The Bonn Agreement Counter Pollution Manual

VOLUME 1: ADMINISTRATION

PART A – NATIONAL CHAPTERS

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Updates

Date	Section	Change
November 2020	1.10.4	Update to Sweden's Out of Hours contact number and email address
March 2022	1.11.2	Link to UK's contact details corrected

1.1 KINGDOM OF BELGIUM

1.1.1 General Information

Belgium is a federal state, composed of communities and regions. Belgium today, has three communities: the Flemish Community, the French Community and the German-speaking Community and three regions: the Flemish Region, the Brussels Capital Region and the Walloon Region. Up to a certain level they can be compared with the American states or the German 'Länder'. The Federal State nevertheless retains important powers, for example in the area of foreign affairs, national defence, justice, finance, social security, important parts of national health and domestic affairs. However, the communities and the regions also have the power to establish and maintain foreign relations. The capital of Belgium is Brussels, which is also the city were the federal government holds office.

The Belgian coast is adjacent to the Strait of Dover, which is one of the busiest shipping routes in the world. Two major shipping lanes cross the shallow Belgian maritime area (Noordhinder TSS and Westhinder TSS). Moreover, there is a considerable traffic in the Belgian territorial sea to and from the ports of Antwerp, Zeebrugge and Ostend. This intense traffic in the narrow shipping lanes creates a serious risk for pollution mainly resulting from possible collisions. The Exclusive Economic Zone (EEZ) is about 3460km² of which approx. 1/3 is marine protected area.

Different administrations work together In a coast guard structure with main focal points being the Maritime Rescue and Coordination Center(MRCC) and the Maritime Security Center(MIK).

The MRCC in Ostend has a coordinating role in the field of search and rescue and maritime safety, and acts as Coastal Station for Belgium under IMO. Upon receiving a maritime distress message of (the risk of) serious marine pollution, the MRCC will immediately inform the MIK and alert other services following procedures laid down in the national contingency plan for the North Sea called **"General Emergency and Intervention Plan North Sea**"[1] or **GEIP NORTH SEA** and related operational intervention plans.

The MIK (within the Naval Operations Command) at Zeebrugge supports and coordinates actions of the various competent authorities in the field of law enforcement, maritime security, and environmental response. The MIK acts as Belgium's National Contact Point under the Bonn Agreement. International marine pollution reports (POLREPs or flight reports) from Bonn Agreement Contracting Parties received by the MIK are passed on to the MRCC and to the various competent national authorities involved, in particular the Directorate-General Environment (**DG Environment**, Federal Public Service Health, Food Chain Safety and Environment) and the Management Unit of North Sea Mathematical Models (**MUMM**, OD Nature, Royal Belgian Institute of Natural Sciences).

1.1.2 Organisation and Legislation

1.1.2.1 National Legislation

The responsibility for formulating marine environmental policies at national level rests with the federal Minister who is in charge of the marine environment matters. Through the DG Environment assisted by MUMM, the Minister coordinates the implementation of the various international agreements. The national responsibility for dealing with marine pollution incidents in the Belgian zone of responsibility in the North Sea is also a federal competency which primarily rests with the federal Minister in charge of the marine environment matters.

[1] In Dutch: "Algemeen Nood- en Interventieplan (ANIP) Noordzee".

1.1.2.2 Crisis Organisation

In case of a major incident at sea, including severe marine pollution incidents, the GEIP North Sea is activated. The GEIP NORTH SEA stipulates the general structure of intervention and response. The GEIP NORTH SEA is independent of the type of incident or threat: it defines the organization of a multidisciplinary intervention structure to the various emergency situations and incidents that may happen at sea and which require a coordination or management from Belgian authorities, such as maritime safety incidents, SAR and medical evacuations, and marine pollution (by oil and other harmful substances). Specific operational plans have been developed on oil pollution combating at sea and on the shoreline, and also for oiled seabirds, which form the basis for Belgium's preparedness for response to marine (oil) spills. The Governor of the Province of West-Flanders acts as overall coordinator of this GEIP NORTH SEA.

The general structure of the GEIP NORTH SEA consists of **two coordinating bodies** (see **Figure 1.1.1**):

The Command Post Operations or CP-OPS, established at the MRCC Ostend, which ensures the operational coordination and is under the operational lead of a Director of the CP-OPS, the Dir-CP-OPS (in most cases being the Nautical Director of the MRCC);
The provincial Coordination Committee (CC-PROV), which can be established at the MRCC Ostend or at the Provincial Crisis Centre in Bruges, and which ensures the overall crisis management under the coordination of the Governor of West-Flanders.

Besides containing this dual crisis structure, the GEIP NORTH SEA is also a multidisciplinary plan for the sea, in line with the general structure of emergency plans in Belgium. Each of the **5 disciplines** (see **Figure 1.1.1**; running transversally through the dual structure of the GEIP NORTH SEA) consists of a functional package of intervention tasks that are executed by different services, under the operational lead of a discipline director. Therefore a specific 'mono-disciplinary' plan has been developed for each discipline:

- D1 covers Assistance Operations at sea. The tasks and duties of D1 cover more specifically SAR-, safety- and environment (pollution response) related interventions. Three different staffs can be activated under D1, a Staff SAR, a Staff Safety and a Staff Environment – each staffed with representatives of services with the required expertise. In case of a large-scale accidental marine pollution event, it can be decided to create an extra 'Evaluation and Planning' cell under this D1.
- D2 covers the urgent medical interventions.
- D3 covers the police interventions at sea.
- D4 covers the organization of logistic support and activation of logistic means.
- D5 deals with the communication of information and directives to the population and to the media in an emergency situation (PR/Media). This task is coordinated by the Governor's services.

The start-up of a discipline or of the operational coordination level (CP-OPS) does not automatically lead to the start-up of the crisis management level (CC-PROV). In other words, different phases of intervention are possible depending on the scale, nature and complexity of the incident:

- A monodisciplinary intervention (only 1 discipline activated);
- A multidisciplinary intervention with activation of the operational coordination level, with CP-OPS and 2 or more disciplines activated thereunder; or
- A multidisciplinary intervention with activation of the dual crisis structure, with all activated disciplines represented within both coordinating bodies, CP-OPS and CC-PROV.

In case of a marine pollution incident, national authorities that will be activated and represented within the dual crisis structure of the GEIP NORTH SEA are, amongst others, the DG Environment, the Navy, MUMM-OD Nature, the Civil Protection, DG Shipping and various Flemish Region services.

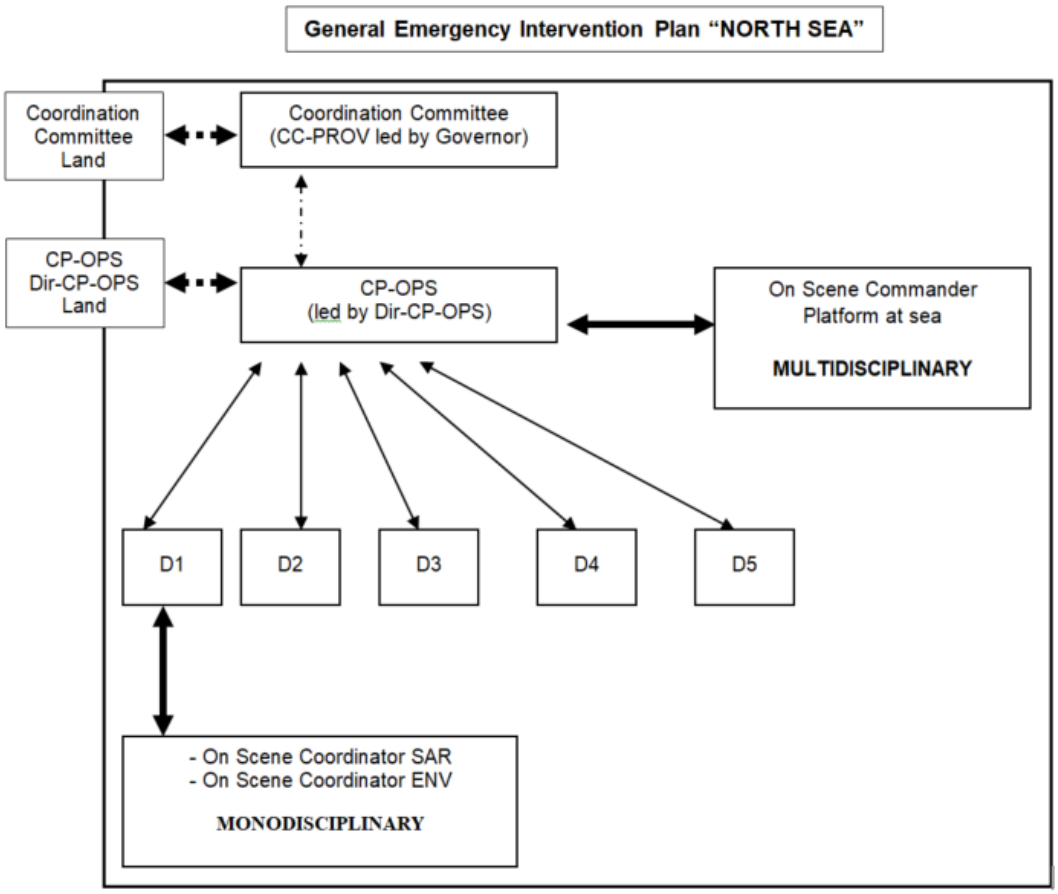


Figure 1.1.1 Overall organizational structure as defined in the GEIP NORTH SEA

1.1.2.3 (Sub-)Regional and EU Cooperation:

A quadripartite plan will be drawn up between France, United Kingdom, Belgium and the Netherlands mainly to address pollution incidents The Joint Nautical Management in the Scheldt Region is a cooperation between Belgium and the Netherlands to ensure safe navigation in the Western Scheldt.

In addition to these sub-regional co-operation there is cooperation with other North Sea countries through the Bonn Agreement and with the EU through the European Maritime Safety Agency.

1.1.3 National Strategy and Resources

1.1.3.1 Principles of Handling Maritime Incidents

Pursuant to the provisions of the Belgian federal law on the protection of the marine environment in the marine areas under Belgian jurisdiction, the main strategy for oil pollution response at sea is mechanical recovery although dispersant use is also considered as a second option and may be authorized in an

emergency situation, for instance if the oil is likely to significantly impact bird breeding/wintering areas or sensitive coastal areas and resources. Most small spillages however are left to disperse naturally, in particular when no resources are threatened. The use of dispersant in Belgian waters is only permitted when authorized by MUMM (after consideration of advantages and disadvantages of response options – Net Environmental Benefit Analysis) and only under its control. Belgium does not have its own scheme of approval for the specific dispersant formulations which may be used but relies on those approved by the Bonn Agreement countries.

In sheltered and/or shallow coastal waters, containment of the oil using booms and mechanical recovery of the oil is clearly preferred by the Belgian authorities. On the shoreline dispersants are not used; physical removal of stranded oil is regarded as the most appropriate clean-up method.

At operational level the DG Environment owns the Belgian stockpile of pollution combating equipment and is responsible for its deployment. It is assisted by the Management Unit of the North Sea Mathematical Models (MUMM - scientific assessment, aerial guidance), the Civil Protection (trained response personnel and logistics), the Navy (OSC, communications, trained response personnel and sea-going support) and the Flemish Region (communications and sea-going support). When the GEIP NORTH SEA is activated the Navy is in charge of the overall coordination of the response operations at sea ('On-Scene Commander' task).

1.1.3.2 Shoreline Pollution Response

In case of major pollution threatening or affecting the Belgian coastline, the Civil Protection or the fire brigade intervenes for deploying the equipment for the protection and clean-up of the shoreline. In case of minor pollution, the municipal authorities holding concessions for the beaches are responsible for the protection and the cleaning up of the shores. Combating pollution in the ports is the responsibility of the port authorities.

1.1.3.3 Vessels in need of Assistance or Places of Refuge

Belgium extended its GEIP NORTH SEA with a dedicated Part on places of refuge, containing plans for the accommodation of ships in need of assistance, in implementation of Art.20 of European Monitoring Directive 2009/17/EC, and also taking into account the international guidelines on places of refuge (mainly IMO Res.A.949(23)).

For situations of ships in need of assistance as referred to in the Monitoring Directive 2009/17/EC, the Governor of West-Flanders acts as Competent Authority for the accommodation of ships in need of assistance. For the situations as foreseen in the Directive, the Belgian Coastguard partners will temporarily delegate their competences to the Governor whereby he can take (urgent) decisions and measures with respect to ships in need of assistance. This 'Competent Authority' function of the Governor as well as the key role of MRCC Ostend (which functions as 'Competent Authority' prior to the activation of the GEIP NORTH SEA) and the support given by other Coastguard partners in that respect, are defined in detail in the specific operational plans for the accommodation of ships in need of assistance.

1.1.3.4 Oiled Wildlife Response

The response to oiled wildlife is mainly organized by NGOs such as the Bird Care Center at Ostend. The DG Environment and the Flemish government where possible support these organisations financially or with logistic support.

1.1.3.5 Post Incident Evaluation Protocol

It is standard practice that key role players involved in response actions hold a meeting after the incident to evaluate the response operations at all levels. Material and procedures are adapted taking into account the lessons learned.

1.1.3.6 Protocol for Oil Spill Exercising

The personnel of the Civil Protection, the Navy, the Flemish regional authorities and the DG Environment involved in the deployment of pollution combating equipment receive a specific training (both theoretical and practical). Deployment exercises are carried out at regular time intervals. In addition, the Navy trains the officers acting in quality of On Scene Commander when the GEI Plan North Sea is activated. Typically the exercises focus on the deployment of equipment, communication, adherence to procedures. For some exercises a simulating substance such as straw, is used at sea to create an artificial slick.

