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Extraordinary Meeting of the Contracting Parties
to the Convention for the Protection of the
Mediterranean Sea against pollution and its
related protocols

Athens, 10 - 13 April 1984

REPORT ON THE IMPLEMENTATION OF THE PROTOCOL CONCERNING
CO-OPERATION IN COMBATING POLLUTION OF THE MEDITERRANEAN BY OIL
AND OTHER HARMFUL SUBSTANCES IN CASE OF EMERGENCY

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Background

1. The Conference of Plenipotentiaries of the Coastal States of the Mediterranean Region for the Protection of the Mediterranean Sea (Barcelona 1976) agreed upon the establishment of the Regional Oil Combating Centre "noting that the Protocol on Co-operation in Combating Pollution of the Mediterranean Sea by Oil and other Harmful Substances in Cases of Emergency makes provisions for a Regional Centre within the Mediterranean for the execution of some of the functions required by that Protocol".
2. The functions referred to are: the general exchange of information (article 6), means of communication (article 7), dissemination of alerts in case of emergency (article 8), exchange of information during and after an emergency (article 9) and assistance for combating pollution (article 10).
3. The Protocol on Co-operation in Combating Pollution of the Mediterranean Sea by Oil and other Harmful Substances in Cases of Emergency entered into force in 1978. It will be referred to hereafter as the "Protocol".
4. This paper considers what actions have been undertaken by the Regional Centre and the Contracting Parties to the Protocol with respect to each of these articles.



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Article 6

5. Article 6 refers to the exchange of general information as follows :

"1. Each Party undertakes to disseminate to the other Parties information concerning:

- (a) the competent national organization or authorities responsible for combating pollution of the sea by oil and other harmful substances;
- (b) the competent national authorities responsible for receiving reports of pollution of the sea by oil and other harmful substances and for dealing with matters concerning measures of assistance between Parties;
- (c) new ways in which pollution of the sea by oil and other harmful substances may be avoided, new measures of combating pollution and the development of research programmes.

2. Parties which have agreed to exchange information directly between themselves shall nevertheless communicate such information to the Regional Centre. The latter shall communicate this information to the other parties and, on a basis of reciprocity, to coastal States of the Mediterranean Sea Area which are not Parties to this Protocol."

6. Information related to paragraph 1 (a) has been collected from the coastal States and is regularly updated and disseminated through their focal points.

7. Information related to paragraph 1 (b) has been collected during visits to the coastal States and through questionnaires on contingency planning.

8. Information related to paragraph 1 (c) has been collected during visits to the coastal States, through questionnaires on contingency planning, manufacturers and organizations offering services, as well as through scientific focal points. The Centre has completed its own information system of world-wide documentation from various sources.

Until now information has been disseminated mainly through the ROCC NEWS and through the publication of two inventories : Commercialized Products and Equipment for Oil Production Combating; and Organisations Offering Services in Case of Emergency in the Mediterranean. These documents are regularly updated and disseminated through the focal points.

9. Although the Centre is dealing at present exclusively with oil pollution, some information has been collected on measures for combating pollution by harmful substances.

10. With reference to paragraph 2 of article 6 there is to date no clear and routine procedure for the communication of information to the Centre by the Contracting Parties as requested, or for its dissemination to other Parties. The list of focal points in the Contracting Parties may be used for the latter purpose. (Annex III to the present document).

Article 7

11. Article 7 refers to the co-ordination of the means of communication and reads as follows:

"The Parties undertake to co-ordinate the utilization of the means of communication at their disposal in order to ensure, with the necessary speed and reliability, the reception, transmission and dissemination of all reports and urgent information which relate to the occurrences and situations referred to in article 1. The Regional Centre shall have the necessary means of communication to enable it to participate in this co-ordinated effort and, in particular, to fulfil the functions assigned to it by paragraph 2 of article 10."

12. During his visits to the coastal States, the Director made several efforts to collect information about telecommunications facilities in the coastal States, and to inform each focal point of the facilities available at the Centre and in Malta.

13. The facilities at the Centre have been developed and strengthened according to the needs and the activities of the Centre. The coastal States have repeatedly been informed of these facilities. At present, these include:

- Three telephone lines: 37296, 37297, 37298
- Two telexes: 1464 UNROCC MW, 1396 UNROCC MW
- Telegraphic address : UNROCC, MALTA
- Telephone Answering Machine to record incoming messages out of office hours

Detailed information concerning these facilities, as well as those available in Malta, have been circulated periodically to all Contracting Parties.

14. To test these facilities and those in the Contracting Parties, the Centre organized four telecommunication exercises between June 1978 and June 1982. The participation of the Parties in these exercises has now reached a good level. However it appears from the test held in June 1982 that the present telecommunication facilities seem to have deteriorated if account is taken of the increased technical time of establishing communication from and to the Centre. This deterioration could affect seriously the assistance that the Centre may offer in cases of emergency. Consideration should be given to new actions to be taken to improve the telecommunication facilities, particularly if the trend is confirmed by the next exercise.

Article 8

15. This article concerns dissemination of alerts of accidents and spillages originating from ships and aircraft. It reads as follows:

- "1. Each Party shall issue instructions to the masters of ships flying its flag and to the pilots of aircraft registered in its territory requiring them to report by the most rapid and adequate channels in the circumstances, and in accordance with annex I to this Protocol, either to a Party or to the Regional Centre:

- (a) all accidents causing or likely to cause pollution of the sea by oil or other harmful substances;
- (b) the presence, characteristics and extent of spillages of oil or other harmful substances observed at sea which are likely to present a serious and imminent threat to the marine environment or to the coast or related interests of one or more of the Parties.

2. The information collected in accordance with paragraph 1 shall be communicated to the other Parties likely to be effected by the pollution;

- (a) by the Party which has received the information either directly or preferably, through the Regional Centre; or
- (b) by the Regional Centre.

In case of direct communication between Parties, the Regional Centre shall be informed of the measures taken by these Parties.

3. In consequence of the application of the provisions of paragraph 2, the Parties are not bound by the obligation laid down in article 9, paragraph 2, of the Convention."

16. In the past seven years the Regional Centre has received approximately 84 alerts and reports of both accidents and oil spills and occasionally reports concerning chemicals. (see annex II: List of Alerts and Accidents recorded at ROCC). Several Parties report regularly to the Centre through their operational focal point. However, in many cases, the Centre has not been informed directly by the Party concerned but through other channels, with sometimes a serious delay. In such cases the Centre has always tried to contact the Party concerned for confirmation and for further information.

17. The information transmitted during alerts was generally poor compared to the guidelines set forth in annex 1 of the Protocol. In order to improve this in March 1983, the Centre organised a first alert exercise using a ROCC Standard Alert Format developed and disseminated in 1982 to facilitate the transmission of clear, concise and complete standardized messages about any accident or oil spill. This exercise gave very good results with the participation of 15 coastal States. For a full report refer to Annex I.

18. When possible, the Centre attempts to maintain contact with the Party concerned until the end of the alert, and always endeavours to ensure, whenever possible, that all Parties who might be concerned by the accident, are kept informed.

Article 9

19. Article 9 is concerned with emergency response and reporting. It states that:

- "1. Any Party faced with a situation of the kind defined in article 1 of this Protocol shall:
 - (a) make the necessary assessments of the nature and extent of the casualty or emergency or, as the case may be, of the type and approximate quantity of oil or other harmful substances and the direction and speed or draft of the spillage;
 - (b) take every practicable measure to avoid or reduce the effects of pollution;
 - (c) immediately inform all the Parties, either directly or through the Regional Centre, of these assessments and of any action which it has taken or which it intends to take to combat the pollution;
 - (d) continue to observe the situation for as long as possible and report thereon in accordance with Article 8.
2. Where action is taken to combat pollution originating from a ship, all possible measures shall be taken to safeguard the persons present on board and to the extent possible, the ship itself. Any Party which takes such action shall inform the Inter-Governmental Maritime Consultative Organization." (*)

20. The present role of the Regional Centre is limited to action described under paragraph 1 (c) above, and this has been carried out with regard to various emergencies. A standard format which is used by IMO, has been disseminated to the Parties for use in reporting on pollution emergency response action.

21. The data available at the Centre for prediction of oil slicks, on existing facilities and on past accidents, are valuable information which can assist the Parties in assessing the emergency situation and in taking decisions on practicable response measures. Accordingly, the Parties may wish to consider consulting the Regional Centre with regard to actions to be taken pursuant to paragraphs 1 (a) and 1 (b) of this article.

Article 10

22. Article 10 concerns requests of assistance in cases of emergency and states that:

(*) IMCO has changed its name to the International Maritime Organization (IMO) on 22 May 1982.

- "1. Any Party requiring assistance for combating pollution by oil or other harmful substances polluting or threatening to pollute its coast may call for assistance from other Parties, either directly or through the Regional Centre referred to in article 6, starting with the Parties which appear likely to be affected by the pollution. This assistance may comprise, in particular, expert advice and the supply to or placing at the disposal of the Party concerned of products, equipment and nautical facilities. Parties so requested shall use their best endeavours to render this assistance.
2. Where the Parties engaged in an operation to combat pollution cannot agree on the organization of the operation, the Regional Centre may, with their approval, co-ordinate the Activity of the facilities put into operation by these Parties."
23. The Centre was able to offer its support during an emergency each time it was requested by the Party concerned.
24. In June 1980, when the "ZENOBIA" sank near Larnaca, Cyprus, one expert from the Hellenic Coast Guard and a team of three divers and equipment were provided by Greece through the Centre, to start immediate clean-up operations. Information on equipment and services was supplied by the Centre. An expert in salvage was sent at a later stage.
25. In three other cases, experts have been sent by the Centre to the site of an accident to offer their advice ("PARNASSOS", "INDEPENDENTA", "SAMIR").
26. The Centre also assisted Algeria after the grounding of the "JUAN A LAVALEJA", by indicating societies of services activating necessary contacts.

