhdestvenka Str., Moscow, 103759, Russia
TELEPHONE:	+ 7 095 959 4695, + 7 095 953 9929
TELEX:	411197 MORFLOT RF
TELEFAX:	+ 7 095 926 9038, + 7 095 959 4694
WORKING HOURS:	Monday-Friday: 09.00-18.00

COMPETENT NATIONAL OPERATIONAL AUTHORITY (for the Black Sea)

TITLE:	Novorossiysk Basin Salvage & Rescue and Underwater Company (Novorossiysk UASPTR)
ADDRESS:	Portovaya Str. 7, Novorosiysk, Krasnodar Region, Russia 353901
TELEPHONE:	+ 7 861 7 29 22 86, + 7 861 7 29 26 28
TELEX:	
TELEFAX:	+ 7 861 7 25 22 72
WORKING HOURS:	8.00-17.00

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

TITLE:	State Maritime Search and Rescue Coordination Centre (SSRCC)
ADDRESS:	¼, Rozhedestvenka Str., Moscow, 103759, Russia
TELEPHONE:	+ 7 095 926 9401, + 7 095 926 1052
TELEX:	411197 MORFLOT RF
TELEFAX:	+ 7 095 926 10 52
WORKING HOURS:	24 hrs

EMERGENCY RESPONSE CENTRE

TITLE:	Novorossiysk Maritime Search and Rescue Coordination Centre
ADDRESS:	19, Sovetov Str., Novorossiysk, 353900, Russia
TELEPHONE:	+ 7 861 72 39 617, + 7 861 72 39 600, + 7 861 72 39 920
TELEX:	279193 MAPN RU
TELEFAX:	+ 7 861 72 39 600
WORKING HOURS:	24 hrs

NATIONAL ON-SCENE COMMANDER :

TITLE:	Capt. Yuri B. Saveljev, Director of Novorossiysk UASPTR
ADDRESS:	7, Portovaja Str., Novorossiysk, 353901, Russia
TELEPHONE:	+ 7 861 72 92 286
TELEX:	
TELEFAX:	+ 7 861 72 52 272
WORKING HOURS:	8.00-17.00

COMPETENT CUSTOMS AUTHORITY

TITLE:	Head of the Custom Office - Colonel Andrey A. Dill
ADDRESS:	1, Svobody Str., Novorossiysk, 353900, Russia
TELEPHONE:	+ 7 861 72 52 717
TELEX:	279407 PORT RU
TELEFAX:	+ 7 861 72 57 179
WORKING HOURS:	8.00-17.00

TURKEY

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

TITLE:	Ministry of Environment
ADDRESS:	Eskisehir Yolu 8 km. Bilkent Kavsagi, 06570 Ankara, Turkey
TELEPHONE:	+ 90 312 285 1876
TELEX:	
TELEFAX:	+ 90 312 285 5875
WORKING HOURS:	Monday to Friday 9.00-18.00

COMPETENT NATIONAL OPERATIONAL AUTHORITY

TITLE:	Under-Secretariat for Maritime Affairs
ADDRESS:	GMK 128, Maltepe, 06570 Ankara, Turkey
TELEPHONE:	+ 90 312 2324560
TELEX:	-
TELEFAX:	+ 90 312 231 3306
WORKING HOURS:	Monday to Friday, 09.00 – 18.00

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

TITLE:	Turkish Coast Guard Command
ADDRESS:	Karanfil Sok. 64, 06640 Bakanliklar, Turkey
TELEPHONE:	+ 90 312 417 50 50 / 51 / 52 and 425 33 37 (direct)
TELEX:	46201
TELEFAX:	+ 90 312 417 28 45
WORKING HOURS:	24 hrs

EMERGENCY RESPONSE CENTRE ***(phone and fax will be provided at a later stage)***

TITLE: Coastal Safety and Ship Salvage General Directorate

ADDRESS: Istanbul

TELEPHONE:

TELEX:

TELEFAX:

WORKING HOURS: 24 hours

NATIONAL ON-SCENE COMMANDER

TITLE: The Governors of the relevant Black Sea coastal cities

ADDRESS: 14 cities on the Black Sea coast of Turkey are (from west to east);

TELEPHONE: KIRKLARELI, ISTANBUL, KOCAELI, BOLU, ZONGULDAK, BARTIN, KASTAMONU, SINOP, SAMSUN, ORDU, GIRESUN, TRABZON, RIZE AND ARTVIN.

TELEX:

TELEFAX:

WORKING HOURS:

COMPETENT CUSTOMS AUTHORITY

TITLE: Prime Ministry, Customs Under-Secretariat

ADDRESS: Ankara

TELEPHONE:

TELEX:

TELEFAX:

WORKING HOURS:

UKRAINE

COMPETENT NATIONAL GOVERNMENTAL AUTHORITY

TITLE:	The Ministry of Emergencies and Affairs of Population Protection from the Consequences of the Chernobyl Catastrophe
ADDRESS:	55 Gochara St., 252034 Kiev
TELEPHONE:	+380 44 247 3050 / 245 4956
TELEX:	
TELEFAX:	+380 44 245 4956
WORKING HOURS:	Monday-Friday: 08.00-16.00

COMPETENT NATIONAL OPERATIONAL AUTHORITY

TITLE:	National Water Reservoirs Emergency Response Co-ordination Centre
ADDRESS:	7, Vokzalyno St., 01032 Kiev
TELEPHONE:	+380 44 245 49 56
TELEX:	
TELEFAX:	+380 44 245 49 56
WORKING HOURS:	24 hrs.