1.1.3.7 Overall National Response Capacity Means

Government

DG Environment purchased and keeps ready for deployment a comprehensive stock of pollution response equipment consisting of mechanical recovery equipment (oil booms, disc and brush skimmers with pumps, power packs), beach clean-up equipment, storage tanks, sorbents, and a stock of dispersants (10 m³ Slickgone NS) and dispersant spraying devices. Part of this equipment is also specific for response to an HNS pollution incident. The pollution combating equipment is kept in one stockpile, located in the vicinity of the port of Ostend. The DG Environment is responsible for the deployment of this equipment, with seagoing support from the Navy and Flemish Region (with vessels of opportunity), logistic support from the Civil Protection[2i], and aerial support (reconnaissance, guidance) from MUMM.

Whenever possible, the responsible party representing the interests of the vessel that has caused the pollution will be requested to contract private companies in order to assist in the response to the spill (or risk of spill) under the supervision of the Belgian authorities.

With regard to notification of and communication with foreign countries, and also with regard to requests for international assistance, reference is made to a series of international agreements and channels such as – in the case of marine pollution – the Bonn Agreement (incl. the Zone of joint responsibility and the POLREP-procedures), SafeSeaNet, European aid requests via the European Monitoring and Information Centre ERCC and CECIS (e.g. also for activation of EMSA pollution response vessels), and various other bilateral agreements.

Private

In the framework of North Sea emergency interventions, Belgium has contracts with private companies for pollution supporting vessels and the use of a helicopter for quick intervention and aerial support.

Claims Management

According to Belgian law the Polluter Pays Principle applies, so the parties involved in an incident will be identified and held liable. The polluter (ship owner or economic operator) is allowed to take appropriate preventive, mitigating or response measures. However, all response actions are supervised by the (S)OSC , or by contracted expertise, who inform crisis management. Crisis management will intervene, taking

[2] The government decided in 2017 to significantly reduce the size and role of the Civil Protection in Belgium. Operational tasks such as coastal clean-up and logistic support may therefore in future be handed over to regional fire brigades.

into account that the resources used are in proportion to the intended result, whenever the polluter fails to respond in time or response actions are insufficient.
Organizations involved in the response operations and appointed through procedures laid down in the GEIP NORTH SEA must keep detailed log sheets. The financial cell within the GEIP North Sea compiles these sheets in an overview document as an aid for the claims management. The general EU States Claims Management Guidelines are adhered to.

Host Nation Support

In Belgium the Ministry for the Interior has fully implemented Host Nation Support(HNS) for Civil Protection side of incidents. However, the application of the HNS principles have yet to be tested and incorporated in the exercises.

1.1.4 Contact Points

1.1.4.1 Spill Notification Point

Two spill notification points (Coastguard Centres):

Maritime Rescue and Coordination Centre (MRCC) Maritiem Plein 3 B-8400 Ostend	Tel: Fax: E-mail:	+32 59 701 000/100 (emergencies only) +32 59 34 10 20 (gen.) +32 59 70 36 05 mrcc@mrcc.be
Maritime Security Centre (MIK) Graaf Jansdijk 1 B-8380 Zeebrugge	24 hr Tel: Fax: E-mail:	+32 2 443 03 50 (or 51) +32 2 443 96 58 mik@mil.be

1.1.4.2 National Authority

Federal Public Service Environment (marine pollution) DG Environment – Marine Environment Place Victor Horta 40 box 10 B-1060 Brussels	Tel (24 hrs): 24 hr Tel (via MIK): Fax (office hrs): Fax (24hr, via MIK):	+32 2 524 99 41 + 32 2 443 03 50/51 +32 2 524 96 43 +32 2 443 96 58

1.2 KINGDOM OF DENMARK

1.2.1 General Information

1.2.1.1 Name and Statutory Type

Denmark is the southernmost Nordic country and bordered to the south by Germany. Denmark has a total land mass of 43.094 km²; a total shoreline of 8.750 km and the total sea area is about 106.000 km² within the EEZ.

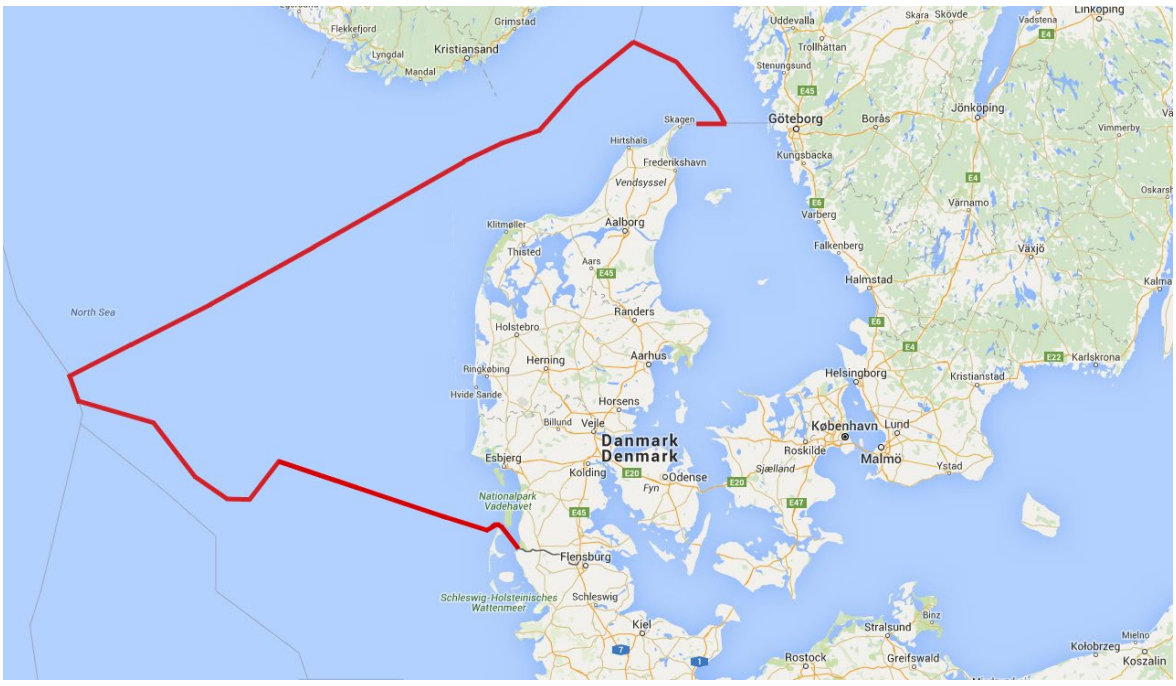
The Kingdom of Denmark is a sovereign state with a representative democracy. The Government of Denmark operates as a cabinet government, where executive authority is exercised by the Prime Minister and other cabinet ministers. As an old Monarchy, Queen Margrethe II holds the formal position as executive authority.

1.2.1.2 Background

The majority of the maritime traffic entering and leaving the Baltic Sea passes through Danish waters. The two major routes are the Great Belt and the Sound. Some 65,000 vessels pass through these two lanes each year. Because of the intensity of the traffic and the rather narrow lanes, there is a serious risk of pollution caused by collisions and groundings. Furthermore, in recent years there has been an increase in the number of tankers carrying oil out from the Baltic Sea. This may add further to the risk of pollution in Danish waters.

Each year the Maritime Assistance Service receives reports of 300-450 suspected oil spills in Danish waters. These may originate from natural causes (algae bloom), operational spills from ships or platforms and/or accidents.

Figure 1.2.1 Picture is without the QRZ's from the DENGERNETH plan.



1.2.2 Organisation and Responsibilities

1.2.2.1 General Description of National Organisation

As of 1 January 2000, responsibility for the state maritime environmental surveillance and enforcement and the state maritime pollution control at sea was transferred from the Ministry of Environment and Energy to the Ministry of Defence. With the amendment of the Marine Environment Protection Act of 1 July 2000 the Armed Forces were given the possibility of issuing administrative fines for illegal oil discharges from ships. The Armed Forces' execution of the task is thus based on national legislation and international conventions and agreements.

The aim of the Armed Forces' effort against pollution of the sea is to prevent or minimize the impact of marine pollution on flora and fauna.

The total environmental task consists of the following operational sub-tasks:

- Establishment and maintenance of preparedness
- Environmental surveillance
- Enforcement
- Pollution response

The general aim of the task is to guarantee a deterrent effect as part of prevention through proper surveillance, enforcement and securing evidence, primarily in the territorial waters and secondarily in Denmark's Exclusive Economic Zone (EEZ). In order to obtain a maximum deterrent effect, the handling of the task is concentrated on surveillance and gathering of evidence. By taking and gathering oil samples and implementing comparable oil sample analyses, the aim is to procure positive evidence in order to commence legal proceedings.

If oil pollution has taken place, the aim is to minimize the impact of the damage, primarily on coasts and beaches, through timely notification of state authorities and effective coordination in the employment of all resources.

1.2.3 National Strategies and Resources

1.2.3.1 National / Regional / Municipal Organisation and Tasks

Maritime Assistance Service (MAS) receives all reports on matters concerning the marine environment. MAS is an integrated part of the National Maritime Operations Centre (NMOC). NMOC directs and coordinates employment of the resources at sea, including assistance from involved external authorities.

NMOC – guided by a 24/7 environmental watch of judicial advisors – coordinate gathering of evidence in connection with possible criminal cases on oil pollution from ships. If necessary, coordination includes international assets and municipal/county preparedness units. These units are continuously briefed on the current situation, in order to allow local authorities and county local authorities to arrange the necessary resources, or alternatively to request further support through national emergency preparedness and ultimately to request emergency assistance.

To direct and control the accomplishment of the marine environmental task, the 24-hour service set up at NMOC is used. The handling of the administrative part of the national marine environmental task lies with the Maritime Environment Element, in Royal Danish Navy Command.

Naval Command work concerning general matters on marine environment and sea law:

- Naval staff work concerning international agreements.
- Participation in national and international exercise activity in relation to the performance of the marine environmental duty.
- Participation in meetings, nationally and internationally.
- Participation in international and national working groups concerning the execution of the marine environmental duty.
- Updating of Naval Staff internal/external decision code, including preparation of contingency plans in relation to the performance of the marine environmental duty.
- Updating of, in connection with Danish Defence Acquisition and Logistic Organization and Air Staff, the Danish Internet homepage established pursuant to Council of the European Union decision on EU framework regulations for marine pollution cooperation.

1.2.3.2 Strategy for Combating at Sea

The general counter pollution policy is mechanical recovery at sea. No stock of dispersants is kept, and if it should be decided to buy and use dispersants, specific permission will have to be granted by the Danish EPA.

1.2.3.3 Strategy for Combating on-Shore and Restoration

If the oil cannot be prevented from reaching the shore, efforts should be made to protect sensitive areas. The responsibility for this task lies within the municipal organisation. If oil reaches the shore – or is originating from a harbour – efforts should be made to contain the oil, thus preventing it from reaching other areas.

1.2.3.4 Resources for Dealing with Oil and Chemical Pollution

The state maritime pollution control capability comprises two environmental divisions on stand-by, based at Naval Base Frederikshavn and Naval Base Korsoer respectively. Each division has one unit on 1-hour stand-by, and one unit on 16 hours' notice continuously. The Armed Forces' maritime supplementary environmental preparedness comprises the maritime operational units, 5 pollution control modules on ships of the DIANA class; 13 pollution control modules on the NHG 900-class; 2 mobile containerized pollution response sets, complete with skimmer, hydraulic powerpack and 600 meter ocean boom; 2 towable oil barges (capacity of 300 M^3).

Defence Acquisition and Logistic Organization is responsible for the proper technical condition of the pollution control equipment and handles in addition supply and logistic support.

The state maritime pollution controls currently do not have the capability to combat a chemical pollution.

Vessels

The above (under 10.3.4) mentioned two environmental divisions each consists of 1 vessel of SUPPLY-type (capacity of 300 M^3), 1 vessel of SEA-TRUCK- type (capacity of 60 M^3) and a minor assisting vessel. In addition to these vessels the 5 DIANA class vessels and 13 Naval Home Guard vessels are equipped with pollution control modules.

Denmark is in the initial stages of a tender for 4 new ships for the maritime environment response, 3 smaller OILrec and a large CHEM/OILrec. They will continue and uphold the Danish maritime environment response when delivered.

http://www.forsvaret.dk/CIS

(Danish maritime environment CIS page)

Surveillance

The marine environment surveillance comprises the following sub-areas:

- The maritime surveillance, which comprises surveillance from the sea.
- The airborne surveillance, which comprises surveillance by aircraft.
- The satellite based surveillance.

Maritime environmental surveillance is conducted as a co-task along with surveillance of Danish waters by the ships of the Armed Forces and other state ships, and in connection with the general enforcement of sovereignty, exercises and navigation etc.

As part of establishing the detailed maritime situation picture and supplementary to the general surveillance of waters, data from EU reporting centre, Vessel Traffic Service Centres (VTS) and AIS are employed to the extent they are applicable in an environmental context.

The airborne surveillance comprises of two weekly flights performed by specially equipped aircraft from the Norwegian company, Sundt Air. The airborne surveillance is carried out over Danish territorial waters, including Danish international straits, and over the Danish EEZ.

Operations Staff Air Cell (J3 AIR) carries the responsibility of planning and controlling the airborne surveillance. MAS directs the planned missions in case deviation from scheduled program is required.
Joint Operations Centre (JOC) may support environmental aerial surveillance program by employing F-16 (fighter readiness and recce readiness) via National Air Operationc Centre (NAOC), EH 101 Merlin (rescue helicopters) via JRCC/NMOC and other helicopters via NAOC.

As a supplement to the airborne surveillance of the marine environment, Denmark receives around 700 satellite images annually from the European Maritime Safety Agency, CleanSeaNet.

The Danish Defence Acquisition and Logistics Organization is responsible for the materiel, supply and maintenance support for the performance of the Danish military airborne surveillance , including oil sample equipment for use from helicopters.