List of Annexes

- I - Report of Alert Exercise 83 including ROCC Standard Alert Format.
- II. - List of Alerts and Accidents recorded at ROCC, June 1977 - June 1983
- III. - List of Focal Points



IMO



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REGIONAL OIL COMBATING CENTRE
FOR THE MEDITERRANEAN SEA
CENTRE REGIONAL MEDITERRANEEN
DE LUTTE CONTRE LA POLLUTION
PAR LES HYDROCARBURES

MANOEL ISLAND

MALTA

FIRST ALERT EXERCISE

MARCH 1983

R E P O R T

1. INTRODUCTION
2. STANDARD ALERT FORMAT
3. FIRST ALERT EXERCISE
4. ANALYSIS OF THE RESULTS
5. CONCLUSIONS
6. RECOMMENDATIONS

1. INTRODUCTION

One of the most important objectives of the Regional Oil Combating Centre for the Mediterranean Sea is to assist the Mediterranean coastal States to combat (massive) oil pollution. Obviously, to accomplish this task, the Centre has to be informed on the accidents causing or likely to cause pollution of the sea by oil (or other harmful substances).

Most of the other basic activities of the Centre are also directly related to the information on oil spillages.

The actions taken by the Centre in cases of emergency, as well as the routine activities, will very much depend on the quality of the information on accidents received at the Centre. In other words, the information sent is to be:

- a) prompt
- b) accurate
- c) precise
- d) complete
- e) brief

- ad a) In cases of emergency, time is an extremely important factor. The shorter the delay of response to an oil spill is, the easier it will be to collect the oil, the cheaper the cost of the operation, less coastline will be impacted, less oil will be lost to the environment, etc... A delay in forwarding the information would, of course, result in a delay in actions taken by the Centre and assistance offered accordingly. The consequences of such a delay are listed above.
- ad b) Accuracy of the information means that the data communicated to ROCC should correspond to the actual (true) situation. The actions taken and decisions made will depend essentially on the accuracy of the first information.
- ad c) If more than one information is sent, the precision of information is extremely important. Differences in reports can completely misguide the decision maker or at least cause a delay for checking the information. The effects of sending not-precise-enough information will be the same as effects of late and inaccurate information.
- ad d) The information communicated is to be complete i.e., as much data as possible is to be given. This data must cover the accident itself, its location, meteorological and sea conditions, the pollutant, endangered areas, etc... Assistance offered through the Centre (or by the Centre) will be in accordance with this data.
- ad e) Although complete, the message is to be brief. Sending long information may be difficult (and not safe enough) because of communication system's restrictions. Using figures, is more useful than sending long descriptions and "stories".

The importance of informing coastal States on all accidents causing or likely to cause an oil spill is stressed in several articles of the Protocol concerning co-operation in combating pollution of the Mediterranean Sea by oil and other harmful substances in cases of emergency.

The Protocol defines who is to send the information as well as to whom the information is to be sent.

The contents of the information itself are generally described in ANNEX I to Article 8 of the Protocol.

But unfortunately, the information communicated to ROCC in the past six years was very often incomplete, late or inaccurate. The first information was also often sent by a third party i.e., not the coastal State.

In order to improve the situation, particularly when emergencies are concerned, ROCC started working on the preparation of the Standard Alert Format (SAF).

2. STANDARD ALERT FORMAT

The first draft of ROCC STANDARD ALERT FORMAT was worked out in December 1981, with the co-operation of IMO/French expert, Mr. Lucien Cabaniols, during his stay at the Centre, in Malta. The document was prepared in such a way to facilitate the formulation of an urgent message which should be sent to ROCC by the Authorities of the country endangered by an oil spillage or by the witness of an accident.

During the first half of 1982 the document was revised and completed and the uniform way of presentation was adopted. Also, French and English translations of the text were harmonized. In June 1982, several modifications were made in accordance with suggestions of Mr. Terry Hayes (IMO expert). The final version of the document was adopted in the beginning of July 1982. Instructions for use and two examples of messages prepared by Mr. Cabaniols, were added and the complete document was ready for dissemination to ROCC focal points by the end of July 1982.

The final version (see ANNEX I) was in fact a guide (or checklist) for the formulation of an urgent message which was to be sent to ROCC in cases of emergency. Communicating all the listed data, or at least, as much of it as available, would enable the Centre to take immediately all necessary actions to provide assistance to the endangered country. It was suggested to ROCC focal points to use telex (primarily), then telegram and (if these two are not available) telephone to transmit the message.

"Communication exercises" helped considerably in determining this order of priority and according to this experience, telex has proved to be the most reliable means of communications available.

Parallel with the preparation of ROCC S.A.F., the testing of this new document was planned. In order to check the applicability of ROCC Standard Alert Format, it was decided to organize an alert exercise a few months after the dissemination of the document.

3. FIRST ALERT EXERCISE

In accordance with previous plans it was agreed that the exercise should consist of several phases (steps) as follows:-

a) Preliminary Phase - July 1982

Dissemination of ROCC Standard Alert Format (see ANNEX I) - although not strictly related to the First Alert Exercise, because dissemination of S.A.F. was planned separately, it can be considered as the preliminary phase.

b) First Active Phase - 09 February 1983

Dissemination of circular letter with the description of the exercise itself and the description of the fictitious accident which will "endanger" the coastal State on the day of exercise (see ANNEX II). In the description of the accident some details were intentionally omitted and it was decided that they would be transmitted by telex on the day of "accident".

Since in a real case of emergency it is likely that information on the accident will not be complete in the beginning and the official sending a message will have to compile data from various sources to formulate the reliable information, we have tried to create a similar situation.

c) Second Active Phase - 10 March 1983

Transmission of details missing in the first description of the fictitious accident and instruction on the date of the exercise (see ANNEX III). This message was sent by telex (to Albania and Lebanon by telegram) and data on the location of the "accident" and wind direction were modified for each coastal State. From a total of 18 it is worth noting that 14 messages were sent on 10 March in 1 hour 27 minutes (10.51 - 12.18), other 3 on the same date in 31 minutes (14.27 - 14.58) and only one telex (to Tunisia) was sent next morning (11 March).

Compared with the situation during previous Communication Exercises and particularly the last one (June 1982) the results achieved during First Alert Exercise were excellent. Improvement in telecommunication connections (especially telex) is most probably the result of introduction of new Electronic Telex Exchange in Malta in January 1983.

d) Third Active Phase - 16 March 1983

Receiving of messages. All ROCC focal points were instructed to inform ROCC on fictitious accident on 16 March 1983. The analysis of the results of the exercise is given below.

4. ANALYSIS OF THE RESULTS

The response of the Mediterranean coastal States to the First Alert Exercise was very satisfactory. Most of ROCC's focal points replied and sent alert messages in due time. The summarized results and analysis are given below, in tabular form.

TABLE 1.

LIST OF MEDITERRANEAN COASTAL STATES WITH
DATES AND TIME OF RECEIVED REPLIES

COUNTRY	DATE	HOUR	DELAY *	REMARKS
ALBANIA	-	-	-	
ALGERIA	15.03	-	-	Telex sent on 15.03 informing ROCC that Algeria could not participate.
CYPRUS	16.03	15.35	+ 7.35	
EGYPT	16.03	08.26	+ 0.26	Three telexes sent on 16 & 17 March.
FRANCE	16.03	09.02	+ 1.02	
GREECE	16.03	07.26	- 0.34	
ISRAEL	16.03	09.24	+ 1.24	
ITALY	17.03	13.38	+ 29.38	Info. on delay received in advance.
LEBANON	21.03	20.46	+ 132.40	
LIBYA	16.03	08.36	+ 0.36	
MALTA	16.03	12.10	+ 4.10	
MONACO	21.03	16.20	+ 128.20	
MOROCCO	16.03	10.35	+ 2.35	
SPAIN	-	-	-	
SYRIA	16.03	08.22	+ 0.22	
TUNISIA	16.03	10.49	+ 2.49	
TURKEY	-	-	-	
YUGOSLAVIA	16.03	13.14	+ 5.14	

* As 0 (zero) time we used the opening hour of the Centre on 16 March 1983, i.e., 08.00 hours L.T.

Total number of messages sent by ROCC: 18

Total number of replies received at ROCC: 15 (83.3%)

Types of replies:

A	messages providing information in accordance with S.A.F.	11 (73.3%)
B	messages providing information not in accordance with S.A.F.	1 (.6.7%)
C	messages not providing required information	2 (13.3%)
D	excuses for no participation	1 (6.7%)
		<hr/>
		15 (100 %)

TABLE 2.

MEDITERRANEAN COASTAL STATES LISTED ACCORDING
TO THE TYPE OF REPLY RECEIVED AT ROCC

TYPE OF REPLY	COUNTRY
A	CYPRUS, FRANCE, GREECE, ISRAEL, ITALY, LIBYA, MALTA, MONACO, MOROCCO, TUNISIA, YUGOSLAVIA.
B	EGYPT
C	LEBANON, SYRIA.
D	ALGERIA
no reply	ALBANIA, SPAIN, TURKEY.

Total number of replies: 15

Total number of satisfactory replies: 12 (80%)

Delays from 0 time:

A	less than 1 hour	3	(25%)
B	1 - 3 hours	4	(33%)
C	3 - 24 hours	3	(25%)
D	more than 24 hours	2	(17%)
		<u>12</u>	<u>100%</u>

TABLE 3.

MEDITERRANEAN COASTAL STATES LISTED ACCORDING
TO THE DELAY OF REPLY RECEIVED AT ROCC

CATEGORY	COUNTRY*
A	GREECE, EGYPT, LIBYA.
B	FRANCE, ISRAEL, MOROCCO, TUNISIA.
C	MALTA, YUGOSLAVIA, CYPRUS.
D	ITALY, MONACO.

} less than 8 hours
(83%)

* Listed in chronological order

It is important to note that Algeria and Italy informed the Centre that they had not received the Standard Alert Format (Ex/Circ.56 of 20 July 1982). The Italian focal point informed the Centre of this in advance and it was therefore possible to send a copy of the S.A.F. before

16 March, so that Italy participated to the exercise although with a certain delay. The Algerian focal point sent the information on the same problem only a day before the exercise and unfortunately Algeria could not participate.