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

TITLE:	DKCR
ADDRESS:	7, Vokzalyno St., 01032 Kiev
TELEPHONE:	380 44 245 49 56
TELEX:	
TELEFAX:	380 44 245 49 56
WORKING HOURS:	24 hrs.

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:

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ANNEX 2

MAPS SHOWING POSSIBLE SOURCES OF POLLUTION, ENVIRONMENTAL SENSITIVE AREAS, PRIORITIES FOR PROTECTION

(to be prepared by each country)

TURKEY

1. Possible sources of pollution
   There is no source for oil pollution along the Turkish Black Sea coastline.

2. Environmental sensitive areas and priorities for protection
   1- Igneada coastal forests (Demirkoy, KIRKLARELI)
   2- Black Sea outlet of the Strait of Istanbul (ISTANBUL)
   3- Sile Islands (Sile ISTANBUL)
   4- Sarikum Lake (SINOP)
   5- Inceburun and Hamsaroz (SINOP)
   6- Kizilirmak Delta (Bafra, SAMSUN)
   7- Yesilirmak Delta (Terme, SAMSUN)
   8- Akkus Island (Persembe, ORDU)

3. The use of dispersant
   There are dispersal materials stored by private oil companies. The use of dispersant is forbidden in Turkey unless there is fire risk according to Turkish regulations.

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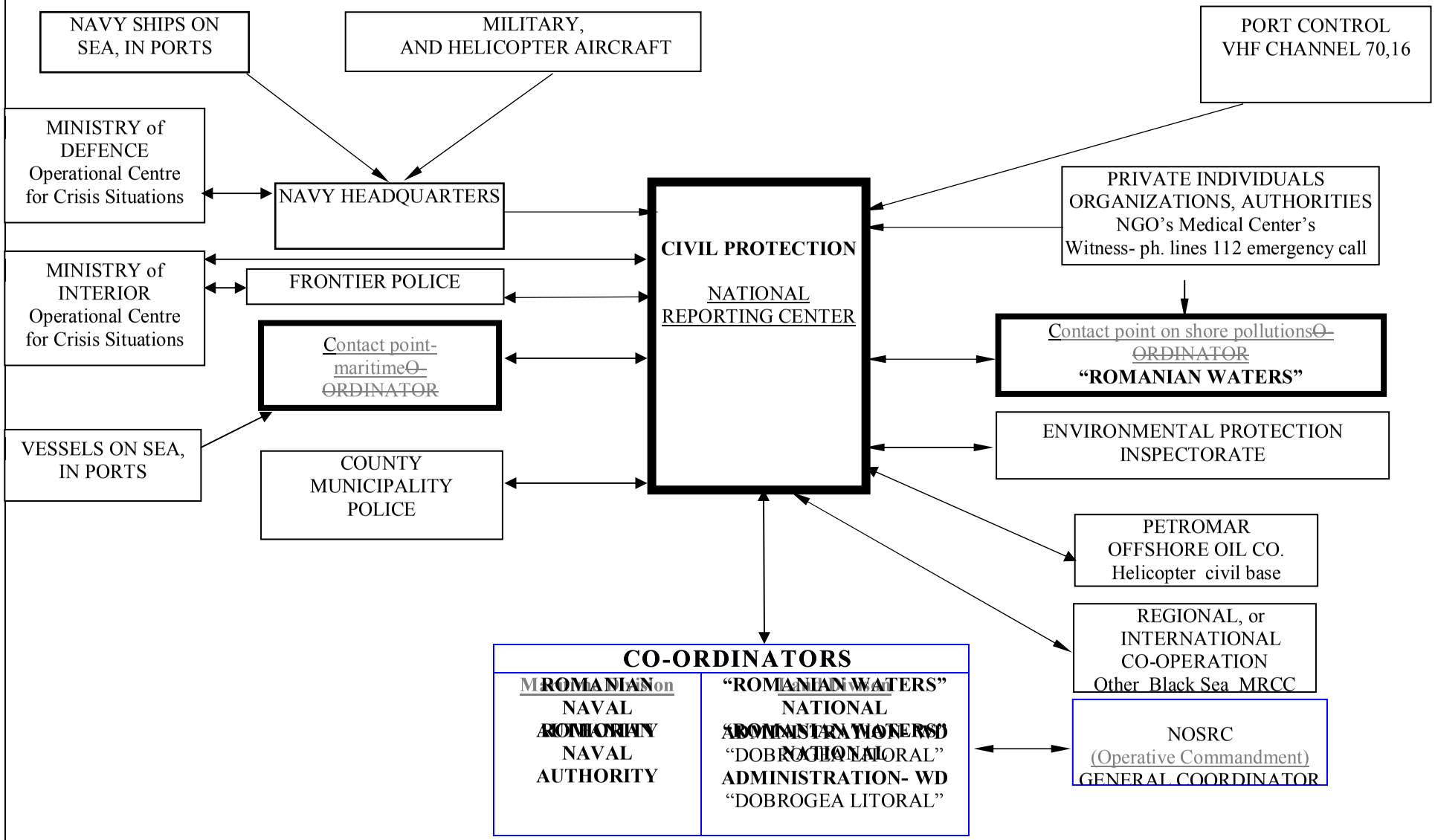
ANNEX 3