1.2.3.5 Exercises

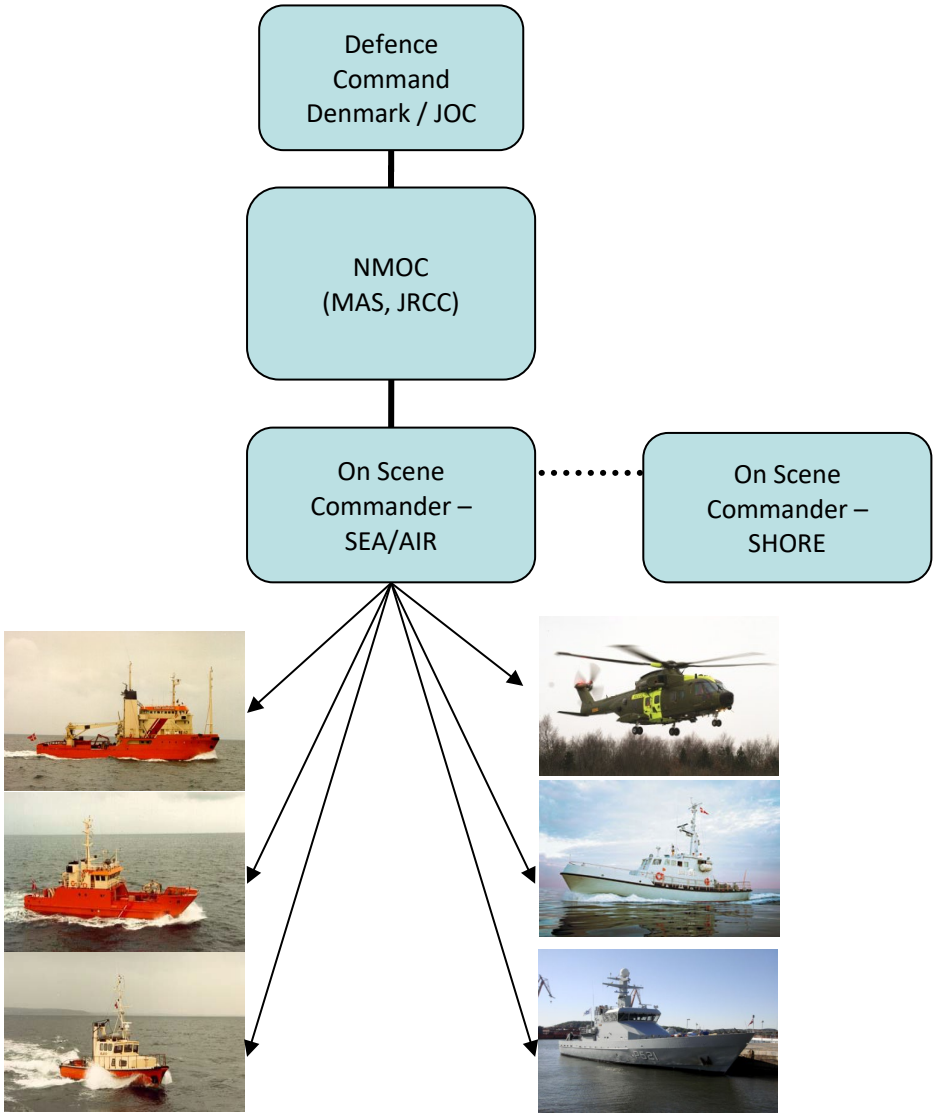
The planning and accomplishment of annual national marine environmental exercises at sea rest with Naval Command, National Readiness.

Exercises in the coastal area, including exercises involving employment on coasts and in harbours, are planned and accomplished in coordination with the Danish Emergency Management Agency. The exercises are accomplished with participation from relevant external authorities and over time using all types of equipment in stock. The exercises are conducted in several geographical areas.

Naval Command is also in charge of planning, executing and control of international exercises held within the Danish area of responsibility.

1.2.3.6 Decision making levels and information flow

Figure 1.2.2 Diagram showing decision making levels and information flow



1.2.3.7 Oiled Wildlife

The responsibility of dealing with oiled wildlife lies with the Danish Nature Agency as national responsible authority. The general policy is euthanasia.

Oiled Wildlife is synchronised with the plans for shoreline response. Other national actors include the Ministry of Environment and Food, police, municipal authorities and DEMA.

1.2.3.8 Claims Management

The Danish national response plan includes directions and instructions for parties involved in the claims management process.

The Danish guidelines are similar to EMSA guidelines regarding claims management
http://emsa.europa.eu/publications/guidelines-manuals-and-inventories/item/720-eu-states-claims-management-guidelines-claims-arising-due-to-maritime-pollution-incidents.html

1.2.3.9 Host Nation Support

The Host Nation Support (HNS) in Denmark is based upon EU Host Nation Support Guidelines, that will be adapted to any situation, should it occur.

1.2.4 Contact Points

1.2.4.1 National Contact Points

National Contact Ponits – Emergencies (24h.)
National Maritime Operations Centre
Maritime Assistance Service
Herningvej 30
DK-7470 Karup
Telephone: +45 72 85 03 71
Telefax: +45 72 85 03 84
E-mail: mas@sok.dk

National Contact Point - Inquiries (office hours)
Royal Danish Navy Command
Maritime Environment
Herningvej 30
DK-7470 Karup
Telephone: +45 72 81 20 71
E-mail: pol.con.den@mil.dk

1.2.4.2 National Contact Point for POLREP

See 1.2.4.1 above (emergencies contact point)

1.2.4.3 Contact Point for Aerial Surveillance

See 1.2.4.1 above (emergencies contact point)

1.2.4.4 Requests for Equipment

See 1.2.4.1 above (emergencies contact point)

1.3 EUROPEAN UNION

1.3.1 General Information

EU can support BONN Agreement countries in preparedness and response to marine pollution mainly through the Union Civil Protection Mechanism (UCPM) and the European Maritime Safety Agency (EMSA).

The UCPM aims to strengthen the cooperation between the Union and the Participating States[3] and to facilitate coordination in order to improve the effectiveness of systems for preventing, preparing for and responding to disasters. It covers both civil protection and marine pollution emergencies inside and outside the EU. Emergency Response Coordination Centre (ERCC) is the operational hub of the UCPM. The centre is operated by DG ECHO of the European Commission and accessible 24 hours a day.

1.3.2 Organisation

1.3.2.1 European Commission

Disaster prevention, preparedness and response

Directorate General for European Civil Protection and Humanitarian Aid Operations (DG ECHO)
http://ec.europa.eu/echo/what/civil-protection/mechanism_en

Maritime Transport, Logistics and Safety

Directorate-General for Mobility and Transport (DG MOVE)
http://ec.europa.eu/dgs/transport/index_en.htm

1.3.2.2 European Maritime Safety Agency (EMSA)

EU decentralised agency

Maritime safety, maritime security, prevention of and response to pollution caused by ships as well as response to marine pollution caused by oil and gas installations
http://www.emsa.europa.eu/

1.3.2.3 Crisis organisation

EU support in marine pollution emergencies

Upon request for assistance from a country affected by a marine pollution incident, the ERCC can quickly coordinate the mobilisation of pollution response capacity and expertise from the Participating States and EMSA and facilitate their deployment to the affected area. More information on the Union Mechanism and its tools can be found at: http://ec.europa.eu/echo/node/524

The European Maritime Safety Agency offers five main marine pollution response services, available upon request, to EU Member States, coastal European Free Trade Association (EFTA) Contracting Parties, EU Candidate Countries, and the European Commission.

[3] EU 28, Norway and Iceland.

With respect to accidental oil spills, the Agency has established a European tier of operational resources to support the pollution response mechanisms of the affected coastal State in case of pollution caused by ships as well as by oil and gas installations:

a Network of Stand-by Oil Spill Response Vessels around Europe, with state of the art equipment and large storage capacity; and

an Equipment Assistance Service (EAS) consisting of specialized oil spill response modules (high speed containment and recovery systems, trawl nets, fire boom) that can be used with vessels of opportunity.

In order to detect ship borne oil pollutions at sea, EMSA developed the CleanSeaNet (CSN) near real time satellite-based oil spill monitoring and vessel detection service.

In case of marine incidents involving chemicals the "MAR-ICE Network" (Marine Intervention in Chemical Emergencies Network) of chemical experts can support EU coastal States in responding to chemical/HNS spills at sea by providing information on chemical substances.

In addition EMSA can also make available pollution response experts to provide (on-site / office-based) operational and technical assistance for oil and HNS incidents.

More information on the EMSA Pollution Detection and Response Services can be found at: http://emsa.europa.eu/operations.html

Procedure to request assistance

All requests for EMSA's marine pollution response services or for the assistance through the Union Civil Protection Mechanism (reaching all its Participating States) should be sent to the Emergency Response Coordination Centre (ERCC) at the European Commission preferably through the Common Emergency Communication and Information System Marine Pollution (CECIS MP)[4].

Request for EMSA Stand-by Oil Spill Response Vessels and Equipment Assistance Service

Information on EMSA's Oil Spill Response Services can be found on EMSA's website: http://emsa.europa.eu/oil-spill-response/oil-recovery-vessels.html

Detailed procedures to request assistance of EMSA contracted vessels is provided in "EMSA Network of Stand-by Oil Spill Response Vessels - User Guide" distributed to coastal States through the members of the Consultative Technical Group for Marine Pollution Response Preparedness and Response (CTG MPPR) and available in the password protected Pollution Response Services section of the EMSA Extranet.

Request for CleanSeaNet (CSN) satellite images

Detailed information on the EMSA CSN satellite-based services can be found at:
http://emsa.europa.eu/csn-menu.html

Request for information in case of marine incidents involving HNS

Information regarding the "MAR-ICE Network" service and the MAR-CIS datasheets can be found at:
http://emsa.europa.eu/chemical-spill-response/mar-ice-network.html

[4] CECIS MP is a secure web-based application to facilitate emergency communication among its users. It also contains a database of Member States' and EMSA's operational response capabilities.

1.3.2.4 Regional Cooperation

EU is a Contracting Party to the BONN Agreement, Helsinki Convention, Lisbon Agreement and the Barcelona Convention. It has an Observer status to the Bucharest Convention.

1.3.3 Strategy and Resources

1.3.3.1 Shoreline pollution response

Assistance for shoreline pollution can be requested through the CECIS Marine Pollution. Requests for assistance in the system can be addressed to both Maritime as well as Civil Protection authorities of the Bonn Agreement countries and other Participating States to the Union Civil Protection Mechanism.

1.3.3.2 Vessels in need of assistance or places of refuge

EU Operational Guidelines on Places of Refuge: The Guidelines aim at a robust operational process leading to well-advised and, where possible, quicker decision making.
http://emsa.europa.eu/implementation-tasks/places-of-refuge.html

1.3.3.3 Expert advice

Upon a request from an affected country the Commission may select, appoint and dispatch an expert team composed of experts provided by Member States and EMSA. Depending on the needs, an expert team can support county's assessment, facilitate coordination on site between teams or provide technical advice.

Expert teams on site may also be requested to provide advice on prevention or preparedness measures.

Experts dispatched by OCHA or other international organisations may be integrated in the team in order to strengthen cooperation and facilitate joint assessments.

1.3.3.4 Oiled wildlife response

Assistance on oiled wildlife response may be requested via CECIS MP.

1.3.3.5 Overall response capacity means

Description of available EU/EFTA Member States' and EMSA's pollution response vessels, their equipment and performance can be found in the CECIS MP resources database and on EMSA website:
http://emsa.europa.eu/oil-spill-response/oil-recovery-vessels/vessel-technical-specifications.html

1.3.3.6 Claims management

EU States Claims Management Guidelines

Dealing with pollution of the marine environment originating from whatever source affecting sea areas and coastlines will generally be a protracted and expensive business. These Guidelines seek to assist EU/EFTA Member States with the processes necessary to achieve a successful claim or cost recovery.
http://emsa.europa.eu/publications/guidelines-manuals-and-inventories/item/720-eu-states-claims-management-guidelines-claims-arising-due-to-maritime-pollution-incidents.html

1.3.3.7 Host nation support

The requesting Contracting Party should take the appropriate actions to facilitate host nation support for the incoming assistance.

EU Host Nation Support Guidelines:
http://ec.europa.eu/echo/files/about/COMM_PDF_SWD%2020120169_F_EN_.pdf

1.3.4 Contact Points

1.3.4.1 Emergencies (24/7)

European Commission

Directorate General for Humanitarian Aid and Civil Protection (DG ECHO) Emergency Response Coordination Centre (ERCC) Rue de la Loi 86 B-1049 Brussels BELGIUM	Duty Officer GSM: +32-2-29 21112 Duty Officer Fax: +32-2-29 86651 Duty Officer E-mail: ECHO-ERCC@ec.europa.eu

European Maritime Safety Agency (EMSA)

Praça Europa Nº4 Cais do Sodré 1249-206 Lisbon PORTUGAL Maritime Support Services (MSS)	Duty Officer Tel: +351 21 1209 415 Duty Officer Fax: +351 21 1209 480 Duty Officer E-mail: MaritimeSupportServices@emsa.europa.eu

Enquiries (office hrs)

European Commission DG ECHO - Unit A5 Civil Protection Policy B-1040 Brussels BELGIUM	Tel: +32-2-29 84396 E-mail: ECHO-A5@ec.europa.eu

1.4 FRANCE

1.4.1 General Information

France has chosen not to form a single multi-purpose force to combat accidental pollution in the marine environment. Coordination of the existing services is considered the most suitable way of conducting operations.

1.4.1.1 Context

Metropolitan France has three seaboards: Channel/North Sea, Atlantic and Mediterranean. Many maritime activities are concentrated along these coasts, including commercial navigation. The Channel alone has approximately 70 000 ships passing through each year.