Lebanon only informed the Centre that "no spillage happened in their territorial waters" but this indicates at least that the letter and the last message from the Centre had been received.

Syria transmitted the same message which had been sent by ROCC on 10 March.

Egypt sent three telexes describing in detail "the accident" and "measures taken" and informing the Centre (by the third telex) that "the operation was successfully finalized".

Other 11 (eleven) countries namely: Cyprus, France, Greece, Israel, Italy, Libya, Malta, Monaco, Morocco, Tunisia and Yugoslavia sent expected messages with the required information and in accordance with the Standard Alert Format. Some of them modified the last part of the message regarding assistance and actions already taken, so that this part really corresponded to the situation in those countries (e.g. Cyprus, France, Greece, Malta and Monaco).

No replies were received from Albania, Spain and Turkey.

Regarding the language used to formulate the message, all countries with the exception of Italy used one of the two official working languages of the Centre (French or English). The Italian message was formulated in Italian. Since this was only an exercise, such practice did not create any problems, but in the case of real emergency, the use of any language except that officially accepted by Mediterranean coastal States, may cause at least, unnecessary delay in response.

5. CONCLUSIONS

1. The First Alert Exercise proved that most of the Mediterranean coastal States have accepted ROCC Standard Alert Format as a useful tool in the formulation of an alert message to be communicated to ROCC (and/or other coastal States) in case of emergency.
2. Messages formulated in accordance with ROCC Standard Alert Format (73.3% of all received messages) provided the information which was accurate, precise, complete, reasonably short and, in almost 60% of the cases, prompt enough.

3. The information received at the Centre proved to be sufficient for taking further actions regarding assistance if so requested.
4. In those messages where assistance was requested, the formulation of the request was precise enough for providing (by the Centre or through the Centre) the type of assistance really needed on the site of accident.
5. Remarks added by the Focal Points themselves indicate that in a real case of emergency they would act efficiently and having in mind regional co-operation.
6. The new system of Electronic Telex Exchange in Malta, facilitated significantly the promptness of the messages.
7. The problem faced by Algeria and Italy suggests that when important documents (such as Standard Alert Format, list of Focal Points, Inventories) are disseminated the acknowledgment of receipt should be requested from the Focal Points.

6. RECOMMENDATIONS

1. It is strongly recommended that ROCC's Focal Points in the Mediterranean coastal States should use ROCC Standard Alert Format whenever sending an alert to the Centre or directly to other coastal State.
2. It is strongly recommended that ROCC's Focal Points in the Mediterranean coastal States should widely distribute ROCC Standard Alert Format together with the information on emergency procedure to contact ROCC to their national Organizations or Authorities responsible for monitoring and alerting in cases of accidents causing or likely to cause oil pollution.
3. It is strongly recommended that alert messages should be formulated in one of the two accepted working languages of the Centre (English or French).
4. ROCC's Focal Points are kindly invited to prepare their comments and suggestions on the use of ROCC Standard Alert Format for M E D A S meeting. These suggestions should be considered by ROCC for the preparation of the next alert exercise.

ANNEX I

ROCC STANDARD ALERT FORMAT

ROCC STANDARD ALERT FORMAT

This document is a guide meant to facilitate the formulation of an urgent message (telex, telegram, telephone) to be sent to ROCC by the authorities of the endangered country or by the witness of an accident. Please refer to examples in Annex. Send a first message as quickly as possible, giving the information available immediately and complete the message on receipt of new data. Attention: This document is neither to be completed nor to be returned. When sending message to ROCC, use only number and letter as indicated below, giving the relevant information. Start your alert with code URGENT URGENT URGENT.

1. GENERAL INFORMATION

- A. Subject of message
- B. Date and time of accident (GMT or local time)
- C. Source of information
- D. How to contact the source
- E. Location and bearing (LAT, LONG) of accident

2. ACCIDENT

- A. Accident occurred to
 - . Vessel(s)
 - . Rig
 - . Refinery
 - . Depot
 - . Pipe-line
 - . Others
- B. Cause of accident
 - . Collision
 - . Explosion
 - . Fire
 - . Wreckage
 - . Grounding
 - . Leakage
 - . Others
- C. Details on vessel(s) or installation(s) involved
 - . Name
 - . Type
 - . Nationality
 - . Deadweight
 - . Owner
 - . Nature and tonnage of cargo
 - . LLOYD's Register Number of the ship (if possible)

3. METEOROLOGY

- A. Meteorological conditions
 - . Wind velocity
 - . Wind direction
 - . Sea state (Beaufort Scale or Wave Height)
- B. Surface currents in the area
 - . Direction
 - . Speed
- C. Local trend
(Improvement, worsening, steadiness)

4. POLLUTION

- A. Is there any product spilled at sea? (YES or NO)

If above answer is YES, go on filling Item 4 and then Item 6; If NO go on to Item 5

- B. Type of product spilled
 - . Crude (light, medium, heavy)
 - . Refined product (white or black)
 - . Slops
 - . Ballast
 - . Condensates
 - . Liquified Gas
 - . Liquid Chemicals
 - . Solid Chemicals
- C. Details on the spilled product(s), (if available)
 - . Density
 - . Inflammability (no, low, high)
 - . Viscosity
 - . Toxicity (low, medium, high)
- D. Quantity spilled; Present spillage rate
- E. If the product floats, estimated area covered
- F. Is the product on fire? (YES or NO)
- G. Has the coastline been affected? (YES or NO)
- H. Location of places concerned
- I. Length of coast affected (km)
- J. Types of coast concerned
 - . sandy beach
 - . pebbly beach
 - . rocky beach
 - . marsh land
 - . other

5. POLLUTION THREAT

- A. Is there any threat of spillage? (YES or NO)

Go on filling Item 5 only if above answer is YES; if NO go on to Item 6.

- B. Type of product likely to be spilled
See B, Item 4
- C. Details on the product(s) likely to be spilled
See C, Item 4
- D. Estimated maximum quantity likely to be spilled (m³ or tons)

6. ACTIONS ALREADY TAKEN

- A. Alerts
 - . Name any other coastal State likely to be threatened; has any alert been sent?
- B. At Sea
 - . Towing
 - . Lightening
 - . Containment
 - . Skimming
 - . Spraying Dispersant
 - . Fire-fighting
 - . Others
- C. On Land
 - . Cleaning-Up
 - . Waste Disposal
 - . Protection of Sensitive Areas
 - . Others

7. ASSISTANCE REQUESTED

- What kind of assistance?
- . Towing
 - . Offloading (pumping)
 - . Solids Handling
 - . Refloating
 - . Containment Booms
 - . Skimming
 - . Spraying Dispersants
 - . Fire-fighting
 - . Other means

In which form?

- . Expert advice
- . Equipment
- . Specialised teams
- . Other

8. OTHER REMARKS

EXAMPLES OF TELEX MESSAGES REPORTING MARINE POLLUTION (OR MENACE)

In order to help you in using the attached form, here are 2 samples of messages by which the two briefly described fictitious accidents can be reported. Any resemblance to real accidents would be merely by chance.

ACCIDENT 1
(AT SEA)

Fire and explosion on board a coastal tanker sailing about 10 nm offshore; sea rather rough; vessel drifted on to reef, went aground and sustained damage. Cargo: approx. 14,000 t of refined black product. Two wounded, one missing.

MESSAGE 1

Code: URGENT URGENT URGENT
From: (origin)
To: UNROCC 464 MW

1A = Accident at sea
1B = 28 March 1985 at 23.16hrs GMT
1C = Head of Maritime Sector ...xxx
1D = Mr...yyy.. Head of MS -
Telex..... Tel.....
1E = Heading...zzz.. 34.25 N/18.21 E

2A = Oceangoing vessel
2B = Grounding further to fire and explosion, fire apparently out, severe damage, no detailed report as yet.

2C = COSTMED coastal tanker -
STUPIRIEN flag 22,310 tdwt -
Agent NULIUS -
Cargo: 15,6000 t black refined product.

3A = NW 25/30 kn - 6/7 Beaufort Scale
3B = SW/NE approx. 1 kn
3C = Expected to worsen

4A = Yes
4B = Black refined product & bunkers
4C = Unknown, awaiting further details from cargo owners

4D = Unknown
4E = 3 x 0.5 nm
4F = No
4G = No

6B = Personnel rescue by helicopter -
2 tugs fitted for firefighting on standby.

6C = Impossible appreciate land-based pollution.

7 = Equipment and specialists lightening, expertise, keel damage, expertise and pollution abatement, equipment on stand-by.

8 = Contact NULIUS agent and the Ministry of ...nnn..

Regards.

YYY.,...

ACCIDENT 2
(ON THE SHORE WITH CONSEQUENCES AT SEA)

Further to landslide after a violent storm, pipeline rupture and hole on a fire wall, located round a storage tank, in a tank farm near to the shore.

MESSAGE 2

Code: URGENT URGENT URGENT
From: (origin)
To: UNROCC 464 MW

1A = Shore accident
1B = 15 July 1985 at 05.20hrs LT
1C = Provincial Governor's Office ...
1D = Cdr...yyy.. Head of Rescue Operations
Telex..... Tel.....
1E = ANYOUER Province of ...zzz..

2A = Tank farm
2B = Leakage further to rupture on a 6" pipe
2C = BADSITUT depot - refined product total capacity: 80,000 m³
damaged tanks: 18,000 m³
BADSITUT Co. - probable leakage: 5000 m³ approx. half of which has leaked outside the firewall.

3A = Slight SE breeze - 4 kn.
3B = None
3C = Stability

4A = Yes
4B = Kerosene
4C = Highly inflammable
4D = Estimate: 2000 m³
4E = All the fishing grounds
4F = No
4G = Yes
4H = Between cities ANYO and ANON
4I = 3 km
4J = Sandy beach and fishing port

6B = Maritime shipping stopped - fishing port personnel evacuated - all road traffic and pedestrians kept clear - additional fire and rescue equipment brought in - explosion level measurements under way but hampered by lack of explosimeters.