COMMUNICATION SYSTEM

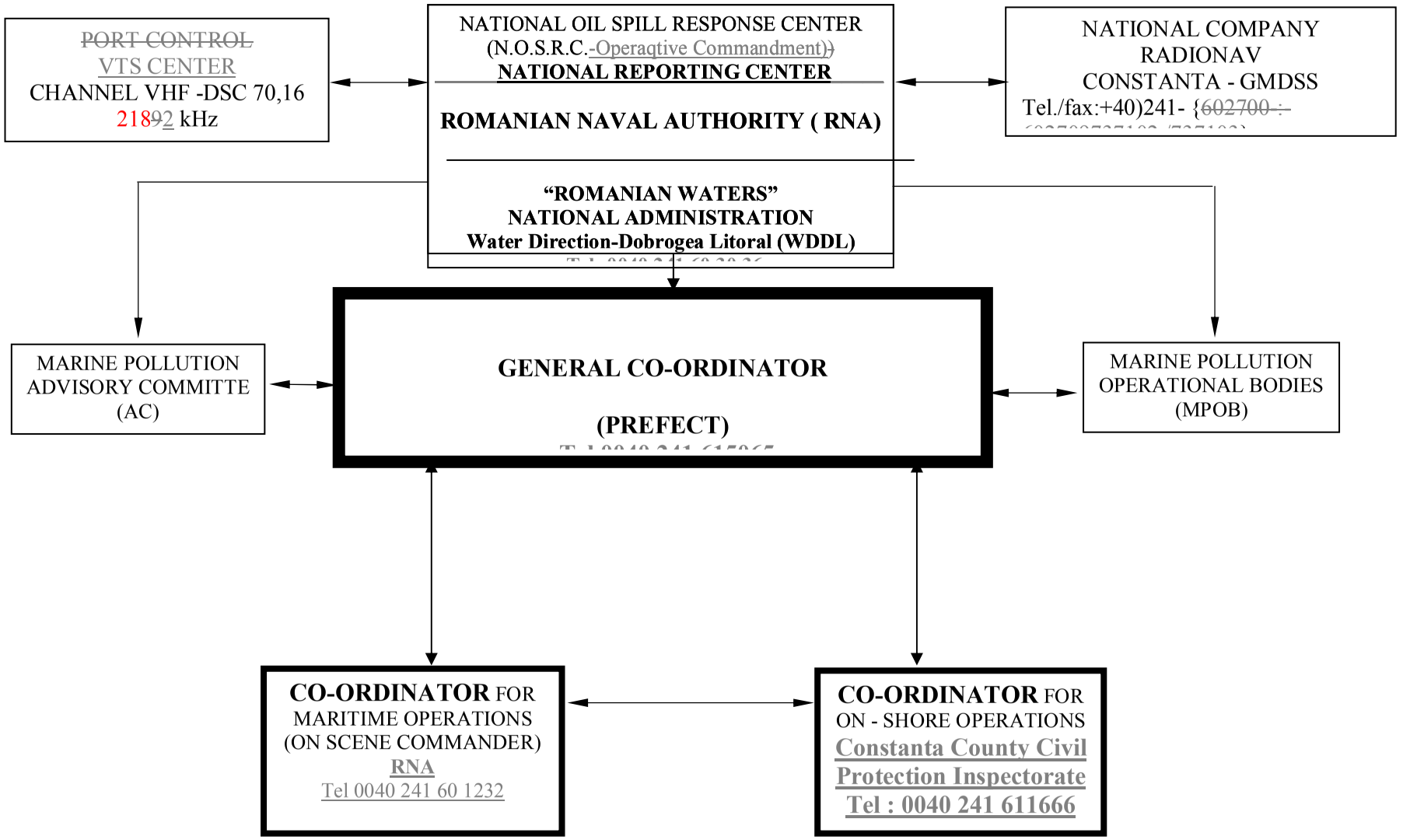
(to be prepared by each country)

ROMANIA

ROMANIAN MARINE POLLUTION REPORTING SYSTEM ~~SYSTEM~~ SYSTEM



ROMANIAN GENERAL COMMUNICATION CHART



TURKEY

In Turkey, telephone, telefax, telex, e-mail, VHF Radio and GMDSS are used as communication means.

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

Table 5.1.1 Directory of response personnel and inventory of response equipment, products and other means which might be offered as assistance in case of activation of the RCP.

BULGARIA	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
EXPERTS																	
STRIKE TEAMS																	
TRAINED PERSONNEL																	
PROJECT MANAGERS SUPERVISORS OPERATORS																	
COMMUNICATIONS EQUIPMENT																	
FIXED VHF UNITS PORTABLE VHF UNITS																	
SPECIALISED DIVING EQUIPMENT																	
AIRCRAFT																	
SURVEILLANCE AIRCRAFT AERIAL SPRAYING AIRCRAFT																	

BULGARIA	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
RESPONSE VESSELS																	
[redacted]																	
CARGO/BUNKER TRANSFER UNITS																	
TRANSFER PUMPS HOSES (m) FENDERS INERT GAS GENERATORS																	
BOOMS																	
HARBOUR BOOMS (m) INSHORE BOOMS (m) OFFSHORE BOOMS (m)																	
RECOVERY DEVICES																	
SKIMMERS PUMPS																	
DISPERSANT APPLICATION SYSTEMS VESSEL-MOUNTED EQUIPMENT REMOVABLE EQUIPMENT **BEACH CLEANING UNITS**																	
PRESSURE CLEANERS VACUUMS UNITS																	
LAND RESPONSE VEHICLES																	
TRUCK WITH EQUIPMENT (OIL)																	

BULGARIA	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
STORAGE UNITS																	
STORAGE BARGES PORTABLE CONTAINERS COLLAPSIBLE TANKS																	
POLLUTION TREATMENT PRODUCTS																	
DISPERSANTS HC BASED CONCENTRATE SORBENTS DE-EMULSIFIERS																	

(more detailed information on various items in this table may be provided in Section 6 in the NCP).