Since 1967, eleven major accidents have caused accidental oil pollution on French coasts. Among the most serious at world level, six have affected the French coastline, either because of an accident at sea occurring near the French coast (Amoco Cadiz, Gino, Erika, Ievoli Sun), or an accident occurring in a neighbouring country causing an oil slick to drift towards the French coast (Torrey Canyon in England, Haven in Italy, Prestige in Spain).

These examples show the vulnerability of the French coast, in particular the Channel/North Sea seaboard. Among the most serious accidents at world level, six have occurred along the French coast.

The Channel/North Sea seaboard, particularly marked by the occurrence of these events at sea, is subject to sever weather conditions. The accident rate[5] in this area demonstrates significant risks to maritime safety. The protection of this seaboard is essential in the face of many ecological and economic challenges (increasing maritime activities and emerging uses).

1.4.1.2 General description of the French national system

The national system makes a distinction between the organisation and management of response to pollution at sea and response to pollution on land. The Maritime Prefects, under the supervision of the Prime Minister via the Secretary General for the Sea (SGMer), are responsible for combating pollution at sea. The Prefects of the "Départements" concerned, under the supervision of the Minister for the Interior, are responsible for operations on land (each Département draws up its own ORSEC (Organisation de la Réponse de Sécurité Civile) plan).

In the event of a major crisis, a control coordination structure is set up. This comprises representatives of all the ministerial departments concerned and competent technical organisations (CEDRE, CEPPOL). In view of the interministerial nature of the response operations, strategic guidance is proposed to the Secretariat General for the Sea.

The ORSEC maritime plan for each seaboard set out the general organisation for rescue and response operations at sea in terms of civil security and defines the management procedures in this respect. The POLMAR (control of maritime pollution) component of the ORSEC maritime plan specifies the general principles of response in cases of pollution.

[5] The Maritime Prefecture of the Channel/North Sea and the Maritime Affairs Division– Interregional division eastern Channel North Sea – have jointly carried out a study into the risks caused by shipping in this area. This study is available via the following link: www.premar-manche.gouv.fr/actualites.html

The French response to accidental marine pollution is set out in the POLMAR Instruction dated 4 March 2002, applicable not only to oil pollution, but also to discharges of any substance likely to damage the marine environment.

1.4.2 Organisation and Responsibilities

1.4.2.1 Combatting pollution at sea

Responsibilities of the maritime prefect

In metropolitan France, the Maritime Prefect is the representative of the State at sea. His/her prerogatives and framework for action are set out in Decree no. 2004-112 of 6 February 2004 on the organisation of the State at sea. In metropolitan France, this function is entrusted to a general naval officer. In his/her civil functions the Maritime Prefect is the direct representative of the Prime Minister and each member of the Government. Each seaboard has its own Maritime Prefect (PREMAR).

The areas of responsibility of the Maritime Prefect are listed in the decree of 22 March 2007 on the missions incumbent on the State at sea. Among these missions is the protection of the environment, including combating accidental pollution at sea.

To ensure the coherence of the actions of the State at sea, the Maritime Prefect organises and coordinates the actions of all administrations involved (customs, maritime police, maritime affairs, navy etc). In order to do this he/she has access to their resources The Maritime Prefect directs rescue operations at sea with the support of his/her Crisis Management Team (Equipe de gestion de crise (EGC). Actions are supervised from a command post situated in Cherbourg within the Maritime Prefecture of the Channel and the North Sea (Centre of maritime operations (COM)).

General response principles

The ORSEC maritime plan for the Channel and North Sea apply, in principle, to the whole of the Channel/North Sea maritime area, for which the Maritime Prefect is in charge of rescue operations. However, in the event of pollution, the PREMAR may be required to intervene, with the agreement of the UK authorities, beyond his/her area of responsibility.

Organisation of response to pollution must be established rapidly according to the scale and the possible consequences of the event. The plan foresees a level of standby (level 1) that allows a permanent response capacity. Level 1 response means the operation centres – in their usual configuration - dealing with events, scaling up the response to Level 2 or 3 is done according to the seriousness of the event.
A unique incident management system is defined within the ORSEC maritime plan. The operational centre is equipped with a Response Management Team and a Crisis Management Team.

During a POLMAR event, CROSS – which is responsible for monitoring marine pollution – checks, locates and coordinates - as a first step - the necessary response to confirm the pollution. Secondly COM coordinates the operations to combat the pollution at sea.

Based on the analysis of the situation, the Maritime Prefect decides on a strategy for action:

- Do nothing (oil too light, small quantities, far from the cost, technically impossible, danger as a result of weather/ocean conditions etc);
- Action at source (stop the spill by plugging, lighten the vessel, contain the spill);

- Action on the pollutant (containing the oil by booms and recovering it with pumps and skimmers, trawl by booms/skimmers or surface trawls and disperse it mechanically or chemically); and
- Protect sensitive areas of the coast (contain and recover the spill, treat with dispersant in moderation under ecological supervision).

These strategies for action are not exclusive of each other. Burning of oil slicks is not a method used in France. The use of dispersants may be considered if certain conditions are met (dispersants have been tested and validated by CEDRE (centre de documentation, de recherche et d'expérimentation sur les pollutions accidentelles des eaux) according to the weather conditions and the location of the slick).

1.4.2.2 Land / sea interface

Combatting pollution at the sea/land interface is the subject of joint planning between the Maritime Prefecture and the "Département" Prefecture (POLMAR interface decrees) and is integrated into the POLMAR component of the ORSEC plan of the Département.

The sea/land interface specifies the organisation of the control operations on the coastal fringe, but also the landing of the pollutants recovered by the ships in charge of the combat operations in the ports of the affected "Département".

Good articulation of the interface guarantees the success of operations at sea and on land. In case of crisis, the Maritime Prefect and the Prefect of the "Département" cooperate to this end, notably through regular updates and exchange of liaison officers between operational centres. The defence and security zone prefect ensures coherence between land and sea actions.

1.4.2.3 Combatting pollution on land

The Prefect of the "Département" is responsible to the Minister for the Interior both for the initiation and the execution of the pollution response operations. Each coastal department draws up and updates, under the Prefects authority, a POLMAR component as part of the ORSEC plan for the Département. This is done in close consultation with the local official representatives and users of the marine environment. The ORSEC plan defines the general organisation of pollution response, permitting the mobilisation and coordination of all the available resources. They include an inventory of the anti-pollution equipment and products available, a list of the zones to protected as a matter of priority and plans for the deployment and maintenance of anti-pollution booms. The plan also foresees the establishment of an inventory of storage sites and treatment centres for the waste recovered.

The Prefect is only in charge of rescue operations on land for exceptional widespread pollution. Small-scale and medium-scale pollution events are dealt with by the local communities within the context of their general powers as provided for in the Local Authorities Code and are the subject of an infra-POLMAR plan.

On land, the Prefect of the "Département" or his appointed representative directs pollution response operation . He/she is assisted by a team made up of representatives of external departmental and regional services. He/she also has access to the resources of the local authorities and private resources obtained by agreement or requisitioned. Coordination of the means to combat pollution can be done at three different levels, depending on the severity of the pollution:

- Community;
- "Département"; and
- Inter-""Département".

1.4.3 Strategy and Resources

1.4.3.1 Equipment

In metropolitan France, antipollution equipment is stored at various storage and response centres located along each of the three seaboards. For the Channel / North Sea, the main centres are Cherbourg and Le Havre. The main antipollution equipment is stored at the naval base in Cherbourg or at CEPPOL (Centre d'expertises pratiques de lutte antipollution) in Brest.

Containment:

- Port, coastal and offshore booms of 100 to 300m; and
- Equipment necessary for their use, packaging and transport : pumps, moorings (magnets and chests), reefing reels.

Recovery:

- Mechanical recovery equipment (sweeping arms, Transrec, LUT), oleophilic recovery equipment (skimmers), surface trawls.

Storage:

- On board rescue and decontamination vessels (Bâtiment de soutien et d'assistance à la dépollution (BSAD)). The arrival of an offshore rescue vessel (Bâtiment de Soutien et d'Assistance Hauturier (BSAH)) is planned for summer 2019 in Cherbourg;
- Flexible storage capacities: liftable floating tanks; and
- Rigid storage: refuse skips, aluminium tanks.

Load lightening/pumping:

- Submersible pumps, motor pumps, hoses for lightening and pumping.

Dispersant spreading equipment:

- Ramps, pumps, mobile spreaders.

The Maritime Prefect may call upon additional anti-pollution equipment available to oil cooperatives (for example: OSRL (Oil Spill Response Limited). He / she can also activate anti-pollution resources available in the framework of bilateral agreements (Manche Plan) or regional agreements (Bonn Agreement) and mobilise EMSA pre-chartered vessels.

For response on land, there are 8 storage centres located throughout France (at Dunkerque and Le Havre for the Channel/North Sea Zone). These centres store and maintain the equipment necessary to combat marine pollution. The "Ministère de la transition écologique et solidaire" is responsible for the management of these centres, via the DDTM ("directions départementales des territoires et de la mer" (Land and Sea Directorates of the Département).

1.4.3.2 Exercises

The success of the anti-pollution response plan depends on the quality of preparation and implementation. It is therefore essential that the provisions specified in the POLMAR Instruction and the POLMAR component of the ORSEC plan are tested and the personnel in charge of its implementation is trained. To this end, the Land and Maritime Prefects organise regular simulation exercises at sea and on

land in order to train both the relevant team members and the persons responsible for the use of the equipment on land. The ORSEC plans can be updated and improved through these exercises.

1.4.3.3 Specialised national resources

CEPPOL

Centre d'Expertises Pratiques de Lutte Antipollution based in Brest. Part of the Navy, this body is mandated as a transversal anti-pollution authority within the Navy and depends on the naval staff. Its mission is to provide preparedness to combat pollution and to provide expertise on pollution control strategies during operations at sea.

CEDRE

Centre de de documentation, de recherche et d'expérimentation sur les pollutions accidentelles des eaux. This body is international expert on accidental water pollution with five main areas of activity : response support, planning, training, analysis, tests and research. It provides advice and expertise to authorities responsible for anti-pollution response.

Training units of the civil security services

French units with a military function. Their role is to intervene to combat accidents. They have no territorial jurisdiction and may be deployed nationally or abroad. Combatting pollution is one of the specialities of these units.

French customs coastguard service

These are the French authorities responsible for deploying aircraft using remote sensing techniques to detect marine pollution. The French customs coastguard service has at its disposal two aircraft with several types of remote sensing equipment which can be rapidly brought into service in the event of accidental marine pollution. The role of these aircraft is to detect oil slicks, to contribute to the scientific assessment of the risk, to control the spread of the pollution et to guide response equipment to the area affected.

1.4.4 Contact Points

1.4.4.1 National focal point

Secrétariat général de la mer	Tel:	(33) (0)1 42 75 66 00
20 avenue de Ségur	E-mail :	sgmer@pm.gouv.fr
75007 PARIS		

1.4.4.2 Maritime prefectures

Préfet maritime de l'Atlantique	Tel :	(33) (0)2 98 22 12 23
CC 46	Mail :	astreinte.aem@premar-atlantique.gouv.fr ; jean.opem@intradef.gouv.fr
29240 BREST CEDEX 9		

Préfet Maritime de la Manche et de la mer du Nord	Tel :	(33) (1)2 33 92 60 41
CC01	Mail :	comnord.off-permanence.fct@intradef.gouv.fr
50115 CHERBOURG EN COTENTIN CEDEX		

1.4.4.3 Other contact points

Cedre Rue Alain Colas – BP 20413 29604 BREST CEDEX	Tel : Mail :	(33) (0)2 33 10 10 intervention@cedre.fr
Direction générale des douanes et des droits indirects 11 rue des deux communes 93558 MONTREUIL CEDEX	Tel : Mail :	(33) (0)1 57 53 44 34 (33) (0)6 64 58 71 23 (H24) dg-b2@douanes.finances.gouv.fr Laurent.buignet@douanes.finances.gouv.fr

1.5 FEDERAL REPUBLIC OF GERMANY

1.5.1 General Information

The Federal Republic of Germany is a European country with Berlin as capital. Germany's federal ministries are located both in Berlin and in Bonn, the former capital. Germany consists of 16 federal states, five of which are referred to as federal coastal states. Hamburg and Bremen are linked to the North Sea, Schleswig-Holstein and Lower-Saxony, are directly situated at the sea. Germany's biggest port for sea-going ships is located in Hamburg on the river Elbe. The Jade-Weser-Port in Wilhelmshaven is Germany's only port without any draught limitations. The Kiel Canal which traverses Schleswig-Holstein, is one of the most frequented artificial waterways worldwide.

The German Exclusive Economic Zone (EEZ) in the North Sea covers an area of about 36.800 km^2. The only oil production platform in German waters is located in the estuary of the river Elbe.

The Wadden Sea is an ecological sensitive area that is recognized as a Particularly Sensitive Sea Area (PSSA) with world heritage status. Germany shares this PSSA with Denmark and the Netherlands.

The Federal Republic of Germany (FRG) has established a governmental system to deal with marine disasters caused by accidents and for pollution control. In accordance with the German constitution, distress at sea and grave marine pollution have to be managed by both the Federal Government and the five federal coastal states. Therefore the Central Command for Maritime Emergencies (CCME), was established in 2003 as a joint agency responsible for this task.

Issues related to the BONN AGREEMENT fall within the competence of the Federal Ministry of Transport and Digital Infrastructure. The CCME supports the Federal Ministry and deals with technical issues.

1.5.2 Organisation and Legislation

The Federal Minister of Transport and Digital Infrastructure, works in close cooperation with the Federal Minister for the Environment, Nature Conservation, Building and Nuclear Safety. The coastal states ministers for the environment are responsible for all environmental related issues concerning the coastal waters and the shore of the North Sea. The Federal Waterways Act is the legal basis for this. Environmental issues are covered by several laws at federal and federal states levels, such as the Federal Water Act.