7 = Safety expert - ready explosimeters - flameproof pumping gear - back-up safety team on stand-by alert status.

8 = Extensive spill - help of no avail 12 hrs after receiving this message.

3.4.85.

ANNEX II

CIRCULAR LETTER: EX/CIRC.63

AND THE DESCRIPTION OF THE FICTITIOUS ACCIDENT



IMO

REGIONAL OIL-COMBATING CENTRE
FOR THE MEDITERRANEAN SEA

CENTRE REGIONAL MEDITERRANEEN
DE LUTTE CONTRE LA POLLUTION
PAR LES HYDROCARBURES



UNEP

Telegrams: UNROCC, MALTA

MANOEL ISLAND

Telephones: 37296

Telex: 1464 MW
1396 MW

MALTA

37297
37298

Ref. Ex/Circ. 63
PLL/DD/JM

9 February 1983

Subject: First Alert Exercise

In accordance with articles 8 and 9 of the Protocol concerning cooperation in combating pollution of the Mediterranean Sea by oil and other harmful substances in cases of emergency, Mediterranean Coastal States are bound to inform each other on accidents causing or likely to cause pollution of the sea by oil. Recognizing the need to develop the exchange of the information and particularly the system of alerting in cases of emergency, the Regional Oil Combating Centre will be organizing the first Alert Exercise in March this year.

The purpose of this exercise is to introduce and check the regular procedure that is to be followed during a real case of emergency, when an immediate alert needs to be sent to ROCC. In the same time existing communication network will be checked once again.

Precision, accuracy and promptness of the message sent to ROCC in case of an accident is of the essential importance for the actions that will be taken by the Centre in order to provide the best assistance to endangered Coastal States.

The message sent to ROCC during this exercise should be formulated in accordance with ROCC STANDARD ALERT FORMAT (refer to Ex/Circ. 56 of 20 July 1982).

Enclosed please find description of fictitious accident that will 'endanger' your country on the day of exercise. A week before that day, we will send you a telex with the precise date of exercise and some additional details on accident that are intentionally omitted in this first description.

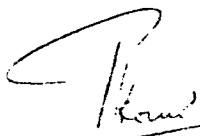
On receipt of the telex you are kindly expected to formulate the message (compiling the information from both, this letter and the telex) and send the alert to the Centre on the date indicated.

Having in mind the analyses of the previous communication exercises, we would recommend you to use primarily telex to send us the message and only if this is not possible then cable or phone.

The Centre will analyse this exercise and prepare a report on its outcome and disseminate it to the Coastal States. Accordingly, all the suggestions and remarks you may have, please include in the message under item 8 (OTHER REMARKS) of ROCC STANDARD ALERT FORMAT.

You surely appreciate the importance of this exercise and we thank you in advance for your active cooperation.

Yours sincerely



P. Le Lourd
Director

TO: ROCC'S FOCAL POINT
FROM: NATIONAL EMERGENCY CENTRE

National Emergency Centre has been informed of an oil spill accident that occurred in the territorial waters of our country. Data available at the moment are incomplete, but National Emergency Centre will keep you informed on all new details.

It is certain that the vessel involved in the accident is a motor tanker that caught fire following an explosion in the engine room. According to the first information, the fire has been extinguished but damages on cargo tanks resulted in the leakage of a significant amount of crude oil. Precise data on the cargo are not available for the time being. It is also understood that the coastline has not been affected yet.

Meteorological office reported that the weather in the zone of the accident is cloudy with sunny periods, prevailing winds being E and NE, 25 - 30 knots and sea state 6 - 7. According to the general statement it is not likely that the weather will change soon. Currents in that area and during this period of the year are usually W and not exceeding 0.7 knots.

Since weather conditions did not permit containment and recovery of spilled oil, only transfer of remaining cargo to undamaged tanks had been started as well as dispersant spraying. In the case that oil would reach the shores, cleanup operation has been envisaged. Accordingly, the expert advice on shore cleanup will probably be requested from abroad.

Next message with more details will be sent to you by telex as soon as possible.

On receipt of this telex, please transmit the alert with all data available to ROCC.

National Emergency Centre

Telephone: 12345

Telex: 67890

ANNEX III

TELEX SENT TO OPERATIONAL FOCAL POINTS
WITH LOCATIONS OF FICTITIOUS ACCIDENTS

FIRST ALERT EXERCISE

ADDITIONAL DETAILS ON FICTITIOUS ACCIDENT (TELEX MESSAGE)

ATT.

SUBJECT: FIRST ALERT EXERCISE

RE OUR LETTER EX/CIRC.63 OF 09 FEBRUARY 1983 PSE FIND ADDITIONAL DETAILS ON FICTITIOUS ACCIDENT.

QUOTE

ACCIDENT HAS OCCURRED ON 09.03.1983.AT 05.00HRS IN POSITION LAT.....
LONG.....STOP M/T "CALAMITY" OF 50.000 DWT REGISTERED AT JINXPORT IN
MEDITERANIA LOST APPROX. ONE THIRD OF HER 30.000 TONS LIGHT CRUDE OIL
CARGO STOP OIL IS REACHING COASTLINE AND IS LIKELY TO AFFECT 15 KM OF
ROCKS AND SANDY BEACHES STOP NEED FOR EXPERT ADVICE ON BEACH CLEANING
IS ENVISAGED STOP

NATIONAL EMERGENCY CENTRE

UNQUOTE

PSE FORWARD COMPLETE ALERT MESSAGE TO ROCC ON 16 MARCH 1983.

THANKS AND REGARDS

DARKO DOMOVIC

TECHNICAL CONSULTANT ROCC

FIRST ALERT EXERCISE

LOCATIONS OF FICTITIOUS ACCIDENTS

	LAT	LONG	
ALBANIA	41.20 N	19.00 E	WIND W
ALGERIA	37.10 N	07.00 E	
CYPRUS	34.48 N	33.50 E	
EGYPT	31.50 N	31.00 E	
FRANCE	43.10 N	03.30 E	
GREECE	40.00 N	23.10 E	
ISRAEL	32.30 N	34.30 E	WIND W
ITALY	42.30 N	14.40 E	
LEBANON	33.50 N	35.00 E	WIND W
LIBYA	30.45 N	19.00 E	
MALTA	36.00 N	15.00 E	
MONACO	43.25 N	07.25 E	WIND S
MOROCCO	35.30 N	04.30 W	
SPAIN	41.20 N	02.30 E	
SYRIA	35.40 N	35.20 E	WIND W
TUNISIA	35.30 N	11.30 E	
TURKEY	36.30 N	31.00 E	
YUGOSLAVIA	45.00 N	13.20 E	WIND W



UNEP

REGIONAL OIL COMBATING CENTRE
FOR THE MEDITERRANEAN SEA
CENTRE REGIONAL MEDITERRANEEN
DE LUTTE CONTRE LA POLLUTION
PAR LES HYDROCARBURES

MANOEL ISLAND
MALTA



IMO

LIST OF ALERTS AND ACCIDENTS

RECORDED AT ROCC

BETWEEN AUG. 1977 AND JUN. 1983

No.	DATE	LOCATION	DESCRIPTION ACCIDENT	ALERT GIVEN BY	OIL SPILLED		ACTIONS TAKEN	DAMAGE	REMARKS
					Quantity	Type			
1	13.08.77	SE Sicily, 35.35N 16.11E	Collision Italian tanker AGIP VENEZIA (51304 dwt) and Egyptian freighter RAMSES II	Local Newspaper	5000t	Libyan ANMA	Dispersant 94000L. FINASOL Booms and Skimmers on shore and in port	none	Report Ministry of Merchant Marine received in October 1977
2	17.09.77	Porto Torres, Italy	Damage Liberian tanker DR. DE SANY (92855 dwt)	Ministry of Merchant Marine, Italy	5 sq. miles	crude oil	Dispersant at sea	none	Report Ministry of Merchant Marine received in October 1977
3	29.10.77	Genoa - Muttado	Damage Kuwait tanker AL RAHDATAIN (32874 dwt)	Ministry of Merchant Marine, Italy	5000 - 12000 t 21 sq. miles	Kuwait 47 crude oil	Dispersant Bp at sea	none	Report Ministry of Merchant Marine received in December 1977.
4	04.11.77	Is. S. Porto Palo, Sicily	Unidentified oil slick	Port Authorities, Syracuse	8 sq. miles	?	none	none	
5	24.11.77	22.5 SSE Larnaca, Cyprus	Unidentified oil slick	Israel Focal Point	"medium size"	?	none	none	SOCC alerted Focal Points in Cyprus, Syria and Lebanon
6	28.11.77	Vasiliko Cement works Idt., Cyprus	Overfilling of tanks	Fisheries Department, Cyprus	80 t	crude oil	Dispersant 4500L. BP and SHELL	none	Report Fisheries Department received in March 1978