Table 5.1.1 Directory of response personnel and inventory of response equipment, products and other means which might be offered as assistance in case of activation of the RCP.

GEORGIA	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
EXPERTS																	
STRIKE TEAMS																	
TRAINED PERSONNEL																	
PROJECT MANAGERS SUPERVISORS OPERATORS																	
COMMUNICATIONS EQUIPMENT																	
FIXED VHF UNITS PORTABLE VHF UNITS																	
SPECIALISED DIVING EQUIPMENT																	
AIRCRAFT																	
SURVEILLANCE AIRCRAFT AERIAL SPRAYING AIRCRAFT																	

GEORGIA	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
RESPONSE VESSELS																	
ANTIPOLLUTION VESSELS SURVEY VESSELS MULTIPURPOSE VESSELS SKIMMING VESSLES																	
CARGO/BUNKER TRANSFER UNITS																	
TRANSFER PUMPS HOSES (m) FENDERS INERT GAS GENERATORS																	
BOOMS																	
HARBOUR BOOMS (m) INSHORE BOOMS (m) OFFSHORE BOOMS (m)																	
RECOVERY DEVICES																	
SKIMMERS PUMPS																	
DISPERSANT APPLICATION SYSTEMS																	
VESSEL-MOUNTED EQUIPMENT REMOVABLE EQUIPMENT																	
BEACH CLEANING UNITS																	
PRESSURE CLEANERS																	

VACUUMS UNITS																	
LAND RESPONSE VEHICLES																	
TRUCK WITH EQUIPMENT (OIL)																	

GEORGIA	**Location A**				**Location B**				**Location C**				**Location D**				**Comments**
	STATE	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			
STORAGE UNITS																	
STORAGE BARGES PORTABLE CONTAINERS COLLAPSIBLE TANKS																	
POLLUTION TREATMENT PRODUCTS																	
DISPERSANTS HC BASED CONCENTRATE SORBENTS DE-EMULSIFIERS																	

(more detailed information on various items in this table may be provided in Section 6 in the NCP).

Table 5.1.1 Directory of response personnel and inventory of response equipment, products and other means which might be offered as assistance in case of activation of the RCP.

ROMANIA	Location A Constanta				Location B Galati				Location C Tulcea				Location D Sulina				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
EXPERTS	**10**				**2**												
	10				**2**												
STRIKE TEAMS	**4**				**1**												
	4				**1**												
TRAINED PERSONNEL																	
PROJECT MANAGERS SUPERVISORS OPERATORS																	
COMMUNICATIONS EQUIPMENT																	
FIXED VHF UNITS PORTABLE VHF UNITS																	
SPECIALISED DIVING EQUIPMENT	**4**																
	4																
AIRCRAFT	**1**																
SURVEILLANCE AIRCRAFT AERIAL SPRAYING AIRCRAFT	**1**																

ROMANIA	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
RESPONSE VESSELS	**56**	**8**			**1**				**1**				**2**				
ANTIPOLLUTION VESSELS	**8**	**-**			**1**				**1**				**-**				
SURVEY VESSELS	**8**	**-**			**-**				**-**				**2**				
MULTIPURPOSE VESSELS	**40**	**8**			**-**				**-**				**-**				
SKIMMING VESSLES	**-**	**-**			**-**				**-**				**-**				
CARGO/BUNKER TRANSFER UNITS																	
TRANSFER PUMPS																	
HOSES (m)																	
FENDERS																	
INERT GAS GENERATORS																	
BOOMS	~~2356~~ 20	400			**200**												
HARBOUR BOOMS (m)	**2320**	400			**200**												
INSHORE BOOMS (m)																	
OFFSHORE BOOMS (m)	3300 -				**-**												
RECOVERY DEVICES	~~73~~	2			**1**												
SKIMMERS	~~37~~	2			**1**												

PUMPS	-				-												
DISPERSANT APPLICATION SYSTEMS																	
VESSEL-MOUNTED EQUIPMENT REMOVABLE EQUIPMENT																	
BEACH CLEANING UNITS	**2**																
PRESSURE CLEANERS VACUUMS UNITS OILY SAND SCRAPPER	**2**																
LAND RESPONSE VEHICLES	**2**																
TRUCK WITH EQUIPMENT (OIL)	**2**																

ROMANIA	**Location A**				**Location B**				**Location C**				**Location D**				**Comments**
	STATE	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			
STORAGE UNITS	**8**																
STORAGE BARGES PORTABLE CONTAINERS COLLAPSIBLE TANKS(pillow tank)	**2** **6** 10-																
POLLUTION TREATMENT PRODUCTS																	
DISPERSANTS HC BASED CONCENTRATE SORBENTS DE-EMULSIFIERS																	

(more detailed information on various items in this table may be provided in Section 6 in the NCP).

Table 5.1.1 Directory of response personnel and inventory of response equipment, products and other means which might be offered as assistance in case of activation of the RCP.