In the EEZ the Federal Ministry for Economic Affairs is responsible for licensing offshore oil & gas industries while the Federal Ministry of Transport and Digital Infrastructure is responsible for issues related to offshore wind energy. Within the 12 nm zone the responsibilities vary from one coastal state to another.

1.5.2.1 National legislation

Germany is State Party to many international conventions such as UNCLOS, SOLAS, MARPOL and OPRC (including the HNS-protocol). International regulations have been implemented into national law. As far as maritime incidents are concerned the most important regulations are the Agreement between the Federal Government and the Coastal States on the establishment of the Central Command for Maritime Emergency (CCME) and the Agreements between the Federal Government and the Coastal States on pollution control and firefighting at sea. For places of refuge another agreement was concluded between the Federal Government and the governments of the Federal States.
An overview of ratified international conventions and other arrangements can be found on the general web-page of the BONN AGREEMENT.

1.5.2.2 Crisis organisation

In case of a major maritime incident the CCME takes the overall command. The CCME has direct access to all resources of the involved partners from federal and federal states agencies and contracted private companies. The overall responsibility during an incident holds the Head of CCME, who also has the power to allocate a place of refuge for a vessel in distress after a risk assessment in accordance with EU Guidelines.

1.5.2.3 Regional cooperation

Close cooperation at international level has been developed to all bordering countries in the area of the North Sea, due to busy shipping lanes and sensitive areas, especially the Wadden Sea.

Therefore, the DenGerNeth plan has been put in place for the sea area from Den Helder in the Netherlands to Esbjerg in Denmark. This plan describes the cooperation between Denmark, Germany and the Netherlands on aerial surveillance and pollution response.

1.5.3 National Strategy and Resources

1.5.3.1 Principles of handling maritime incidents

A national contingency plan is established and regularly reviewed by the Federal Ministry of Transport and Digital Infrastructure, the federal states ministries and the CCME. The national contingency plan describes the general policy for pollution control and response, salvage, firefighting and medical care at sea. Beside the national contingency plan a separate national Search and Rescue Plan (SAR Plan) exists for historical reasons, thus in Germany SAR is performed by the private German Maritime Search and Rescue Association (DGzRS) on behalf of the Federal Ministry of Transport and Digital Infrastructure. Both plans are based on national risk assessments.

The Waterways and Shipping Administration has established an effective vessel traffic management service, which includes for instance, pilot services on the estuaries, VTS centers covering the whole EEZ, vessel traffic separation schemes where appropriate and three permanently available emergency towing vessels.

The main pollution response strategy is mechanical recovery at sea. For these tasks, several dedicated response vessels owned by the Federal and Government and state governments are located along the entire German coast. Two response vessels are at sea 24/7.

The use of dispersants is not allowed yet , but currently a change is under review for major incidents to minimize the ecological damage.

HNS response is also part of the German national contingency plan. For this task four dedicated response vessels as well as specially trained fire fighters and monitoring personnel are available.
Policing is not in part of the CCME's mandate.

1.5.3.2 Shoreline pollution response

In cases where the response to oil pollution incidents at sea is not sufficiently effective, or if oil remains undetected, the pollutants may wash ashore. Mineral oil as well as edible oils of paraffin-wax can be found on coastlines. These residues are still permitted to be discharged at sea during tank cleaning operations. However, the substances should not cause contamination of the shoreline in whatever form.

Depending on the size of the polluted area the coastal state or in major cases the CCME is responsible to set up response measures. For minor pollution incidents it is the responsibility of local authorities to

clean up the substance and process the oil-sand mixture in incineration plants. The CCME takes over, if shoreline pollution is the result of a maritime incident or has reached a defined size. For the shoreline response measures the five coastal states operate 10 depots with dedicated oil pollution response equipment. This equipment is operated by local authorities, the Federal Agency for Technical Relief and the fire brigades.

1.5.3.3 Vessels in need of assistance or places of refuge

In compliance with EU-Directive 2009/17 there is a policy in Germany in place with dedicated plans for the accommodation of ships in need of assistance. These plans establish precise procedures to assess the risks involved and to identify the most appropriate way to respond to the given situation, including the allocation of the most suitable place of refuge. Based on such a risk-assessment, the lead of the CCME has the legal power to take a final decision on the allocation of a place of refuge.

1.5.3.4 Environmental advice

To provide environmental advice in the event of a possible threat to the environment the CCME has established a joint group of experts with different areas of expertise to give advice to the CCME. To support the decision-making process several databases on sensitive areas including detailed mapping, drift calculations and support from the industry, especially the chemical industry are available.

1.5.3.5 Oiled wildlife response

Each coastal state is responsible for taking care of oiled wild life. In each state designated personnel, dedicated facilities and non-governmental agencies are available to handle this task. There are differences in the way coastal states treat oiled wild life. A national framework plan on how to deal with oiled wildlife whose aim is to harmonize the different approaches of the five coastal states is currently under development.

1.5.3.6 Post incident evaluation protocol

In the Incident Response Plan there is a section describing the protocol for the evaluation of incidents. The decision on whether to evaluate an incident depends on the severity and scale of the incident and is left at the discretion of the Head of CCME.

1.5.3.7 Protocol for oil spill exercises

A yearly plan with an average of 160 exercises of varying scope and contents is in place to educate and train staff, ship crews and aircrew.

1.5.3.8 Overall national response capacity means

The CCME owns two Do228 equipped as surveillance aircraft. They are operated by Naval Air Wing 3 and tasked for 1600 flight hours per year over sea. Their main task is to identifying pollution threats as early as possible and to guide response vessels to enhance effectiveness.

For pollution control 13 dedicated response vessels are located along the coast. Two response vessels (NEUWERK and MELLUM) are out at sea fully equipped and available for any response operation 24/7. The coastal states have dedicated response vessels and equipment for shallow waters and the tidal areas in the Wadden Sea. Moreover, several equipment stores are available along the coastline.

For HNS response, the specially designed and equipped vessels NEUWERK and MELLUM (plus ARKONA and SCHARHÖRN which are located in the Baltic Sea) are available. To support the ships' crews, specially trained fire fighter teams are available at 13 stations and, in addition, there is a specialized monitoring and analysing team located in Hamburg. The German chemical industry provides special support to the

CCME by providing expertise, experts on the scene etc. Furthermore, the EMSA MAR-ICE and MAR-CIS services can be used.

For firefighting on board of ships 13 specially trained and equipped ten-strong fire fighter teams are available 24/7. They can be taken to the scene of an incident using a response vessel or a helicopter.
For medical care in case of a high amount of injuries 10 medical teams of 6 persons are trained and available 24/7. Mainly they are brought on scene by a helicopter. The Federal Government and the federal coastal states' governments are reviewing and checking the complete fire-fighting and medical response system at the moment.

Germany has three dedicated emergency towing vessels and one boarding team to support the crew of the vessel in distress, which are permanently available in the North Sea.

1.5.3.9 Claims management

Any maritime incident or response to oil pollution result in costs for Germany. In Germany the Polluter Pays Principle applies, which means that every perpetrator will be identified and held liable. Following first contacts, the polluter (ship owner or offshore company) is allowed to take appropriate response measures, however, all response-plans are supervised by the CCME and the Waterways and Shipping Administration. If the polluter fails to respond in time or according to the demands of the CCME or the Waterways and Shipping Administration, there will be an intervention by the responsible state agencies. All those involved in the response operation are obliged to fill out daily log-sheets stating working hours, reasons for the work, special arrangements and deployed equipment. The Federal Government acts as a lead partner for the coastal states and other partners involved when collecting this information and compiling a file with an overview of the costs incurred. Subsequently the Federal Government will claim compensation for these costs in accordance with the EU Guidelines on Claims Management.

1.5.3.10 Host nation support

In Germany the Ministry of the Interior has fully implemented the Host Nation Support (HNS) Guidelines for the civil protection component of incidents. From the pollution response point of view, most of the responsibilities under the HNS Guidelines are also fulfilled.

1.5.4 Contact Points

In any incident within the area of the BONN AGREEMENT that might have an impact to the German EEZ, communication with the following contact points should ideally be established as soon as possible.

The national focal point, 24/7 centre and SSN contact point Maritimes Lagezentrum Am Alten Hafen 2 27472 Cuxhaven	Tel: Fax: E-mail:	+49 30 185420 1400 +49 30 185420 2009 MLZ@Havariekommando.de
MRCC Bremen (for SAR operations only) DGzRS Werderstrasse 2 28199 Bremen	Tel: Fax: E-Mail:	+49 421 53 68 70 +49 421 53 68 714 mrcc@seenotretter.de

Clean Sea Net contact point
Havariekommando (CCME)
Am Alten Hafen 2
27472 Cuxhaven

Tel: +49 30 185420-2400
(during office hours)
e-mail:
Havariekommando@Havariekommando.de

1.6 REPUBLIC OF IRELAND

1.6.1 General Information

Ireland's Pollution Responsibility Zone coincides with its Exclusive Economic Zone, covering an area extending to 370 km off the north, west and south-west coasts to the median line between Ireland and the UK in the Irish Sea and Celtic Sea on its south-east and eastern shores. The area covers approximately 900,000 sq. km. The Zone is a resource of high value in terms of ecological and socio-economic use. It is a very ecologically sensitive area with a wide variety of fauna and flora. It supports an active fishing and leisure industry. The coastline around Ireland is approx. 7 500km. in length.

The port of Dublin is the largest port with the other major ports being Cork, Shannon Foynes, Waterford, Galway and Rosslare. The main shipping routes are traffic located on the East and South/South-East Coasts. Ireland has one traffic separation zone to the South-East.

The National Focal Point for Search and Rescue and general maritime incidents is the Irish Coast Guard Centre Dublin. This is also the location of the National Maritime Operations Centre (NMOC).

Bonn Agreement issues are the responsibility of the Irish Coast Guard (IRCG), a division under the Ministry for Transport, Tourism and Sport.

Irelands EEZ can be found at Annex A and details of aerial surveillance assets can be found at Annex B.

1.6.2 Organisation and Legislation

Ireland, as a party to the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC), is required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries. The Protocol to OPRC, adopted internationally in 2000, extends this requirement to pollution incidents by Hazardous and Noxious Substances (HNS).

The Irish Coast Guard, as the Irish national competent body, is required to make the necessary arrangements to give effect to the Convention. Oil Spill Contingency Plans (OSCPs) and HNS Contingency Plans are required to be prepared and submitted to the Minister by local authorities, harbour authorities, and operators of offshore platforms or oil handling facilities.

Ireland manages its major emergencies through the Framework for Major Emergency Management. The Framework is designed to fit with the 'all hazards' approach to emergency management, and has been developed reflecting best international practice, customised to suit Irish conditions.

One of the key objectives of the Framework is to set out the arrangements and facilities for effective co-ordination of the individual response efforts of the Principal Response Agencies to major emergencies, so that the combined result is greater than the sum of the individual efforts. The Framework assigns responsibility for undertaking the co-ordination function clearly and unambiguously and requires it to be supported so that it happens and is effective.

Multi-Agency Protocol 7 – Land based Response to Marine Emergencies outlines how the Principal Response Agencies (PRAs) (An Garda Síochána, the Health Service Executive and the Local Authorities) and their Principal Emergency Services work together and respond effectively and safely to marine emergencies, which are impacting on, or expected to impact on, land or on land-based services. The protocol provides arrangements for the Principal Response Agencies to be mobilised by, and to work with, the Irish Coast Guard and others to successfully coordinate marine emergency events, as well as

dealing with interface issues for inland waterway emergencies and IRCG coordinated emergencies coming ashore.

The Department of Transport, Tourism and Sport, through the Irish Coast Guard has the main responsibility for exercising Central Government's responsibility for counter pollution response at sea arising from spillage or loss of oil, chemical or dangerous substances which threatens pollution of the Irish coastline or related interests. The Irish Coast Guard is responsible for preparedness and response to marine pollution incidents within the Irish Exclusive Economic Zone, initiating, controlling and directing counter pollution operations. In addition, the Irish Coast Guard is responsible for supervising the planning and implementation by Local and Harbour authorities of arrangements for the protection of coastal amenity, fishery and wildlife areas, the removal of oil from the coastline, and in the event of major pollution incidents, the direction and co-ordination of the on-shore response.

1.6.2.1 At sea

The primary response is by mechanical oil recovery and cargo transfer capabilities. The stated Irish Coast Guard policy on dispersants is that no dispersants will be used without the approval from the Minister through the Irish Coast Guard except in life threatening situations. The decision to use dispersants will be made on a case-by-case basis. It will be based on the real-time evaluation of the likely fate of the oil and on the possible impact of the dispersed oil.

1.6.2.2 Ashore

Physical recovery is based on mechanical and manual recovery undertaken with the aid of Local Authorities.

The Minister for Transport, Tourism and Sport has nominated senior officers within the IRCG with warranted authority under national legislation to monitor/intervene in actual or threatened marine pollution incidents for the purpose of preventing, mitigating or eliminating danger from pollution or the threat of pollution by oil, or by any substance other than oil. These warranted officers may issue directions to the owner, master, salvor or person in charge of a ship following a maritime casualty to take such actions and do such things considered necessary and reasonable for the purpose of preventing, mitigating or eliminating danger from pollution or threat of pollution.

Ireland has a policy of no Ship to Ship (STS) transfers of fuel in Irish waters except in exceptional circumstances. Permissions for STS transfers are granted on a case by case basis. If permission is granted a permit is issued by the Irish Coast Guard. This permit may carry specific restrictions related to the event.