1978

No.	DATE	LOCATION	DESCRIPTION ACCIDENT	ALERT GIVEN BY	OIL SPILLED		ACTIONS TAKEN	DAMAGE	REMARKS
					Quantity	Type			
7	11.01.78	V. Sicily 38.02N 12.30E	Fire Greek tanker PAVLOS Y (26285 dwt)	Local Newspaper	1/2 sq. km 50 - 500 t	bunker fuel?	Dispersant at sea about 4 t FINASOL	?	
8	19.01.78	50mls E. Malta	Unidentified oil slick	Armed Forces of Malta	1/2 sq. ml	?	Aerial survey	none	ROCC contacted RAC 1
9	06.02.78	20mls NW Gozo	Discharge due to damage Grounding freighter SOPHIA D	Armed Forces of Malta	4mls x 200yds	bunker	Aerial survey. No dispersant because of weather condition	none	Aerial photo of veffel and slick
10	13.02.78	3/4mls off Gola Pt. Malta.	Unidentified oil slick	Air Traffic Control, Malta	2 sq. mls <1000 t	?	Dispersant at sea	none	Samples sent to RAC 1
11	04.05.78	Trieste pipeline Terminal, Italy	Wrong manoeuvre Libesian tanker COCORO BRITANNIA (117710 dwt)	"Oil Spill Intelligence Report" / Centre for Short-Lived Phenomena	?	?	?	?	?
12	08.06.78	Off Zueitina, Libya 30.53N 19.53E	Grounding Spanish tanker ROSTOLES (54157 dwt)	TOVALOP Spanish Focal Point	Very few	Libyan crude oil	None. Tanker towed to Algeria	none	
13	12.06.78	14mls SE Gibraltar	Collision IBN BANGUTA, U.S. freighter YELLOWSTONE (11034 dwt)	Times of Malta	?	?	Salvage	none	
14	13.09.78	1 mile of Pylos, SW Greece	Grounding Greek freighter ADMIRAL C (4380 mt)	Greek Focal Point	chemicals	toxics	Unloading	none	Report from Greek Focal Point on 06.02.79
15	19.10.78	Off Bizerte, Tunisia 37.02N 09.30E	Grounding Greek vessel PARNASSOS (8184 dwt)	Tunisian Focal Point	none		Lightening	none	RCCC/IMCO seconded an Expert
16	20.10.78	Off Paphos, Cyprus	Unidentified oil slick	Fisheries Department, Cyprus	1 sq. ml. <1000 t	?	Aerial survey	none	
17	16.11.78	Off Labrion, Greece	Grounding Greek tanker DAFFODIL B (36264 dwt)	TOVALOP	?	fuel oil	Lightening	none	

No.	DATE	LOCATION	DESCRIPTION ACCIDENT	ALERT GIVEN BY	OIL SPILL		ACTIONS TAKEN	DAMAGE	REMARKS
					Quantity	Type			
18	01.02.79	Venice, Italy	Collision with a pillar of G. BRITAIN tanker CHEMICAL VENTURER (29081 dwt)	"Oil Spill Intelligence Report"	?	bunker fuel	?		
19	01.03.79	Suez Canal W. Bank	Collision with Bank Liberian tanker SYRON II (98135 dwt)	"Oil Spill Intelligence Report"	2200 t	Crude oil	Dispersant	?	
20	02.03.79	1ml S. Kaloi Limenes, Crete	Grounding Liberian tanker MESSINIARI PRONTIS (152798 dwt)	TOVALOP IMCO	5000/10000 t	Libyan crude oil	Dispersant on shore and at sea. Booms	Beaches	Report focal Point received 12.10.79
21	04.03.79	500m NE Et. Europa, Gibraltar	Grounding G. Britain tanker GREY HUNTER (123964 dwt)	"Times of Malta"	722 t 48 t	crude oil bunker fuel	Dispersant 20000L BP. Removal sand of beaches	Beaches	
22	14.03.79	S. Sicily, 36.30N 13.15E	Dumping unknown vessel	Lufthansa aircraft through Luqa Air Traffic Control, Malta.	?	?	none	?	?
23	04.05.79	Off St. Raphael, France	Derazing Senegal tanker TIDIAVE 1 (3698 dwt)	"Oil Spill Intelligence Report"	?	?	none		
24	26.06.79	35km W. Fiumicino, Italy	Collision Italian tanker VERA BERLINGERI (7220 dwt) French freighter E DELMAS	Malta Radio	5200 t	gasoline and Gaz oil	Fire fighting; Dispersants	none	
25	10.07.79	Port de Bouc, France	Collision barge CITRONS 36 (carrying 880 t fuel oil)	"Oil Spill Intelligence Report"	80 t	fuel oil	Booms, dispersant, offloading	Beaches	
26	15.11.79	Bosphorus Strait, 1ml. off Istanbul	Collision Rumanian tanker INDEPENDENTA (447631 dwt) Greek freighter EVRIALY	IMCO	94600 t (source IFP)	Libyan crude oil	Fire fighting, booms	Tar balls on shore	ROCC Seconded an expert
27	04.12.79	Malta N. and NE coast	Unidentified oil slick	Armed Forces of Malta	120 t	"chocolate mousse"	Removal; beach cleaning	Beaches	ROCC contacted RAC 1 for analysis

No.	LOCATION	DESCRIPTION ACCIDENT	ALERT GIVEN BY	OIL SPILLED		ACTIONS TAKEN	DAMAGE	REMARKS
				Quantity	Type			
28	19.01.80 Strait of Messina 38.14N 15.39E Italy	Collision Italian bulk carrier MARIA SPERANZA - cargo ship BAVARIA	"Oil Spill Intelligence Report"	below 100 t	bunker	Dispersants at sea - towing and tranship- ment	?	Report Port Authority of Messina received 17.04.80
29	23.02.80 Navarino Bay 36.56N 21.40E Greece	Fire and sinking of Greek tanker IRENES SERENADE (100 000 dwt)	Greek Focal Point	40000 t (total of 100000 t but part burned)	Ireki Kirkuk light crude	Dispersants, booms, skimmers, aerial survey, etc...	surrounding beaches (touristic area) (at 18.00)	Report Focal Point received 26.05.80
30	05.05.80 Sicilian Channel 37.37N 11.41E	Unidentified oil slick	Luqa Air Traffic Control, Malta	2 miles long	?	none	none	ROCC alerted Italian Focal Point
31	08.05.80 Central Mediterranean 36.03N 17.18E	Unidentified oil slick Appearance: slops from tank	Motor vessel MANCHESTER CONCEPT (Malta Radio)	?	slops	none	none	
32	27.05.80 Malta Channel	Oil slick separated into three oil patches	Port Authority of Valletta, Malta	total area approx. 27 sq. km. <7000 t	weathered crude oil	Aerial surveillance dispersion	none	ROCC kept in touch with Maltese and Italian Authorities
33	30.05.80 40 km from Taranto, Italy	Grounding Greek tanker NELY P (20648 dwt)	LLOYD'S telex	?	Gasoil	Offloading - towing to Taranto harbour	none	
34	11.06.80 2 miles off Larnaca, Cyprus	Sinking Swedish ferry ZENOBIA	UNDP Representative in Cyprus	50 - 500 t	Bunker C	Dispersants, booms, skimmers, transfer of cargo	pollution - Larnaca harbour, tourist resorts	Assistance provided by Greece (experts, booms). Director on the spot. Expert sent in August for advice on salvage of the wreck.
35	28.07.80 Sicilian Channel 36.38N 13.06E	Unidentified oil patches	Malta Radio (S.S. NIKA)	2.5 sq. ml. <1000 t	?	none	?	ROCC alerted Armed Forces of Malta
36	31.10.80 Eastern Algerian Coasts 37.42N 7.46E	Greek tanker KAFETAN MAKOS N.L. on fire (loaded with 70095 t). Tuged towards Bejsia	I.M.C.O.	0	Libyan crude oil	Firefighting organi- sed by Algerian Authorities. No pollution mentioned	Ship damaged but not lost	Centre informed by Algerian Authorities on the going operations.
37	08.11.80 Strait of Bosphorus, near Kavak, Turkey	Collision between British tanker NORDIC FAITH (81445 dwt) and Greek tanker STAVANDA (29840 dwt)	Oil Spill Intelligence Report	645 t spilled from STAVANDA	kerosene	Straits were tem- porarily closed because of fire risk	both ships damaged. Pol- lution Bosphorus. Oil slick on fire	
38	17.11.80 Straits of Dardanelles	Collision between Greek tanker YFOTAE (24568 GRT) and Italian tramp PEZATTA ROSSA	"Oil Spill Intelligence Report"	0	crude oil	-	-	Accident confirmed directly to Centre by "Ege Universitesi" Ismir
39	28.12.80 Arzew Harbour Algeria	Grounding of the Uruguayan tanker JUAN A LAVALLEJA after parting cables during a storm.	Algerian Authorities	39000 t	condensate	Curyo transferred and anti-pollution equip- ment brought on scene	Little damage compared with consequences of storm	Centre assisted Algerian Authorities and indicated Societies offering services

No.	DATE	LOCATION	DESCRIPTION ACCIDENT	ALERT GIVEN BY	OIL SPILLED		ACTIONS TAKEN	DAMAGE	REMARKS
					Quantity	Type			
40	11/01/81	Farina Cape, Tunisia	Explosion in the prow part of the Liberian tanker BLOSSOM (1959 - 19240 dwt). Ship broken in two. Front part sinks. Unsuccessful towing towards Sardinia. Grounding Farina Cape.	I.M.C.O.	?	Fuel Oil	Pumping of the remaining fuel oil in the tanker	-	Alert and assistance given by the Centre to Tunisian Authorities.
41	02/02/81	Yasar Constanza in Turkey	The Greek Carrier GRECIAN LIGHT (22222 dwt) collided with the Russian Vessel TURGU FRUMES (10374 dwt).	O.S.I.R.	?	?	?	?	Information asked from Turkish Authorities. No reply has been received.
42	22/02/81	Porto Isola of Gela, Italy	While discharging at Gela, the MT Oil/Chemical Greek Tanker SEFTSAI (1958, 48213 dwt) released oil in the sea.	LLOYD'S	4 T (1700 m ²)	Virgin Naphta	COVALCA booms, anti-inflammatory foam, skimming with "BD 14" anti-pollution boat.	-	Cost of clean-up 2500 dollars approximately. Report received from Focal Point on July 22nd. 1981.
43	22/02/81	East of Malta 36.00N 15.37E	Unidentified oil slick	British ship via Malta Radio	2 miles wide approx.	?	Contact with the ship for more details. Patrol boat looked for slick but did not find it.	-	Centre alerted immediately. Alert confirmed by Air Traffic Control via Malta Task Force.
44	20/02/81	St. Trias of Megora, Greece	A structural failure occurred to the Greek tanker PHILIPP OF MACEDON (1970, 23287 dwt) whilst she was berthed for unloading.	O.S.I.R.	0.3 - 0.5 T (200 - 300 m ²)	Crude Oil Kirkuk	Booms, hot-water and dispersants used for clean-up.	-	A report on the accident received from Greek Focal Point on 22nd. May 1981.
45	21/02/81	Tarragona, Spain	Greek tanker CAVO KAMBAROS (1956, 20423 dwt), 18000T naphta cargo, suffered an explosion followed by fire in the engine room. Ship half sunk drifted for 2 months in the Mediterranean before being by French Navy.	Wijsmuller B.V. Society by telex and telephone	18000 T of product spilled in open sea near Corsica	Naphta	Towing tried by Wijnmuller. Abandoned later on. Bombed by French Navy on 5 July 1981	None	Contact with Spanish Focal Point. Informed by CROSS Med and French Focal Point who later on sent a report by telex.
46	22/02/81	Marsaxlokk harbour, Malta	During Liberian tanker DOLPHIN (1956, 19625 dwt) offloading, a pipe rupture caused spillage of oil at sea. The valve on ship was closed and leakage stopped.	Malta Task Force	Few	Thin Fuel Oil	Booms, dispersants	Very little	Constant contact by phone between Malta Task Force and the Centre.
47	20/02/81	Malta Grand Harbour and Salina Bay	Unidentified oil slick reaches South East coast of Malta.	Malta Task Force	Approx. 10 T	Tar Balls	Manual recovery	Very little	Centre follows clean-up on scene.
48	14/05/81	Malta Harbour, Valletta	Unidentified oil slick	Malta Task Force	1 km ²	?	Dispersants used at sea	-	Centre alerted by phone
49	13/06/81	20 miles N.W. of Malta	Unidentified oil slick	Air Traffic Control	Several miles long	Weathered oil slick (?)	None	-	After aircraft checking, slick reported negative.