	BLACK SEA				CASPIAN SEA				BALTIC SEA				BARETS SEA				
	Location A				Location B				Location C				Location D				Comments
RUSSIAN FEDERATION	**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			
EXPERTS																	
	+		+	+	+	+	+	+	+	+	+	+	+	+	+	+	
STRIKE TEAMS																	
	+		+		+		+		+		+		+		+		
TRAINED PERSONNEL																	
PROJECT MANAGERS	+		+		+		+		+		+		+		+		
SUPERVISORS	+		+		+		+		+		+		+		+		
OPERATORS	+		+		+		+		+		+		+		+		
COMMUNICATIONS EQUIPMENT																	
FIXED VHF UNITS	+		+		+		+		+		+		+		+		
PORTABLE VHF UNITS	+		+		+		+		+		+		+		+		
SPECIALISED DIVING EQUIPMENT																	
	+		+		+		+		+		+		+		+		
AIRCRAFT																	
SURVEILLANCE AIRCRAFT	+				+				+				+				

AERIAL SPRAYING AIRCRAFT	+				+				+				+				

	BLACK SEA				CASPIAN SEA				BALTIC SEA				BARETS SEA				
RUSSIAN FEDERATION	**Location A**				**Location B**				**Location C**				**Location D**				**Comments**
	STATE	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			
RESPONSE VESSELS																	
ANTIPOLLUTION VESSELS									+				+				
SURVEY VESSELS	+	+							+		+		+	+	+		
MULTIPURPOSE VESSELS	+	+	+		+		+		+				+	+	+		
SKIMMING VESSLES			+						+		+		+	+	+		
CARGO/BUNKER TRANSFER UNITS																	
TRANSFER PUMPS	+		+		+		+		+		+		+	+	+		
HOSES (m)	+		+		+		+		+		+		+	+	+		
FENDERS																	
INERT GAS GENERATORS																	
BOOMS																	
HARBOUR BOOMS (m)			+				+		+		+		+	+	+		
INSHORE BOOMS (m)	+		+		+		+		+		+		+	+	+		
OFFSHORE BOOMS (m)	+				+		+		+				+				
RECOVERY DEVICES																	
SKIMMERS	+		+		+				+		+		+		+		
PUMPS	+		+		+		+		+		+		+		+		

DISPERSANT APPLICATION SYSTEMS																	
VESSEL-MOUNTED EQUIPMENT	+		+		+		+		+		+		+		+		
REMOVABLE EQUIPMENT	+		+		+		+		+		+		+		+		
BEACH CLEANING UNITS																	
PRESSURE CLEANERS			+														
VACUUMS UNITS	+				+		+		+				+				
LAND RESPONSE VEHICLES																	
TRUCK WITH EQUIPMENT (OIL)	+		+		+		+		+		+		+		+		

	BLACK SEA				**CASPIAN SEA**				**BALTIC SEA**				**BARETS SEA**				
	Location A				**Location B**				**Location C**				**Location D**				**Comments**
RUSSIAN FEDERATION	**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			
STORAGE UNITS																	
STORAGE BARGES	+		+		+		+		+		+		+	+	+		
PORTABLE CONTAINERS	+		+						+		+		+	+	+		
COLLAPSIBLE TANKS																	
POLLUTION TREATMENT PRODUCTS																	
DISPERSANTS																	
HC BASED																	
CONCENTRATE	+		+		+		+		+		+		+		+		

SORBENTS DE-EMULSIFIERS	+		+		+		+		+		+		+		+	

(more detailed information on various items in this table may be provided in Section 6 in the NCP).

Table 5.1.1 Directory of response personnel and inventory of response equipment, products and other means which might be offered as assistance in case of activation of the RCP.

TURKEY	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
EXPERTS																	
STRIKE TEAMS																	
TRAINED PERSONNEL																	
PROJECT MANAGERS SUPERVISORS OPERATORS																	
COMMUNICATIONS EQUIPMENT																	
FIXED VHF UNITS PORTABLE VHF UNITS																	
SPECIALISED DIVING EQUIPMENT																	
AIRCRAFT																	
SURVEILLANCE AIRCRAFT AERIAL SPRAYING AIRCRAFT																	

TURKEY	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
RESPONSE VESSELS																	
ANTIPOLLUTION VESSELS SURVEY VESSELS MULTIPURPOSE VESSELS SKIMMING VESSLES																	
CARGO/BUNKER TRANSFER UNITS																	
TRANSFER PUMPS HOSES (m) FENDERS INERT GAS GENERATORS																	
BOOMS																	
HARBOUR BOOMS (m) INSHORE BOOMS (m) OFFSHORE BOOMS (m)																	
RECOVERY DEVICES																	
SKIMMERS PUMPS																	
DISPERSANT APPLICATION																	

SYSTEMS																	
VESSEL-MOUNTED EQUIPMENT REMOVABLE EQUIPMENT																	
BEACH CLEANING UNITS																	
PRESSURE CLEANERS VACUUMS UNITS																	
LAND RESPONSE VEHICLES																	
TRUCK WITH EQUIPMENT (OIL)																	

TURKEY	**Location A**				**Location B**				**Location C**				**Location D**				**Comments**
	STATE	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			
STORAGE UNITS																	
STORAGE BARGES PORTABLE CONTAINERS COLLAPSIBLE TANKS																	
POLLUTION TREATMENT PRODUCTS																	
DISPERSANTS HC BASED CONCENTRATE																	

SORBENTS DE-EMULSIFIERS																	

(more detailed information on various items in this table may be provided in Section 6 in the NCP).