1.6.2.3 National legislation

The Minister for Transport, Tourism and Sport has delegated responsibility for maritime safety, rescue, shipwreck and sea and coastal pollution under Government Decisions S.21910 (1990) & S.1567D (1988). These functions are carried out by the Coast Guard and include the various International Maritime Organisation convention obligations under SOLAS, the SAR Convention and the OPRC Convention. These are reinforced by National legislation (MS (Salvage & Wreck) Act ‟93 and the Sea Pollution Act ‟91 as amended, being the main Acts) and EU Directives (VTMIS Directive).

The Sea Pollution (Amendment) Act 1999 provides the Minister for Transport Tourism and Sport the legislative power to require harbours and ports, oil handling facilities, and maritime local authorities to submit oil spill contingency plans, based on realistic risk assessment, for approval by the Irish Coast Guard.

An overview of ratified international conventions and other arrangements can be found on the Bonn Agreement website at http://www.bonnagreement.org/about/links-to-other-organisations.

1.6.2.4 Crisis organisation

Overall command and responsibility for the direction of Counter Pollution operations will normally be exercised by the Director, Irish Coast Guard or in his absence by the A/Director Operations. Any oil spills in the marine environment must be reported to the Irish Coast Guard and are forwarded to NMOC/MRCC Dublin, which generates pollution reports and co-ordinates the initial response. Coast Guard staff will be deployed on-scene as required to assess the severity of the incident and action required.

During a major oil or chemical/dangerous substance spill, the Director may deploy the Irish Coast Guard's Marine Pollution Response team (MPRT) as part of the Irish Coast Guard Incident Command System to assume local command of Counter Pollution operations. This team is made up of Irish Coast Guard personnel and local and harbour/port authority personnel.

The Irish Coast Guard incident command system involves setting up a response centre near to the incident. This response centre consists of three units: at sea pollution response, shoreline pollution response and marine casualty/salvage response. The response centre and dedicated resources are under the direction and co-ordination of the Irish Coast Guard.

1.6.3 National Strategy and Resources

1.6.3.1 Principles of handling maritime incidents

The Coast Guard manages and operates three co-ordination/communication centres at MRCC Dublin, MRSC Malin Head and MRSC Valentia for marine emergency management. MRCC Dublin as well as providing marine search and rescue response services is co-located with the National Maritime Operations Centre NMOC and is the centre which co-ordinates the response to marine casualty incidents within the Irish Exclusive Economic Zone.

The Irish Coast Guard stores and maintains three national pollution response equipment stockpiles situated around the Country. The largest and main stockpile is stored in Blanchardstown Dublin – East Coast with the two other stores at Castletown Bere Cork – South Coast and Killybegs Co Donegal – North West Coast. The equipment consists of off shore containment and decanting equipment at each centre coupled with shoreline booms, skimmers, and other essential equipment for supplementing the Local Authorities.

The Irish Aer Corps provides aerial surveillance for pollution monitoring in the EEZ. The Irish Coast Guard has contracted five civilian Sikorsky S92A helicopters deployed at four bases around the coast. Primarily for Search and Rescue these aircraft can be used for pollution aerial surveillance during daylight hours. Specialised aerial surveillance aircraft can be contracted at short notice internationally.

The Irish Coast Guard organises offshore boom training for personnel each year. Annual training and exercises are carried out with the Local Authorities each year.

In the case of lost cargo carrying Hazardous and Noxious Substances the Irish Coast Guard will coordinate with Shipping Owner to locate and remove the lost cargo.

1.6.3.2 Shoreline pollution response

Local Authorities will remove the oil from the shoreline under the direction of the Irish Coast Guard. Depending on the type of oil, the recovery will be executed by mechanical means, a combination of booming / recovery systems and manpower.

1.6.3.3 Places of Refuge

The competent authority in Ireland for matters of places of refuge has been assigned to the Irish Coast Guard as part of its remit for marine emergency management. The Coast Guard exercises its intervention powers through the Sea Pollution Act 1991 (powers of intervention), UNCLOS Art 92 (duty to render assistance) and the Salvage and Wreck Act 1993 (powers to render assistance in the event of a distress at sea).

Requests for a Place of Refuge are dealt with on a case by case basis. It is the policy of the Irish Coast Guard that a ships inspection team would be assigned to the casualty prior to a place of refuge being designated. The Irish Coast Guard has in place a decision matrix on which to assess each case.

In 2015 EU, DG-MOVE, in close cooperation with member states completed their Guidelines on Places of Refuge. It is the intention of Ireland to apply these guidelines where possible; however it is recognised that not every vessel in need of assistance maybe be accommodated for various reasons.

1.6.3.4 Environmental advice

In the event of a major ship casualty or pollution incident the Irish Coast Guard would cooperate closely with other Government Departments and affected Local Authorities to ensure that the most appropriate environmental solution is sought.

1.6.3.5 Oiled wildlife response

The Irish Coast Guard is tasked with responding to all aspects of a maritime incident. This includes Wildlife Response. An oiled bird response network (OPRN) was established in 2015 and the Coast Guard has close liaison with this organisation to provide volunteer personnel in the event of a major pollution incident. The Irish Coast Guard also have arrangements with Sea Alarm to provide advice and carry out bi-annual training and exercises with them. The Coast Guard have oiled bird response kits at each of their stockpiles.

1.6.3.6 Protocol for oil spill exercising

The Irish Coast Guard has provided national pollution management courses for approximately 60 harbour/port and local authority personnel per year for the past number of years. These courses are based on the International Maritime Organisation model courses.

The Coast Guard also provides off shore booming training, exercising and certification to Port and Industry Personnel to build up a pool of skilled personnel for deployment in the event of a major oil spill.

1.6.3.7 Overall national response capacity means

No country has sufficient State equipment to respond to every pollution emergency. However, there are commercial companies who will provide equipment on request and guarantee it will be on-site within 12/24 hours. The Irish Coast Guard has authority to contract such equipment as required. The Irish Coast Guard is a member of Oil Spill Response Ltd. (OSRL) based in Southampton UK. As such it has access to its personnel and equipment as per protocols.

The Irish Coast Guard maintains national stockpiles of pollution response equipment at Killybegs, Castletownbere and Dublin. Regular exercises are carried out using these equipment stockpiles. The equipment as far as possible complements the equipment held at the harbours and ports. This equipment is being added to each year. The equipment is divided into 30% offshore response and 70% on-shore response.

The training of Port Personnel and tug company personnel in off shore pollution response equipment provides a pool of trained personnel to respond to an off shore incident.

Response to coastal pollution is also the responsibility of Irish Coast Guard. Oil or other substances that are washed ashore will be collected and treated. The Irish Coast Guard will co-ordinate the response with the local authority and their personnel.

1.6.3.8 Claims management

In Irish Waters the Polluter Pays Principle applies so the perpetrator will be identified and held liable. Plans are submitted to the Irish Coast Guard for approval. The protocol of EU Guidelines on Claims Management would be used in the event of oil spill.

1.6.3.9 Host Nation Support

The EU Host Nation Support Guidelines were adopted in January 2012 and build on existing international recommendations and practices. They specifically target the facilitation of assistance operations under the European Civil Protection Mechanism improving solidarity amongst the participating States. Third countries that are likely to request and receive assistance in case of need under this framework are also encouraged to take these non-binding guidelines into account.

The Department of the Environment has responsibility for the implementation of Host Nation Support processes. In the event of a major maritime event, and should support be required from other nations, support from other Departments and Agencies would be mobilised via the Framework Document. The National Directorate for Fire and Emergency Management (NDFEM) project team is currently drafting a Host Nation (HN) support guidance document. The intention of this document is to put in place national structures which when required can be activated alleviating possible delays or problems in receiving any resources that may be required. These resources can be either in the form of equipment, specialists or both.

Advanced planning with a focus on incoming assistance arrangements is a vital aspect of effective European emergency response co-operation.

1.6.4 Contact Points

In any incident within the Bonn Agreement area with a possible impact to the Irish EEZ, contact should preferably be established as soon as possible.

The focal point and 24/7 centre and SSN contact point:

National Maritime Operations Center
Irish Coast Guard
Department of Transport Tourism and Sport
Leeson Lane
Dublin 2
Ireland

Tel: +353 1 7751602
E Mail: coastguardnmoc@dttas.ie

1.7 KINGDOM OF THE NETHERLANDS

1.7.1 General Information

The Netherlands is a Coastal State with Amsterdam as the capital and the Governmental Ministries in The Hague. The port of Rotterdam is the largest port in Europe and is located in the major harbour city of Rotterdam. Other ports in the Netherlands are Flushing in the south, Amsterdam/Ijmuiden in the centre of the coastline and Delfzijl in the far north. The Netherlands has an Exclusive Economic Zone of about 65,000 km^2 in which gas and oil production platforms can be found. It also has three main ship traffic separation zones. Annually, 345,000 route bound ship movements are registered. In summertime recreation is important in a densely populated coastal zone. The Wadden Sea in the north is a sensitive area, recognized as a PSSA with world heritage status. This PSSA is shared with Denmark and Germany.
Maps of the Netherlands' Exclusive Economic Zone (EEZ) and Flight Information Region (FIR) are annexed.
The National Focal Point for Search and Rescue and general maritime incidents is the Netherlands Coast Guard Centre in Den Helder. This is the Joint Rescue Coordination Centre (JRCC).

Bonn Agreement issues are the responsibility of Rijkswaterstaat (RWS), the agency under the Ministry for Infrastructure and Watermanagement, represented by the RWS Zee & Delta department that represents the Netherlands.

1.7.2 Organisation and Legislation

The Minister for Infrastructure and Watermanagement is the coordinating Minister for North Sea activities. This Minister is also responsible for policy in maritime accidents. However, the Director of the Netherlands Coastguard is in charge of coordinating the response operations. Therefore the Coastguard Centre is the National Focal Point, including for all international contacts.

Policy with regard to general shipping e.g. establishing Traffic Separation Schemes, licensing Renewable Energy Parks is under responsibility of the Ministry for Infrastructure.

The Ministry for Economic Affairs houses the State Supervision of Mines that is responsible for licensing offshore Oil & Gas industry.

1.7.2.1 National legislation

The Netherlands is signatory to many international conventions such as UNCLOS, the HNS-protocol and MARPOL. International regulations have been implemented in national law. With regard to maritime incidents the most important regulation is the WBMO Act which stands for Response to Maritime Accidents North Sea. The powers given to authorities in this act are quite stringent and include the power to take over command of a vessel. In 2015 the Nairobi International Convention on the Removal of Wrecks was implemented in the Netherlands national legislation. In particular, the so-called Water Wet ("wet" means "act") provides the legal basis for taking measures in maritime incidents such as loss of cargo, loss of anchor, oil pollution etc.

An overview of ratified international conventions and other arrangements can be found on the general web-page of the Bonn Agreement.

1.7.2.2 Crisis organisation

In the case of a maritime incident the operational coordination is in the hands of the Director of the Netherlands Coastguard who appoints a special Operational Team (OT) in order to have an undisturbed daily routine. This OT deals with the incident, but in close cooperation with the Response Team in RWS. Should the incident escalate, a Regional Crisis Team will take the lead with regard to advising response

and other measures to the OT. If policy disputes arise the Regional Policy Team will take over. This team is chaired by the General Director of RWS Zee & Delta and his powers are comparable to the UK SOSREP. The next and highest level of command in incidents is the Ministerial Crisis Team chaired by the Prime Minister.

1.7.2.3 Regional cooperation

Due to its busy shipping lanes and sensitive areas, especially the Wadden Sea, the area of the North Sea to which the Netherlands is adjacent has resulted in close cooperation at international level.

Therefore in the northern area covering the sea area from Den Helder in the Netherlands to Esbjerg in Denmark the DenGerNeth plan has been put in place. This plan describes cooperation between Denmark, Germany and the Netherlands on Aerial Surveillance and Pollution Response.

In the southern part of the NL-EEZ a quadripartite plan is being drawn up between France, United Kingdom, Belgium and the Netherlands. The Joint Nautical Management in the Scheldt Region is a cooperation between Belgium and the Netherlands to ensure safe navigation in the Western Scheldt.

In addition to this sub-regional co-operation there is cooperation with the EU through the European Maritime Safety Agency. The operational response vessels in the southern North Sea are part of the annual exercise at sea that Belgian and Dutch authorities agreed to organise.

1.7.3 National Strategy and Resources

1.7.3.1 Principles of handling maritime incidents

Under the WBMO Act, the Incident Response Plan (IRP) which is reviewed regularly describes the organisation, (inter)national legislation and communication. With regard to the Response Organisation the RWS Zee & Delta has specified its response strategy in the IRP. The plan is based on the national risk analysis (that can now be replaced by the outcomes of BE-AWARE), defining the Required Capacity and the strategy in response. RWS is responsible for taking appropriate measures at sea, on the coastline and to coordinate oiled wildlife response.

The main response strategy is to secure the safety of human populations (SAR) on vessels in distress, on offshore installations and on the mainland. With regard to the preservation of the marine environment, the first measures aim at containing the oil or other substance in the damaged vessel. This is undertaken by the owners or contracted Salvage Company. Discharged oil will be contained and recovered mechanically by means of booms and skimmers. The Netherlands has developed and improved the so-called sweeping arm. The application of dispersants is permitted though under strict conditions. These conditions are related to sea-conditions, type and quantity of oil, season and water depth. Coastal pollution is treated by means of recovering and combustion of sand/oil mixtures.

In the case of lost cargo carrying Hazardous and Noxious Substances RWS will start a survey to locate the lost cargo. A removal operation will be contracted to salvage industry.

1.7.3.2 Shoreline pollution response

In cases where the response to oil incidents at sea is not sufficiently effective, or if oil goes undetected, the polluting substance may wash ashore. Mineral oil can be found on coastlines as well as edible oils or paraffin-wax. These residues are still permitted to be discharged at sea during tank cleaning operations. However, the substances should not cause contamination of the shoreline in whatever form.