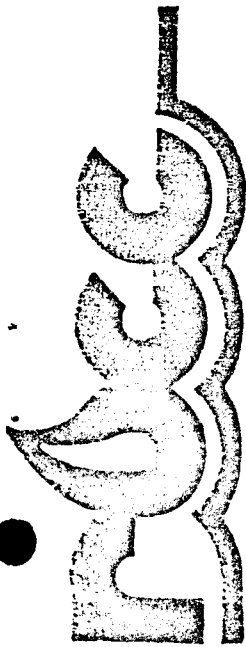
No.	DATE	LOCATION	DESCRIPTION ACCIDENT	ALERT GIVEN BY	OIL SPILLED		ACTIONS TAKEN	DAMAGE	REMARKS
					Quantity	Type			
50	17/06/81	Central Mediterranean 35.05°N 19.15°E	Liberian MT tanker GALE was seen discharging considerable amount of oil	Port Authorities of Malta through information reported by cargo ship SALAH ALDEEN	?	?	-	The Centre advised Maltese Authorities to take action with IMCO.	
51	23/06/81	Off the coast of ALGERIA	Algerian Tanker "SKIRDA" (1970 - 2250 dwt) laden with 14000 T of Gas oil caught fire.	O.S.I.R.	?	?	?	Information asked from Greek Authorities. No reply has been received.	
52	28/06/81	Algerian coast 36.21°N 00.03°W	Oil slick observed by Russian ship IVAR FRANCO	Spanish Focal Point	Two miles long	?	?	The Centre sent a telex on the 29th to inform the Algerian Focal Point.	
53	29/06/81	25 miles North off Corsica Cape	Italian tanker MT POLLUCE (1958, 19929 dwt) caught fire in engine room.	TOVALOP	0	-	Towed towards La Spezia by two Italian tugs from Livorno.	Centre alerted by TOVALOP, obtained more information from CROSS Med, Toulon.	
54	12/07/81	Genoa Moltedo Italy	Japanese tanker HANUYOH MARU (1974 - 10009 dwt) struck by lightning exploded and caused pipe rupture which spilled oil in the harbour.	Maltese Newspaper and Radio	197 barrels	-	Booms to close the harbour, dispersant, skimmer	Note received from Italian Focal Point on 30 September.	
55	21/08/81	West of Piraeus, Greece	Tugs ran the Greek Tanker "POTINI" (1965 - 75675 dwt) after fire broke out in vessel's hold.	O.S.I.R.	?	?	?	Information asked from Greek Authorities. No reply has been received.	
56	05/09/81	Benghajsa Reef, Marsaxlokk, Malta	The Bulgarian tanker MARITSA (1976 - 16562 dwt) ran aground on Benghajsa Reef on her way to offload her cargo at Marsaxlokk.	Local Radio News Bulletin	0	Fuel Oil	Aerial surveillance, Spraying equipment on alert, Ship towed by three Maltese tugs	Information Officer heard about the event on the radio and informed director and administrative director.	
57	07/09/81	Aniakikos Bay, Greece	Greek tanker "MARK X" grounded off the Eastern coast of Greece after vessel lost its way in fog.	O.S.I.R.	?	?	?	Information asked from Greek Authorities. No reply has been received.	
58	21/09/81	Saronicos Gulf, South Athens, Greece.	Three oil slicks of heavy fuel	Manufacturer, Covaleca Plastics	?	Heavy Fuel Oil Residues	Skimming, Dispersion, Special equipped ships on the spot.	Manufacturer offered to fly 2000 m of boom via Centre intermediately.	
59	27/10/81	36° 18' N 14° 57' E Between Malta and Sicily	An oil slick, 300 m wide and half mile long.	Palace Tower Signal Station, Malta.	?	?	?	Information asked from Italian Authorities. No reply has been received.	
60	27/12/81	Fort Lattaxis, Syria 35° 32' 02" N 35° 43' 27" E	Greek M/V BRAYO NEK sank in a depth of 30m after a collision having on board 11,110 tons of sugar in jute bags and 76 tons of fuel and Diesel Oil.	General Directorate of Ports, Syria	None Reported			The Port Authorities wanted advice from the Centre. The Centre received completed Reporting Form of Incident from Syrian Authorities.	
61	31/12/81	Near Genoa, Italy	Rupture of a pipeline caused by a landslide.	O.S.I.R.	280 t		Three boats were used to disperse oil. Booms and absorbents also utilised. Coastline was also cleaned.	Coastline was polluted	Reply from Italian Authorities indicated that clean-up was satisfactory.

1982

No.	DATE	LOCATION	DESCRIPTION ACCIDENT	ALERT GIVEN BY	OIL SPILLED		ACTIONS TAKEN	DAMAGE	REMARKS
					Quantity	Type			
62	02/01/82	Off the Port of Tripoli, Lebanon	Iranian tanker BABANAPT ONE (1960, 12,622 tons) set on fire while loading oil.	Lloyd's	?	?	Firefighting; efforts to tow the vessel clear of the port.	?	Information asked from Lebanese authorities and owners' operators.
63	12/01/82	State refinery, Gulf of Salamis Skaramanga Greece	Explosion in the engine room of Greek tanker MARIANNA VII (1975 - 83,441 tons) while unloading crude oil. Tanker caught fire.	Lloyd's	None	-	Tanker towed three miles out to sea; fire fighting.	Two crewmen killed and six injured, no oil pollution.	Reply for information from authorities indicated that no oil was spilt.
64	22/01/82	Off Platania, Greece	Greek tanker IRIS ran aground.	O.S.I.R.	None	-	?	?	Information asked from nearby authorities who indicated that no oil was spilt.
65	02/02/82	50 m off the shore of Iraklion, Crete	Greek tanker VARI ran aground after a rope caught in the propeller during a storm.	O.S.I.R.	3000 gallons (300 kg.)	Heavy fuel oil Bunker 'C'	Booms around the grounded tanker, skimming, dispersion to clean the shoreline	IOPP will assume cost of cleaning up operations - No damage to marine env.	Clean-up completed on 27 February. Centre asked for more information.
66	20/02/82	Marr Harbour, Gozo and West of Gozo, Malta	Oil Slick	Malta Task Force	?	?			More information asked from Maltese authorities.
67	19/05/82	36°01' N, 14°38' E 63 miles off Fairway Buoy, Malta	Unidentified oil slick 1/2 mile in length x 50 feet approx.	Malta Task Force	Not known	Dry Exhaust Output	Dispersion	None	Information asked from Maltese Authorities. No need for ROCC's assistance.
68	8. 6.82	LAT. 35.36 N LONG. 11.48 E between Tunisian Coast and Lampedusa.	Greek M. "KALAVARIS" caught fire with 15,000 tons of vacuum gas oil on board.	LLOYD'S Intelligence Department.	None	-	Italian Military Corvette and Tunisian National Navy in vicinity. Fire controlled. Tanker towed to Augusta, Sicily.	-	ROCC alerted and kept in touch with Italian and Tunisian Authorities. Also contacted TEAKOS Shipping and Trading Co. and W.M. STELLER Salvage Co. ROCC followed incident to the end of operations in case of request of ASSISTANT.
69	1. 9.82	Albania, 80°E.	Bulk Carrier "MONTANA ENTERPRISE" Grounding on rocks, damaging its No.1 fuel oil tank.	OIL SPILL INTELLIGENCE REPORT.	?	?	?	?	ROCC contacted the Egyptian Authorities to ask for more information. No reply has been received to date.
70	18.10.82	LAT. 36.37.5 N LONG. 19.28.5 E	French Rebo "URULLO" from Port Said to Genoa reported thick oil discharges.	CROSSSED	?	?	?	?	ROCC alerted both the Greek and Italian Authorities re alleged spill. Greek Authorities replied indicating that competent Authorities shall report any such spills.
71	9.11.82	LAT. 33.43.42 N LONG. 07.20.48 E PELOPONNESIA, GREECE.	M. "SAVIF" grounded, after dragging anchors whilst moored with 20,000 tons of crude oil on board.	I.T.O.P.F.	None	-	Sea and land equipment and products were brought to location and put on standby. Operations were coordinated by high level officials and experts until final towage to Genoa.		ROCC contacted Moroccan Authorities & on request sent Tech. Consultant on the spot. Alerted Spain, France and Italy who accepted to maintain standby until end of operations. ROCC kept in constant touch with Authorities concerned & operations until "SAVIF" was towed.
72	7.12.82	LAT. 37.17N LONG. 18.26E 150 miles East of Sicily.	Greek Tanker "VORNAS" (42,261t - 1970) on fire.	LLOYD'S	None	-	Fire extinguished by crew.	None	ROCC contacted Italian and Greek focal points.