Table 5.1.1 Directory of response personnel and inventory of response equipment, products and other means which might be offered as assistance in case of activation of the RCP.

UKRAINE	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
EXPERTS																	
STRIKE TEAMS																	
TRAINED PERSONNEL																	
PROJECT MANAGERS SUPERVISORS OPERATORS																	
COMMUNICATIONS EQUIPMENT																	
FIXED VHF UNITS PORTABLE VHF UNITS																	
SPECIALISED DIVING EQUIPMENT																	
AIRCRAFT																	
SURVEILLANCE AIRCRAFT AERIAL SPRAYING AIRCRAFT																	

UKRAINE	Location A				Location B				Location C				Location D				Comments
	STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			STATE	PRIVATE			
RESPONSE VESSELS																	
ANTIPOLLUTION VESSELS SURVEY VESSELS MULTIPURPOSE VESSELS SKIMMING VESSLES																	
CARGO/BUNKER TRANSFER UNITS																	
TRANSFER PUMPS HOSES (m) FENDERS INERT GAS GENERATORS																	
BOOMS																	
HARBOUR BOOMS (m) INSHORE BOOMS (m) OFFSHORE BOOMS (m)																	
RECOVERY DEVICES																	
SKIMMERS PUMPS																	

DISPERSANT APPLICATION SYSTEMS																	
VESSEL-MOUNTED EQUIPMENT REMOVABLE EQUIPMENT																	
BEACH CLEANING UNITS																	
PRESSURE CLEANERS VACUUMS UNITS																	
LAND RESPONSE VEHICLES																	
TRUCK WITH EQUIPMENT (OIL)																	

UKRAINE	**Location A**				**Location B**				**Location C**				**Location D**				**Comments**
	STATE	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			**STATE**	**PRIVATE**			
STORAGE UNITS																	
STORAGE BARGES PORTABLE CONTAINERS COLLAPSIBLE TANKS																	
POLLUTION TREATMENT PRODUCTS																	
DISPERSANTS HC BASED CONCENTRATE																	

SORBENTS DE-EMULSIFIERS																	

(more detailed information on various items in this table may be provided in Section 6 in the NCP).

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ANNEX 5

NATIONAL CONTINGENCY PLANS (or relevant parts thereof)

(to be provided at a later stage)

BULGARIA

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil .

		AT SEA		ON SHORE	
		Pr	Re	Pr	Re
GOVERNMENTAL LEVEL					
CENTRAL AUTHORITIES					
DISTRICT AUTHORITIES					
LOCAL AUTHORITIES AND ORGANIZATIONS					

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

TITLE:

PREPARED / REVISED (year):

BECAME EFFECTIVE (year):

SCOPE:

GEOGRAPHICAL COVERAGE: Sea, shores

APPLICABLE TO POLLUTION BY: Oil

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

RESPONSIBILITIES:

RELATION TO OTHER CONT. PLANS:

RESPONSE STRATEGY:

- Elimination of the source of pollution
- Containment and recovery at sea
- Use of dispersants
- Protection of the sensitive areas
- Shore clean-up

USE OF DISPERSANTS (policy):

GEORGIA

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil .

	AT SEA		ON SHORE	
	Pr	Re	Pr	Re
GOVERNMENTAL LEVEL				
CENTRAL AUTHORITIES				
DISTRICT AUTHORITIES				
LOCAL AUTHORITIES AND ORGANIZATIONS				

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

TITLE:

PREPARED / REVISED (year):

BECAME EFFECTIVE (year):

SCOPE:

GEOGRAPHICAL COVERAGE: Sea, shores

APPLICABLE TO POLLUTION BY: Oil

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

RESPONSIBILITIES:

RELATION TO OTHER CONT. PLANS:

RESPONSE STRATEGY:

- Elimination of the source of pollution
- Containment and recovery at sea
- Use of dispersants
- Protection of the sensitive areas
- Shore clean-up

USE OF DISPERSANTS (policy):

SENSITIVE AREAS: Listed in the Plan

ROMANIA

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil .

	AT SEA		ON SHORE	
	Pr	Re	Pr	Re
GOVERNMENTAL LEVEL				
Ministry of ~~Public Works,~~ Transport,Construction and Tourism ~~and Housing~~	X			
Ministry of Environment &Waters Management~~and Environment Protection~~	X		X	
Ministry of Administration & Internal Affairs~~ior~~			X	
CENTRAL AUTHORITIES				
Romanian Naval Authority-Constanta	X	X	~~X~~	
Civil Protection Command-Bucharest	X	~~X~~	X	~~X~~
National Administration Romanian Waters-Bucharest	X		X	
DISTRICT AUTHORITIES				
-Constanta Prefecture	X	X	X	X
-Constanta & Tulcea County Councils	X	X	X	X
-Civil Protection County Inspectorate C-ta & Tulcea			X	X
-Constanta Harbour Master	X	X		
-Environment Protection Inspectorates C-ta & Tulcea	X		X	X
-National Administration Romanian Waters – Dobrogea Litoral Branch-Constanta	X	X	X	X
-Frontier Police Inspectorates C-ta, Tulcea	X	X		
-Navy Headquarters	X	X	X	X