RWS is responsible for undertaking response measures. For this a National Plan has been written, commercial companies have been contracted to clean up the substance and handle the oil-sand mixture in incineration plants. Also there is a special investigations team to find the polluter if not already known.

1.7.3.3 Vessels in need of assistance or places of refuge

In the Netherlands, following the EU directive 2009/17/EU, all ports in the Kingdom can be appointed to act as Places of Refuge depending on the type of the incident and the ability of the port to handle the vessel. Experience of dealing with a long list of vessels in need of assistance has resulted in a reliable national policy.

In 2015 EU, DG-MOVE, in close cooperation with member states completed a Guidelines on Places of Refuge and the Netherlands will follow these Guidelines. However it is recognized that not every vessel in need of assistance can be accommodated for various reasons.

1.7.3.4 Environmental advice

In the case of a possible threat of pollution damage to sensitive areas in the widest sense, the national Water, Traffic and Environment department will run the various models to predict behaviour etc. based on which response measures are taken. HNS outflows and even contained cargo on the sea floor will be analysed by this department.

1.7.3.5 Oiled wildlife response

RWS is tasked with responding to maritime incidents, including oil pollution wherever and whenever in the EEZ. This task was extended in 2008 with Wildlife Response. In close co-operation with five large coastal bird asylums and other stakeholders a national plan was developed. This plan, SBV (Coordination Plan for Contaminated Birds), is also described in the operational execution part the annual exercises. Every third year a so-called Temporary Sanctuary Facility will be built. Sea-Alarm Foundation in Brussels is contracted to guide RWS in this process of further establishing the arrangements. There is a series of contact persons that can be consulted to learn about the actual presence of migrating birds in the EEZ and along the coastline for preparation of best possible means.

1.7.3.6 Post incident evaluation protocol

In the Incident Response Plan there is a section describing the protocol to evaluate incidents. The decision to evaluate an incident depends on the seriousness and scale of the incident. This is at the discretion of the director of RWS Zee & Delta.

1.7.3.7 Protocol for oil spill exercising

For the education and training of staff and ship crew a number of exercises are scheduled annually. Also because of the number of contractual arrangements (vessels etc.) and the number of resources exercises are organised in close cooperation with partners.

This implies table top exercises and equipment trials at sea, not involving release of mineral oils. In most cases some simulating substance is used to create an artificial slick. Straw, oranges, peat or Radia Green are used.

1.7.3.8 Overall national response capacity means

The Netherlands Coast Guard currently operates two aircraft equipped with Remote Sensing for the routine patrol of the EEZ. Annually about 1400 hours are scheduled with the main objective of detecting and observing combatable pollution at an early stage, and of identifying the source of pollution. The

operators are specially qualified policemen who can make official statements on their findings for forwarding to the public prosecutor.

The national contingency plan, based on the risk analysis, describes the standard scenario on which the daily response capacity is based. The scenario is a collision at the entrance to Rotterdam (30 km offshore) between a laden tanker and another vessel, resulting in the outflow of about 15,000 tons of oil. RWS should be able to clean up the oil within three days in order to protect the Wadden Sea.

For the mechanical recovery of oil the Netherlands owns a tanker-class, first line, response vessel, the ARCA. She is permanently equipped with two 15 meters sweeping arms and also has booms and other skimmers available. Besides the ARCA a number of trailing suction hopper dredgers are available on stand-by contracts. Most of these vessels have one or two sweeping arms permanently installed. Operational training events are executed. Booms and skimmers are stored and maintained in the main stockpile in Rotterdam. In the Waddenzee in the North and in the Scheldt estuary, equipment and vessels are on stand-by to clean up oil slicks.

RWS is authorized to apply chemical dispersants provided the Guidelines “Overview of national policies regarding the testing and approval of oil spill dispersants in the European Union” are followed as agreed in the EMSA Dispersant technical group under the DUET program. At national level the National Water, Traffic and Environment Department will advise based on the actual data. The Netherlands has no assets to spray dispersants. If dispersant spraying is deemed the best response option, contact will be established with the Contracting Party UK.

When an incident involving hazardous and noxious substances (HNS) occurs on board a vessel, the essential first step in the response is to obtain information on the chemical properties of the substance and, consequently, the behaviour of the substance after release. As long as the HNS remain on board the vessel, it is the obligation of the ship-owner and crew to deal with the incident, assisted in most cases by the specialised crew of a salvage company. The authorities require that they are kept informed. If HNS are discharged into the sea, models are used to predict consequences of the behaviour such as gas plumes or dissolved substances in the water column. Packaged goods *e.g.* lost containers have to be detected by means of side scan sonar/multi beam echo sounder and identified and possibly removed.
Response to coastal pollution is also the responsibility of RWS. Oil or other substances that are washed ashore will be collected and treated. Contractors will supply equipment and manpower to deal with the pollution.

1.7.3.9 Claims management

Any maritime incident or response to oil pollution results in costs for the RWS. In NL the Polluter Pays Principle applies so the perpetrator will be identified and held liable. Sending the letter of liability is almost the first action taken. This also quickly establishes contact with representatives of the polluter.
Following first contacts, the polluter (ship owner or offshore company) is allowed to take appropriate response measures, however, any plans are supervised by RWS or contracted expertise. If the polluter fails to respond in time or according to the demands of RWS, intervention will take place. All those involved in the response operation are obliged to fill out daily log-sheets stating working hours, reasons for the work, special arrangements and deployed equipment. A person or group of persons is appointed as the central point for collecting this information and to compile a file resulting in an overview of costs involved.

These costs will be claimed for which also the EU Guidelines on Claims Management are used.

1.7.3.10 Host nation support

In the Netherlands the Ministry for the Interior has fully implemented Host Nation Support for Civil Protection side of incidents. The Marine Pollution still has to learn how to follow the guidelines of Host Nation Support.

1.7.4 Contact Points

In any incident within the BONN AGREEMENT area with a possible impact to the NL-EEZ, contact should preferably be established as soon as possible. This starts with the Focal Point in the Netherlands but might be followed by other contacts.

The focal point and 24/7 centre and SSN contact point		
Netherlands Coast Guard Den Helder	Direct Alert Tel No:	+ 31 900 0111
P.O. Box 10000	Tel:	+31 223 542 300
1780 CA Den Helder	Fax:	+31 223 658 358
The Netherlands	E-mail:	cccmail@kustwacht.nl
MRCC and JRCC	same numbers as focal point	
	e-mail:	jrcc@kustwacht.nl
Clean Sea Net contact point	Tel:	+31 88 7977100
RWS ZD	e-mail:	hmc@rws.nl

1.8 NORWAY

1.8.1 General Information

1.8.1.1 Background

Each year between 450 and 600 notifications concerning acute oil and chemical discharges are reported to the Norwegian authorities. Main sources for discharges are the offshore petroleum industry, ships and industry on land. The total length of the Norwegian coastline (including islands) is 83 000 km. High concentrations of environmentally sensitive areas such as bird nesting islands and fjords, different climatic zones and poor infrastructure pose great challenges for the national acute pollution contingency. The population of Norway is approximately 5 million, main land area is 323 758 square kilometers and 2 million km2 of ocean is located within the national economic zone.

1.8.1.2 General description of national organisation and legislation

The national responsibility for dealing with acute pollution on Norwegian territory, in the territorial sea and at Svalbard rests legally with the Ministry of Transport and Communication. The Pollution Control Act of 1981, Chapter 6, regulates private and municipal contingency. Norwegian Environment Agency issue requirements to the municipalities and the private sector. This Act is based on the following main principles: obligation to notify, obligation to respond and obligation to provide assistance. The Act is also based on the polluter pays principle.

The enforcement of the Act and regulations is the responsibility of the Norwegian Coastal Administration, **Kystverket.**

1.8.2 National organisation and responsibilities

1.8.2.1 Decision making levels and information flow

The command system is represented by the following levels:

- The Minister of Transport and Communication;
- The Director General of Norwegian Coastal Administration;
- The Director of the Department for Emergency Response; and
- Duty system (24h).

When the national contingency system is in operation, the Director of the Department for Emergency Response will act as the incident commander.

1.8.2.2 National organisation and tasks

The Norwegian Coastal Administration has the following responsibilities:

- National response authority against major acute pollution;
- Co-ordinate private, municipal and governmental contingency into a national system;
- Maintaining the governmental response organisation, Kystverket;
- Conduct surveillance by satellite and aircraft; and
- Act as national and international focal point for acute pollution notification.

All private industry is required to establish and maintain its own acute pollution contingency. In Norway, contingency requirements are always based on environmental risk assessments.

There are 32 inter-municipal contingency regions (IUA) covering both coastal and inland areas. Acute pollution caused by "normal activity" within a municipality is the responsibility of the IUA. The requirements to the municipalities is described in the Pollution regulations chapter 18 a. The governmental at sea contingency (Kystverket and Coast Guard resources) is responsible for responding to spills not covered by private and municipal contingency. Private and municipal contingency organizations are obliged to provide assistance to the governmental contingency.

1.8.2.3 Strategy for combating at sea

In general, mechanical recovery of oil pollution has first priority. Chemical response (dispersants) is considered as an important supplement. If net environmental benefit analysis (NEBA) identifies dispersants as the preferred method, chemical response may take position as the first priority response method for dedicated areas and spill scenarios.

1.8.2.4 Strategy for combating on-shore

The main criteria for selection of on-shore response methods are the environmental impact, i.e. *restitution period* for critical habitats or populations. The possible negative effect of the response method itself is part of the strategy. Hence, monitoring and attenuation (natural degradation) may be selected if this represents an acceptable restitution period.

1.8.2.5 National resources

In Norway, response equipment for oil recovery at sea is based on a combination of governmental operated vessels operated by NCA or Coast Guard, offshore industry oil recovery vessels operated by NOFO, and private owned vessels. This strategy is due to the large number of tugs, supply-ships, ferries and fishing vessels available. Governmental resources in Norway are as follows (as per June 27, 2018):

- 1900 metres of harbour booms;
- 34000 metres of coastal booms;
- 6400 metres of offshore booms;
- 16 Harbor systems (Current Buster 2);
- 15 Coastal systems (Current Buster 4);
- 12 offshore systems ((Current Buster 6 and oil trawl);
- 200 oil recovery devices;
- 10 Coast Guard vessels with on-board recovery equipment;
- 5Oil Recovery vessels belonging to Norwegian Coastal Administration;
- 1 Oil recovery vessel belonging to the Governor of Svalbard; and
- 35 privately owned vessels from 12 to 28m on stand-by contracts with Norwegian Coastal Administration.

NOFO resources; see www.NOFO.no/beredskap

1.9 SPAIN

1.9.1 General Information

1.9.1.1 Background

- Around 400 notifications are reported to the Spanish Authorities every year concerning acute oil and chemical discharges;
- Main sources for discharges are the petroleum industry ports, operations on ships and industry on land;
- The total length of the Spanish coastline (including islands) is about 8 000 km;
- Environmentally sensitive areas have been declared such as bird-nesting areas, marine reserves and natural parks in the coastline;
- High traffic density areas such as Finisterre and Tarifa Strait, and areas close to navigation lanes, pose great challenges for the national pollution contingency;
- The population of Spain is approximately 47 million;
- The area of mainland Spain is about 505.000 square kilometres; and
- Spain provides pollution detection surveillance over an area of about 1.5 million km2.

1.9.1.2 General description of national organisation and legislation

The national responsibility for dealing with acute pollution originating at sea rests at the Ministry of Development (Fomento) through the General Directorate of the Merchant Marine. The Spanish Maritime Safety Agency SASEMAR deals with the response actions operationally in the framework of the national contingency plans under the direction of the Maritime Authority. The national responsibility for dealing with pollution originated on land is the Ministry of Environment. The National Contingency Plan for Oil Pollution Response is presently under revision.

1.9.2 NATIONAL ORGANISATION AND RESPONSIBILITIES

1.9.2.1 Decision making levels and information flow

When response is at sea the command system is represented by the following levels:

- The Director General of the Merchant Marine (Head of the Spanish Maritime Authority);
- The Local Head of the Maritime Authority in the area of operations (Capitán Marítimo);
- The Head of the SASEMAR Centre involved; and
- The officer on duty (24h).

1.9.2.2 National organisation and tasks

The National Response System is currently under revision.

National organisation is based on levels of response. These levels are defined according to the lines given in the OPRC Convention.

Each level of response is organised under a Contingency Plan and the conditions for activation of each plan are defined in the National Response System.

The National Response System comprises two scenarios: maritime and coastline. Each of them has the contingency plans organised in levels. The levels are: National, Territorial and Local. In the National Response System there are provisions for the coordination between the different level contingency plans in each scenario.

1.9.2.3 Strategy for combating at sea

In general, mechanical recovery of oil pollution is the preferred option for oil pollution response at sea in Spanish waters. Chemical response (dispersants) can be considered on a case-by-case basis provided an environmental benefit analysis (NEBA) has identified dispersants as the best response option. However the decision to apply dispersants has to be issued specifically in response to the emergency by the high level authority in accordance with the contingency plan.

1.9.2.4 Strategy for combating on-shore

The strategy for selecting on-shore response methods are the environmental analysis and the impact of the response actions. Removal of the pollution should be exercised taking into account the possible negative effect of the cleaning method. Due to the great variety of environment types along the Spanish coastline and interests to be protected there is no general strategy for response. Each case should be treated on an individual basis and specific analyses and balances should be made in order to ascertain that the response actions are the best possible options on a case-by-case basis.

1.9.2.5 National resources

The main response capability is under the Spanish Maritime Safety Agency:

- 14 000 metres of harbour booms;
- 23 000 metres of coastal booms;
- 21 000 metres of ocean booms;
- 45 oil recovery devices;
- 7 multipurpose vessels with high bollard pull, on-board oil recovery equipment and storage;
- 6 strategic store bases, two of them with underwater operations response capability; and
- 3 Remote Operating Vehicles for underwater operations. The maximum operating depth is 1000 metres.