1983

No.	DATE	LOCATION	DESCRIPTION ACCIDENT	ALERT GIVEN BY	OIL SPILLED		ACTIONS TAKEN	DAMAGE	REMARKS
					Quantity	Type			
73	05.01.83	Israel, on land, near port of Ashdod	Pipeline rupture	O.S.I.R.	200 - 350 MT most of it recovered 20 MT approx. spilled into Mediterranean Sea	Heavy refined product	Burns, vacuum trucks and skimmers used for recovery. Beach cleaned and contaminated sand taken to waste disposal site.		A completed reporting format was received from Israeli Focal Point
74	09.01.83	PORTO MARGHERA, ITALY	MT OBERGONAL VOYAGER (1972 - 17,980 T) contacted with quay whilst maneuvering to leave port.	LLOYD'S	Slight	Fuel	Vessel robotized. Pending investigations	?	RCC alerted the Italian Focal Point by telex, but no reply has been received to date
75	17.01.83	Lat. 34.30 N Long. 11.04 E (Tunisia)	MT ALBAHOUT (ex BABANAWT ONE) (1960 - 12,478 T) with 15,493 T O/S OIL and 1,966 T aviation fuel grounded	LLOYD'S	None	-	Tanker refloated by a company of services	None	RCC alerted the Tunisian Focal Point. No reply has been received to date. A completed reporting format was received from the company who indicated success of refloating.
76	20.01.83	Off CAPE ZEBIB Tunisia	Greek MV YOUN (1966 - 8306 Tons Gross) Grounding	LLOYD'S	?	?	?	?	RCC alerted Tunisian Focal Point by telex, but no reply has been received to date.
77	09.02.83	Dardanelles Straits - Turkey	Collision between Russian MT NOVAKSISIRSKIY PARTIZAN (1963 - 23110 T) and Turkish MC ISTANBUL	LLOYD'S	None	-	-	-	RCC alerted Turkish Focal Point. A copy by telex report indicated that no spillage had occurred.
78	14.02.83	50 miles off Beirut	Greek MT NYALA (1962 - 12392 T) adrift with main bearing problems	LLOYD'S	?	?	?	?	RCC alerted Greek Focal Point but no reply has been received to date.
79	16.02.83	63 miles S.W. of Malta Lat. 35.22 N Long. 13.10 E	Considerably large unidentified oil spill reported by two airplane crews	Maltese Authorities	?	?	Oil combating equipment on stand-by	None	RCC informed that probably information incorrect as the spill was lost sight of. Continuous contact between RCC and Maltese Authorities
80	27-28.01.83	South coast of LYKONIS and SYMITHOUKI Islands, Greece	Coast line polluted by intentional discharge	UNEP COORDINATING UNIT, GREECE	200 tons	Oilly mixtures	Over fished 70,000,000 decimeters plus extensive of clean-up operations.	?	RCC contacted the Greek Authorities who applied giving further information on the incident
81	12.04.83	Lat. 36.33 N Long. 14.50 E approx. 10 miles off Sicily	MV BROCFARK / OCU reported oil slick in said position	MALTA RADIO	?	?	?	?	RCC alerted both Italian and Maltese authorities asking for more information. No reply has to date been received.
82	19.04.83	Islands of SYROS, TIKOS and MOTONOS, Greece	Oil slick sighted by Helimic Air force plane among said islands.	UNEP COORDINATING UNIT, GREECE	Insignificant	?	Slick disintegrated into patches before threatening coasts.	None	RCC contacted the Greek Authorities who replied giving further information on the incident.
83	29.04.83	Offshore Sileme Front Area, Malta	Malta Task Force received a report of an oil slick sighted by helicopter.	MALTA TASK FORCE	Approx. 10 Tons (Collected)	Heavy dark crude	Clean up of shores, 208 litres of concentrated dispersants plus 5 swabs Dett-it flume were used.	None	RCC in continuous contact with Maltese Authorities. A final report of the incident was received at RCC.
84	21.05.83	Lat. 35.00 N Long. 11.24 E North of Ferkenah Bank, Tunisia	Grounding of MV SIGO with damage of hold No. 2. Fire followed and superstructures totally destroyed.	I.T.O.P.P.	None	-	Scuttling of vessel	None	Regular messages passed between RCC and Tunisian Authorities who were referred to I.T.O.P.P. Plans for assistance re scuttling of vessel.



Regional Oil Combating
Centre for the
Mediterranean Sea

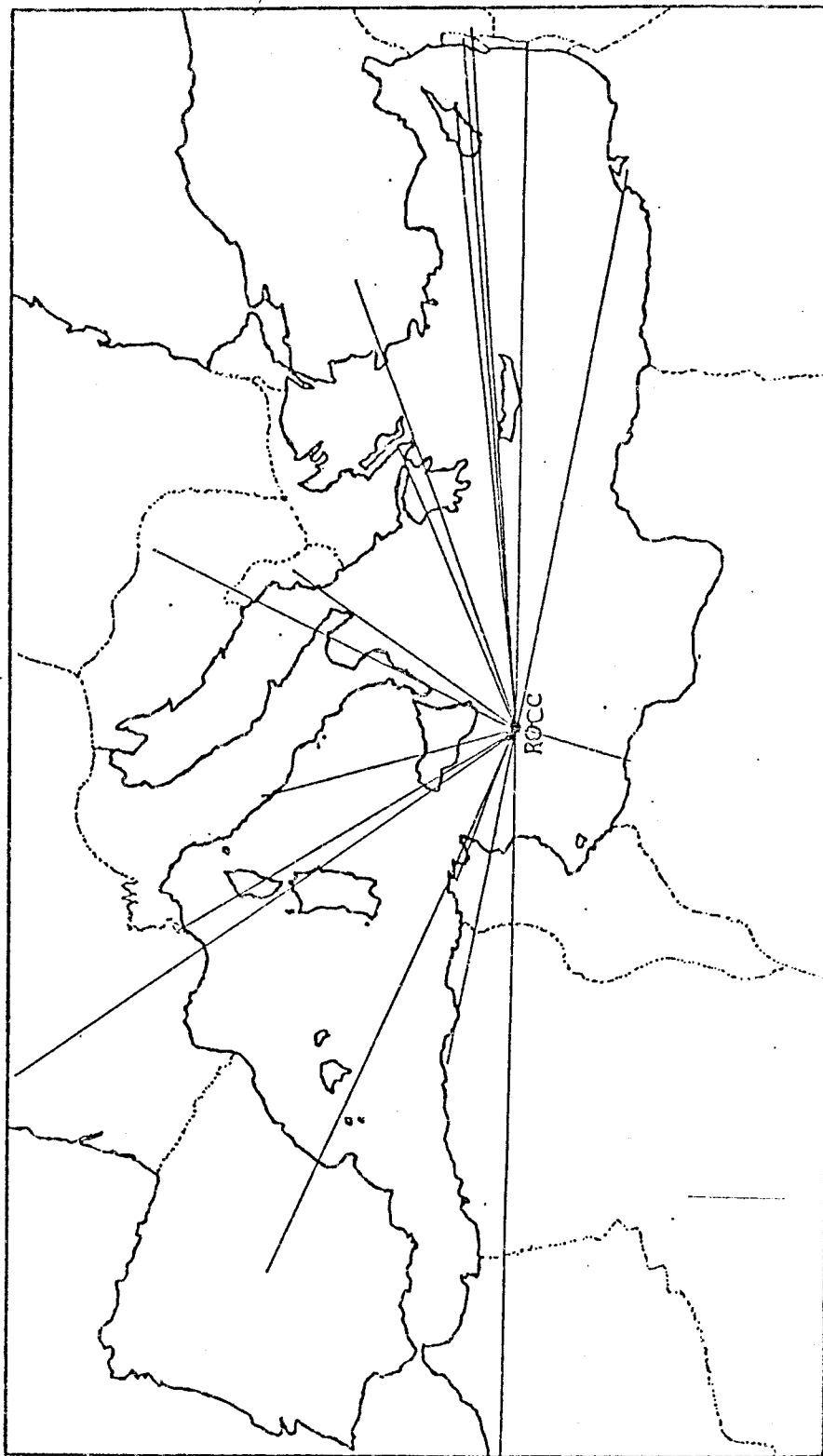
Manoel Island MALTA

Telex :1464 MW

Telephones : 37296/7/8

LIST OF ROCC'S OFFICIAL FOCAL POINTS

LISTE DES CORRESPONDANTS OFFICIELS DU ROCC



COUNTRY (English)	FOCAL POINT ADDRESS	LEVEL	TELEX NO.	TELEPHONE NO.	CABLE ADDRESS	REMARKS
PAYS (Français)	CORRESPONDANT ADRESSE	NIVEAU	NO. TELEX	NO. TELEPHONE	ADRESSE TELEGRAM.	OBSERVATIONS
LIBANIE (Français)	Don Excellence M. le Secrétaire Permanent Ministère des Affaires Etrangères Beyrouth.	Gouvernemental				Données reçues le 09/09/78 L'adresse n'est pas encore confirmée.
LIBANIE (Français)	Monsieur Dekhli Directeur de la Protection de la Nature Secrétariat d'Etat aux Forêts et à la Mise en Valeur des Terres Bois du Petit Atlas-El-Mouradia Alger.	Gouvernemental/ Opérationnel	53444 SEFOR 53445 SEFOR 52854	60.48.08 60.44.41 60.43.00 60.40.97		Données reçues le 18/11/81
GRÈCE (English)	c/o Direction Générale des Relations Economiques Internationales Ministère des Affaires Etrangères Athènes.	Governmental/ Operational	4660 MINAGRI CY	40/2279 Nicosia	FISHERIES - MINAGRI NICOSIA	Data received on 29/08/83
EGYPTE (English)	Dr. A.B. Bayoumi Director of the Institute of Oceanography and Fisheries Academy of Scientific Research and Technology 101 Kasr El-Ahly St. Cairo.	Governmental/ Scientific	93069 ASRT/UN	31780 Cairo 31351	INFISH CAIRO	Data received on 30/06/83
EGYPTE (Français)	M. Moustafa Fawzi D.G. Maritime Inspection Department Ports and Lighthouses Administration Ras El Tin Alexandria.	Operational	54407 FANAR UN	80 2367 80 CC37 80 2299	FANARAT	Data received on 28/02/83
EGYPTE (Français)	Senor Francisco Moricorte Lopez Subdirector General de Cooperacion con Organismos Internacionales para el Desarrollo Ministerio de Asuntos Exteriores Plaza de la Provincia 1 Madrid 12.	Gouvernemental	27739 MAEXT E	266.48 83		Données reçues le 20/02/80
ESPAGNE (Français)	Don Abel Mato Lopez Subdirector General de Seguridad Maritima y Contratación Dirección General de la Marina Mercante c/ Ruiz de Alarcón 1 Madrid 14.	Operational	27298 MAMER 43579 MAMER	231.57 90		Données reçues le 12/05/81