LOCAL AUTHORITIES AND ORGANIZATIONS	-Danube Delta Biosphere Reserve Administration			X	X
	-~~Naval Salvage & Intervention Group~~Romanian Salvage & Rescue Agency	X	X		
	-National Company Port Administration	X	X	X	X
	-Fire Fighting Brigade-"Dobrogea"			X	X
	- Constanta & Tulcea County Police Inspectorates			X	X
	-SC PETROMAR-offshore oil company	X	X	X	X
	-SC Oil Terminal C-ta	X		X	X
	-Shipyards				
	-Research Institutes				

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

TITLE:

PREPARED / REVISED (year): **1998/20042**
BECAME EFFECTIVE (year): ~~_____ ———~~**20032**

SCOPE:

GEOGRAPHICAL COVERAGE: Sea, shores
APPLICABLE TO POLLUTION BY: Oil
LEVELS OF EMERGENCY: 3 (small, medium, large spills)

RESPONSIBILITIES

Romanian shoreline 245 km. form Vama-Veche (Bulgarian border) till Musura-Chilia Danube Branch (Ukraine border) territorial sea (12 Nm), economic zone.

National Responsible Authority :
- Ministry of Environment & Waters Management~~and Environment Protection~~;
- Ministry of Administration &~~the~~ Internal Affairs~~ior~~.
- Ministry of ~~Public Works,~~ Transports, Constructions and ~~Housing~~ Tourism;

National Operational Authority
- **Romanian Naval Authority** through Constanta Harbour Master for *sea operations*
- Civil Protection Command with technical co-operation of National Administration Romanian Waters for *on shore operations*

Information Receiving Authorities
- **Romanian Naval Authority –on sea: Ph: 00 40 241 60123202229; F: 0040 241 601533601996 Email:rna@rna.ro;** Port Control Constanta ; Harbour Master (On sea);
- Constanta MRCC/VTS Centre **VHF Channel 67, 14, 16, 70,2182;2187,5 khz MF/HF radio, Email: mrcc@rna.ro GMDSS (Radionav)** Ph: +40 241 601 232; +40 241 61 64 31 Fax: +40 241 601 223; +40 241 618 29 99
- **"Romanian Waters" National Administration- WDDL**(on shore). **Tel: 0040 241 673036; fax 00240 241 673025 Email: dispecer@dadl.rowater.ro;**

Constanta Civil Protection County Inspectorate Tel: 0040 241 613135, fax 0040 241 611666 Email: cnci@pcnet.ro

RELATION TO OTHER CONT. PLANS:

RESPONSE STRATEGY:
- Elimination of the source of pollution
- Containment and recovery at sea
- Use of dispersants
- Protection of the sensitive areas

USE OF DISPERSANTS (policy):	- Shore cleanup Only with special permit of general coordinator~~in progress~~

RUSSIAN FEDERATION

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil .

	AT SEA		ON SHORE	
	Pr	**Re**	**Pr**	**Re**
GOVERNMENTAL LEVEL				
SMPCSRA	X	X		
CENTRAL AUTHORITIES				
GOVERNMENT OF RUSSIAN FEDERATION			X	X
DISTRICT AUTHORITIES				
UASPTR NOVOROSSIYSK	X	X		
REGIONAL GOVERNORS			X	X
LOCAL AUTHORITIES AND ORGANIZATIONS				
MUNICIPALITIES			X	X
OIL TERMINALS, PORT AUTHORITIES AND OTHER OIL FACILITIES	X	X	X	X
OFFSHORE INSTALLATIONS AND VESSELS	X	X	X	X

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

TITLE:

PREPARED / REVISED (year): **THE PLAN IS BEING PREPARED AND NOT YET READY**

BECAME EFFECTIVE (year):

SCOPE:

GEOGRAPHICAL COVERAGE: Sea, shores

APPLICABLE TO POLLUTION BY: Oil

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

RESPONSIBILITIES:

RELATION TO OTHER CONT. PLANS:

RESPONSE STRATEGY:

- Elimination of the source of pollution
- Containment and recovery at sea
- Use of dispersants
- Protection of the sensitive areas
- Shore clean-up

USE OF DISPERSANTS (policy):

TURKEY

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil .

	AT SEA		ON SHORE	
	Pr	**Re**	**Pr**	**Re**
GOVERNMENTAL LEVEL				
CENTRAL AUTHORITIES				
DISTRICT AUTHORITIES				
LOCAL AUTHORITIES AND ORGANIZATIONS				

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

TITLE:

PREPARED / REVISED (year): **THE PLAN IS BEING PREPARED AND NOT YET READY**

BECAME EFFECTIVE (year):

SCOPE:

GEOGRAPHICAL COVERAGE: Sea, shores

APPLICABLE TO POLLUTION BY: Oil

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

RESPONSIBILITIES:

RELATION TO OTHER CONT. PLANS:

RESPONSE STRATEGY:

- Elimination of the source of pollution
- Containment and recovery at sea
- Use of dispersants
- Protection of the sensitive areas
- Shore clean-up

USE OF DISPERSANTS (policy):

UKRAINE

Distribution of responsibilities for preparedness and response to accidental marine pollution by oil .