In order to comply with the OPRC Convention, Ports and Terminals are being equipped with limited primary resources for first response level.

1.10 SWEDEN

1.10.1 Legislation and areas of responsibility

The Civil Protection Act (2003) defines the different branches of society's rescue services and the responsibilities of each of the branches. The Swedish Coast Guard has the responsibility for the maritime environmental protection, which includes the response to oil and other harmful substances in the territorial waters, the EEZ and in the larger lakes Vänern, Vättern and Mälaren.

The fire brigade of the respective municipality is responsible for response to oil and other harmful substances on beaches, in harbors and in inland waters. The municipalities are supervised and supported by the Swedish Civil Contingencies Agency. The Civil Protection Act also states that for every response operation there shall be a Response-Commander. This person is given extraordinary rights to take whatever measures may be necessary in order to save lives, property or the environment.

1.10.2 Requirements and strategy

1.10.2.1 Response at sea

The requirements from the Government to the Coast Guard are that:

- Measures to prevent the spreading of oil in an accident should be started within four hours of receiving notification of the accident;
- Recovery operations should be started within eight hours;
- The Coast Guard should be capable of dealing with oil spills of up to 10 000 tons using national resources; response to chemical accident should be started within four hours;
- The Coast Guard should have sufficient capacity for international cooperation.

The response strategy and priorities are:

- As a first step, to stop the outflow of oil from the vessel;
- As a second step, to stop the spreading of oil on the water surface; and
- As a third step, to recover the oil at sea before it has reached the coastal zone, the archipelago and the beaches.

1.10.3 Organisation

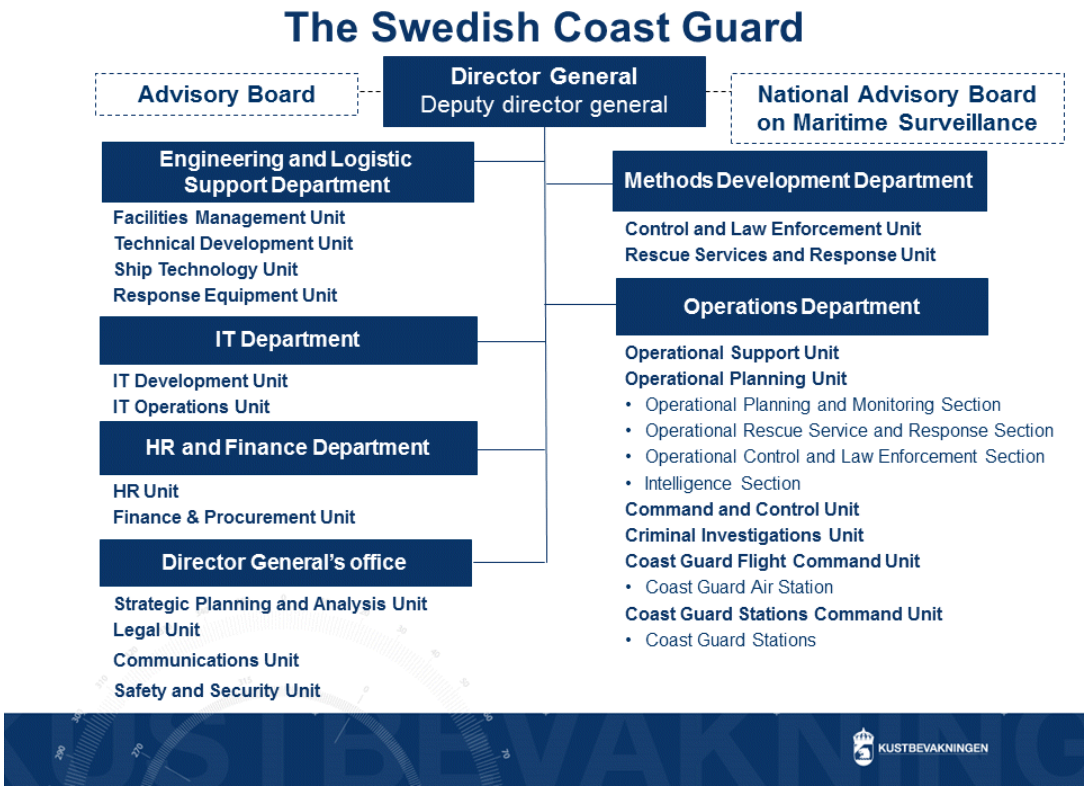
The Swedish Coast Guard changed their organization in September 2016. The structure of head office and regions has been removed, and the new organization consists of one Director General's staff and six departments (see **Figure 1.10.1**).

The Director General's office is together with the operations department responsible for the long-term planning, overall capacity. The method and developments department is responsible for the international cooperation at the strategic level (IMO, EU, HELCOM, the Bonn Agreement, the Copenhagen Agreement and EPPR/Arctic Council). The department of Operations is responsible of international cooperation at operational level.

The Swedish Coast Guard always has an officer on duty, for strategic decisions and for international co-operation. The Swedish Coast Guard has a 24-hour command center with officers on duty and a Response Commander on duty. The command center is located in Gothenburg (NCP) and a sub center in Stockholm.

The Coast Guard has sea-going vessels permanently at sea, of which four shall be specialized response vessels. In an operation, the Response Commander has overall responsibility for commanding the entire response operation. The co-ordination at sea will be taken by an On-Scene Commander (OSC) and if chemicals other than oil are involved there will be an On Scene Commander/Emergency Responders (OSC/ER) appointed.

Figure 1.10.1 Organisation of the Swedish Coast Guard



1.10.3.1 Resources

The Coast Guard has about 70 emergency responders specially trained and equipped for scuba diving, response to chemicals and fire-fighting on board. The Coast Guard also has a special agreement with municipal fire brigades along the coast according to which each of the fire brigades has agreed to assist the Coast Guard in an accident at sea with a MIRG (Maritime Incident Response Group) team of five-six firemen. These firemen are specially trained for actions on board ships and for deployment from helicopter together with light equipment.

The Coast Guard should provide immediate assistance to the helicopter in the form of heavy equipment such as hoses, foam, cooling capability and everything needed for a protracted operation. The Coast Guard operates three surveillance aircraft. For environmental surveillance and support in an oil spill situation, the aircraft are equipped with SLAR, IR/UV, FLIR and camera equipment. They are also

equipped with sampling buoys, which can be dropped onto an oil spill in order to obtain a sample of the oil. The three aircraft have a total flying time of approximately 3000 hours per year.

The main body of the resources for environmental response consists of twelve environmental response vessels, all equipped with built-in or cassette advancing systems (LORI/LAMOR). These vessels are also equipped with ordinary skimmers, pumps and containment booms, and have a storage capacity of 100-1050 m^3. The storage capacity can be extended with the help of rubber containers (oil-bags) and barges. The Swedish Coast Guard operates three multipurpose vessels with high capacity emergency towing, firefighting and recovery capabilities. At least one, and more usually two, of these vessels are always at sea.

For shallow water operations in the archipelago, there are twelve units equipped with brush skimmers. These are designed for transportation by lorry or by aircraft / helicopter.

For rapid containment of oil, the Coast Guard has seventeen towable units, each carrying 500 meters of booms strategically allocated along the coastline. These sea-trailers are designed for lorry transportation to an appropriate port near the accident. The trailer can be launched into the water directly from the lorry and can be towed to the site at a speed of up to 30 knots.

The Coast Guard has approximately 16 000 meters of “RoBoom high sea booms”, “Expandi 4 300 coastal booms” and NOFI 600S. The Coast Guard also has a number of skimmers, containers and transfer pumps. For backup and assistance in an operation the Coast Guard has over thirty cutters and around sixty smaller workboats.

For oil recovery operations, most of the response vessels have special air filters and an over pressure system which is used when operating in hazardous atmospheres, thus allowing the crew to work inside the ship without carrying gas masks etc. One vessel is equipped with filters to protect the interior of the ship against different hazardous gases in case of an incident involving chemicals.

1.10.3.2 Response on shore – Municipalities and Swedish Civil Contingencies Agency

The local fire brigades of the municipalities are required to have a certain capacity for beach cleaning and harbour spills. In the case of larger spills, the Swedish Civil Contingencies Agency has allocated two larger equipment stores at strategic locations. These stores support the local fire brigades with different types of beach protection and cleaning devices, such as light booms, tarpaulins, pumps, protective clothing, brushes and buckets.

1.10.4 Contact Points

The Swedish Coast Guard
Postal address: PO Box 536, 371 23 Karlskrona
Street address: Bastionsgatan 18, Stumholmen, Karlskrona
Phone +46 776-70 70 00, fax +46 455-105 21
E-mail: registrator@kustbevakningen.se

After office hours
After office hours you can reach the Coast Guard at our.Command and Control center Gothenburg, National Contact Point (NCP)
Phone: +46 776-70 60 00
E-mail: lc@kustbevakningen.se

1.11 UNITED KINGDOM

1.11.1 Information on National Strategies, Legislation, Organisation, Ships, Aircraft and Equipment for Combating Oil Pollution Incidents

1.11.1.1 Responsibilities

Major pollution incidents affect many interests both within and outside Government. The main organisations likely to become involved in the direction of counter pollution operations and their responsibilities are presented in the following sections.

Maritime and Coastguard Agency (MCA)

The MCA has the main responsibility for exercising central Government's response to an oil or chemical pollution incident inside the UK Pollution Control Zone. The lead role is taken by the Maritime and Coastguard Agency, an executive agency of the UK Department for Transport which is responsible for taking action to deal with marine pollution from shipping and offshore installations, and for providing advice and assistance to, and co-ordination of, local authorities for clean-up on shore.

Local Authorities

Generally, coastal local authorities take the lead in dealing with pollution which comes ashore. They currently have no statutory responsibility to do so. However they do have a duty to assess the risk of an emergency occurring, and to prepare and maintain plans where they consider it necessary or desirable to act to prevent, reduce, control or mitigate the emergency's effect. In a major incident local authorities would be provided with assistance from the MCA.

Ministry of Defence

The Ministry of Defence is responsible for dealing with oil spills from its own ships wherever they may be, and for all spills which occur within the limits of naval bases.

Department of Energy & Climate Change (DECC)

DECC works to make sure the UK has secure, clean, affordable energy supplies and promotes international action to mitigate climate change.

DECC, with advice from the MCA, is responsible for policy on the control of pollution from offshore installations whose operators are required to provide resources and deal with spills. If an operator's resources proved inadequate to cope with a spill and coastal pollution was threatened, the MCA might take over control of the clean-up operations.

Port and Harbour Authorities

Port and Harbour authorities have statutory responsibility, under the Oil Pollution Preparedness and Response Co-operation Convention (OPRC), for clean-up operations within their port areas. If any pollution spreads outwards into the open sea or threatens the adjacent coastline, the MCA and local authorities would be involved.

1.11.1.2 Broad approach

The central objective of all counter pollution activities is to minimise damage to human health, wildlife, fisheries, ecologically sensitive areas and amenity beaches. The MCA maintains the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations (NCP) and resources to cover its at-sea clean up responsibility. It also maintains specialised beach cleaning equipment for deployment as agreed with local authorities; advises local authorities on their contingency plans; approves plans for ports and

harbours in accordance with OPRC and advises DECC on approval of contingency plans for offshore operators. The MCA also provides training to local authority staff in beach cleaning management and techniques. Note: the NCP is in the process of being refreshed and the updated version is expected to be finalised by the end of 2014. The current NCP was effective as of August 2006.

1.11.1.3 Organisation

Standing arrangements exist to channel reports to the MCA of incidents that cause, or threaten to cause pollution. MCA informs the relevant environmental regulator, fisheries, statutory nature conservation body, local authorities and other bodies of such reports.

During a major counter pollution incident involving a ship casualty, the MCA Head of Counter Pollution and Salvage Branch exercises overall control of counter pollution operations. MCA staff are deployed to a convenient location close to the incident where local command of at-sea operations would be established. In a major coastal pollution incident, a Shoreline Response Centre in line with the UK Civil Contingencies mechanism, may be established at the request of the affected local authorities, to co-ordinate and lead the on-shore response.

1.11.1.4 Combating pollution at sea

The primary response for combating oil at sea in the conditions prevalent around the UK coastline is spraying with dispersant. The UK has a small fleet of contracted aircraft, ready for fitting with spray gear, and available to apply dispersants at 6 hours' notice at all times. They can be deployed quickly to any part of the UK Pollution Control Zone (out to 200 nautical miles). MCA also maintains stockpiles of oil recovery equipment. Two additional dedicated surveillance aircraft, suitably fitted for oil detection provide direction and control of at sea clean-up operations.

1.11.1.5 Preventing or minimising pollution at sea

Primary responsibility for dealing with the situation on board a shipping casualty which causes or threatens to cause oil pollution rests with the owners and the commercial salvors. The MCA, however, keeps closely in touch with what is proposed to ensure that the wider public interest in preventing or minimising pollution is taken fully into account. If necessary the Secretary of State's Representative for Salvage and Intervention (SOSREP) invokes the powers of the Secretary of State to intervene and give directions to the master/salvor/harbour master, or even take direct action.

Transferring the oil from the damaged vessel, either where she happens to be or at some more favourable location, may be an attractive way to tackle the problem and the MCA has cargo transfer equipment available for this purpose.

The MCA also maintains an Emergency Towing Vessel (ETV) at the Orkney Islands, Scotland.

1.11.1.6 Combating pollution on-shore

The MCA maintains stockpiles of more specialised equipment which can be made available to local authorities.

1.11.2 Contact Points

Contact telephone, fax and telex numbers can be found at:
https://www.bonnagreement.org/about/contracting-parties/uk