R. O. C. C.

NAME & ADDRESS NOM & ADRESSE	TELEX NO. NO. TELEX	TELEPHONE NO. NO. TELEPHONE	CABLE ADDRESS ADRESSE TELEGRM.	REMARKS OBSERVATIONS
<p>R.O.C.C. (English) Regional Oil Combating Centre for the Mediterranean Sea Manoel Island MALTA.</p>	<p>1464 UNROCC MW 1396 UNROCC MW Malta 1311 with answerback TYPFGM MW.</p>	<p>37296 37297 37298 Contact "Malta International Telephone Operator" through the International Telephone Operator of the coastal state concerned, and request contact with the Regional Oil Combating Centre.</p>	<p>UNROCC MALTA UNROCC MALTA</p>	<p>Office Hours Outside Office Hours (and on weekends and holidays).</p>
<p>R.C.C.C. (Français) Centre Régional Méditerranéen contre la Pollution par les Hydrocarbures Ile de Manoel MALTE.</p>	<p>1464 UNROCC MW 1396 UNROCC MW Malta 1311 le code de réponse est TYPFGM MW.</p>	<p>37296 37297 37298 Contacter le "Malta International Telephone Operator" via l'Opérateur International du pays riverain concerné et lui demander de vous mettre en contact avec le "Regional Oil Combating Centre".</p>	<p>UNROCC MALTA UNROCC MALTA</p>	<p>Heures de travail En hors des heures du travail du Centre (notamment pendant les weekends et les jours fériés).</p>

COUNTRY (Language)	PAYS (Langue)	FOCAL POINT ADDRESS		LEVEL	TELEX NO.		TELEPHONE NO.	CABLE ADDRESS	REMARKS
		CORRESPONDANT ADRESSE			NO. TELEX				
ESPAGNE (Français)		Senor Joaquin Ros Jefe del Departamento de Contaminacion del Mar Instituto Español de Oceanografía Alcala 27-4C Madrid 14.		Scientifique		470.17.11-3 232.16 70			Données reçues le 20/02/80
FRANCE (Français)		Monsieur Janin Ministère des Affaires Etrangères Direction des Affaires Economiques et Financières Service des Affaires Générales 37 Quai d'Orsay 75007 Paris.		Gouvernemental	270819 AFEIP	555.95 40			Données reçues le 20/11/80 Informations à confirmer.
		Monsieur Christian Chastel Chef du Bureau des Plans de Séjours S.M.F. 18 Rue Ernest Coenacq 9230 Levallois Paris.		Opérationnel	611390 CODISEC	758.11 86			Données reçues le 00/09/78
GRÈCE (English)		Captain Dimarakis Director of Marine Environment Protection Division Ministry of Mercantile Marine Notara 106 Piraeus.		Governmental/ Operational	213592 YEN GR 213593 213594 212022 212239 212273	41.71.832 41.21.211 41.12.500 41.73.238 - 24 Hours/ Operations' Room			Data received on 14/02/83
ISRAËL (English)		Dr. Yuval Cohen Head, Marine Pollution Section Environmental Protection Service Ministry of the Interior P.O. Box 6158 91061 Jerusalem.		Governmental/ Operational	0606.26162 IEPS IL	Office: 02-669671 02-660151 x 285 02-630407 - Direct	Full Address		Data received on 30/06/83
ITALIE (Français)		Dott. Filippo Anfuso Ministre Plenipotentiaire Direzione Generale degli Affari Economici Ministero degli Affari Esteri Piazzale della Farnesina 1 Roma.		Gouvernemental	610429 MAE I	396.43 58 (direct) 36911	MINISTERE AFFAIRES ETRANGERES ROME		Données reçues le 06/06/83
		Dott. Scipione de Martino Rossaroli / Dott. Gerarda d'Acostino Ministero della Marina Mercantile Direzione Generale Domenio Marittimo e Forti Viale Asia (EUR) 00100 Roma.		Opérationnel	612153 MINERC I	5908 Roma			Données reçues le 06/06/83

COUNTRY (Language)	FOCAL POINT ADDRESS	LEVEL	TELEX NO.	TELEPHONE NO.	CABLE ADDRESS	REMARKS
PAYS (Langue)	CORRESPONDANT ADRESSE	NIVEAU	NO. TELEX	NO. TELEPHONE	ADRESSE TELEGRAM.	OBSERVATIONS
LIBAN (Français)	Monsieur Joseph Nassif Président du Conseil National de la Recherche Scientifique Immeuble Fakari el Daghar Boulevard de la Cité Sportive BP 148284 Beirut. cc.: Mr. H.H. Kouyoumdjian Chef Centre de la Recherche Marine Conseil National de la Recherche Scientifique B.P. 118281 Beirut.	Gouvernemental	FUTUR 22720 LE (ATTN: GSRP)	83.01.25 93.47.63	CENRES BEYROUTH	Données reçues le 3/01/83
LIBYA (English)	Mr. Basim Ikhakhi (for onward transmission to:- The Director-General Ports and Lights Authority The Secretariat to the People's Committee for Communications and Maritime Transport P.O. Box 648 Tripoli.	Governmental/ Operational	20591 MARTRAN	43091		Données reçues le 30/06/83
LIBYA (English)	Mr. George Spiteri Environment Officer Centre for the Protection of the Environment Fishi Malkara. cc.: Mr. Lawrence Nicollef (same address)	Governmental/ Operational	1100 MODMLT	74678 Direct: 680389	HEALTH - KAITA	Data received on 04/06/82
LIBYA (Français)	Le Ministère de l'Habitat, et de l'Aménagement du Territoire Direction de l'Aménagement du Territoire Division de l'Environnement Attention: Monsieur M. Malliti Chef de Division c/o Représentant Résident Programme des Nations-Unies pour le Développement Casier ONU Rabat-Chellah.	Gouvernemental	32744 M HABITAT 31952 UNDEVPRO	63357		Données reçues le 30/06/83 Point Focal contacté par le Représentant Résident excepté en cas d'urgence
LIBYA (Français)	Le Ministère des Pêches et de la Marine Marchande Ed. El Hansali Casablanca. Attention: Mr. El Housseini Hilal Mohamed Chef de la Division de la Navigation et des Gens de Mer.	Opérationnel	22824 MTPN	27.80.92 27.33.40 22.19.31		Données reçues le 30/06/83

COUNTRY (Language)	FOCAL POINT ADDRESS	LEVEL	TELEX NO.	TELEPHONE NO.	CABLE ADDRESS	REMARKS
PAYS (Langue)	CORRESPONDANT ADRESSE	NIVEAU	NO. TELEX	NO. TELEPHONE	ADRESSE TELEGRM.	OBSERVATIONS
MONACO (Français)	<p>Son Excellence Monsieur César Solarito Délégué Permanent auprès des Organismes Internationaux 16 Boulevard de Suisse Monte Carlo, 98030 MONACO CEDEX.</p>	Gouvernemental/ Opérationnel	469796 GENTEL CARLO	(93) 30.33.71		Données reçues le 21/01/83
SYRIA (English)	<p>General Directorate of Ports Ministry of Transport LATTAKIA</p>	Governmental/ Operational	451028 SY ISTOOL Attn.: G.D. of Ports	(041) 33333 33876 Lattakia	GENERA (Directorate of Ports, Lattakia)	Data received on 30/06/83
TUNISIE (Français)	<p>M. Abderrahman Ennafti Administrateur en Chef Directeur de la Marine Marchande Tunis. cc.: Etat-Major de l'Armée de Mer Base Navale de Bizerte TUNISIE</p>	Gouvernemental/ Opérationnel	12131 MARMAR 12470 MAET B	25.91.17		Données reçues le 26/05/81
TURKEY (English)	<p>Mr. Cengiz Seren Directeur des Relations Internationales à la Direction Générale des Transports Maritimes Ministère des Transports ANKARA. cc.: Department of Environmental Standards Under-Secretary for the Environment Karanfil Sok No.8 Kizilay ANKARA.</p>	Operational	42185 DUGM TR	24.28.11 11.30.40 18.18.61		Data received on 17/06/82
YUGOSLAVIA (English)	<p>Attention: Mr. Stefan Maric Savezni Komitet Za Poljoprivredu Sektor Za Vcdoprivredu Bulevar Avnoja-a 104 11070 Beograd.</p>	Governmental	11062 YU SIV	011/602-634	Savezni Komitet za Poljoprivredu Sektor za Vodo- privredu Beograd.	Data received on 30/06/83
C.E.E./ E.E.C. (Français/ ENGLISH)	<p>Communauté Economique Européenne 200 rue de la Loi B-1049 Bruxelles BELGIQUE. ATTENTION: M. Mandl Chef de la Division "Protection et Gestion des Eaux"</p>	Gouvernemental	21877 COMEU B	235.11.11	COMEUR BRUXELLES	Données reçues le 18/04/83 Data received on 18/04/83