	AT SEA		ON SHORE	
	Pr	**Re**	**Pr**	**Re**
GOVERNMENTAL LEVEL				
CENTRAL AUTHORITIES				
DISTRICT AUTHORITIES				
LOCAL AUTHORITIES AND ORGANIZATIONS				

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

TITLE:

PREPARED / REVISED (year):

BECAME EFFECTIVE (year):

SCOPE:

GEOGRAPHICAL COVERAGE: Sea, shores

APPLICABLE TO POLLUTION BY: Oil
LEVELS OF EMERGENCY: 3 (small, medium, large spills)

RESPONSIBILITIES:

RELATION TO OTHER CONT. PLANS:

RESPONSE STRATEGY:

- Elimination of the source of pollution
- Containment and recovery at sea
- Use of dispersants
- Protection of the sensitive areas
- Shore clean-up

USE OF DISPERSANTS (policy):

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ANNEX 6

GUIDELINES FOR REPORTING OIL SPILLS

GUIDELINES FOR REPORTING OIL SPILLS

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 standardise the terminology used in reports.

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

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

2. ORGANISATION 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 utilise the same observers during each particular pollution incident, in order to minimise 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 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

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ANNEX 7

POLREP POLLUTION REPORTING SYSTEM

INTRODUCTION

In order to retain the consistency with the POLREP Pollution Reporting System, which has been agreed for use within the framework of the Emergency Protocol to the Bucharest Convention in accordance with the recommendation of IMO, the format for requesting assistance within the framework of the present Regional Contingency Plan has been based on Part III-POLFAC (Pollution Facilities) 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 6**, while specific questions reflecting the requirements of the Regional Contingency Plan concerning Black Sea 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 Regional 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 PLOREP 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.

Summarized list of POLREP

	Address	from… to…
	Date Time Group	
	Identification: POLREP BLACK SEA	
	Serial number	
PART I (POLWARN)	1	Date and time
	2	Position
	3	Incident
	4	Out flow
	5	Acknowledge
PART II (POLINF)	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
	47	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

PART I (POLWARN)

CONTENTS		REMARKS
1	DATE AND TIME	The date 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).
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 BLOW OUT, TANKER GROUNDING, TANKER COLLISION, OIL SLICK, etc.
4	Outflow	The nature of the pollution, such as CRUDE 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 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 telex 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. Estimated 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 figure 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	SORCE AND CAUSE OF POLLUTION	e.g. from vessel or other undertaken. 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.

CONTENTS		REMARKS
44	WIND DIRECTION AND SPEED	Indicates wind direction and speed in degrees and m/sec. The direction always indicates from where the wind is blowing.
45	CURRENT DIRECTION AND SPEED AND/OR TIDE	Indicates current direction and speed in degrees and knots and tenths of knots. The direction always indicates the direction in which the current is flowing.
46	SEA STATE AND VIABILITY	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 ZONE AFFECTED	e.g. arrival on beach with estimated timing. Results of mathematical models.
49	IDENTIFY 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, flat and call sign, especially if the polluter cannot be identified and the spill is considered to be of recent origin.
50	ACTION PLAN	Any action taken for the disposal of the pollution.

CONTENTS	REMARKS
51 PHOTOGRAPHS OR SAMPLES	Indicates if photographs or samples from the pollution have been taken. Telex number 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 inspections of surveyors, statements of ship`s personnel, etc.
60 ACKNOWLEDGE	When this figure is used the telex 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	Type and amount of assistance required inform of: - specified equipment - specified equipment with trained personnel - complete strike teams - personnel with special expertise with indication of country requested.
82	COST	Requirements for cost information to requesting country of delivered assistance.
83	PRE-ARRANGEMENTS FOR THE 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. rendezvous 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 number, telex number 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.

CONTENTS	REMARKS
86 CHANGE OF COMMAND	When substantial part of an oil pollution or serious threat of oil pollution moves or has moved into the zone of another Contracting Party, the country which has exercised the supreme command of the operation may request the other country to take over the supreme command.
87 EXCHANGE OF INFORMATION	When a mutual agreement has been reached between two parties on a change of supreme command, the country transferring the supreme command should give a report on all relevant information pertaining to the country taking over the command.
88-98	SPARE FOR ANY OTHER RELEVANT REQUIREMENTS OR INSTRUCTIONS
99 ACKNOWLEDGE	When this figure is used the telex should be acknowledged as soon as possible by the competent national authority.

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ANNEX 8

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 worksheets 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 worksheets (see Appendix) 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, specialised equipment, heavy machines, truck 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 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 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, 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 (e.g. 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 (e.g. 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 fisherman through employment in the clean-up operations.

DAILY WORKSHEET (SAMPLE)

NAME of INCIDENT
Shoreline clean-up: Daily Worksheet
Date of Work:

ITEMS	EXECUTING BODY	REMARKS
Personnel	No.	
Project Manager	1	
Site Engineer	1	
Doctor	1	
Logistic Chief	1	
Administrator	-	
Foreman	2	
Team Leader	4	
50% Saturday overtime	-	
Worker (total 52)	45	
50% Saturday overtime	-	
In-water worker	1	
50% Saturday overtime	-	
Guard	1	
Driver	7	
50% Saturday overtime	-	
Electrician	1	
Mechanic	1	

Equipment

High Pressure Washer	3	
Fresh Water Tank	3	
Generator	4	
Transfer Pump	7	
Motopump	1	
Hoses	-	
Storage Tanks	15	

Transport

Truck	3	
Bus	2	
Loader	1	
Excavator	-	
Pick up	4	
Van	1	
Automobile	2	
Other (boat)	1	

Miscellaneous

Sorbant Boom (m)	1143	Since beginning
Other		

Signed by Executing Body **Date:**