



Capt R Gabriele CMILT, FNI
Head, Pollution and Incident Response



Ports & Yachting Directorate
Malta Transport Centre
Marsa MRS 1917

Tel: +356 22914420
Mob: +356 99494312
Fax: +356 22914429

Email: richard.gabriele@transport.gov.mt

REGIONAL COOPERATION AND MAJOR RISKS IN THE MEDITERRANEAN



SAFEMED III Seminar

EMSA

Lisbon

14.05.15

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National Competent Authority



- Transport Malta is the NCA in accordance with Directive 2002/59/EC as amended (VTMIS Directive)
- Ports & Yachting Directorate is responsible for this function and in case of an emergency will take Overall Command and Control of the Incident

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Major Risks



Major risks due to:

- Oil / gas exploration & production
- Oil terminals
- Refineries
- Vessel traffic and operations
- Carriage of dangerous goods

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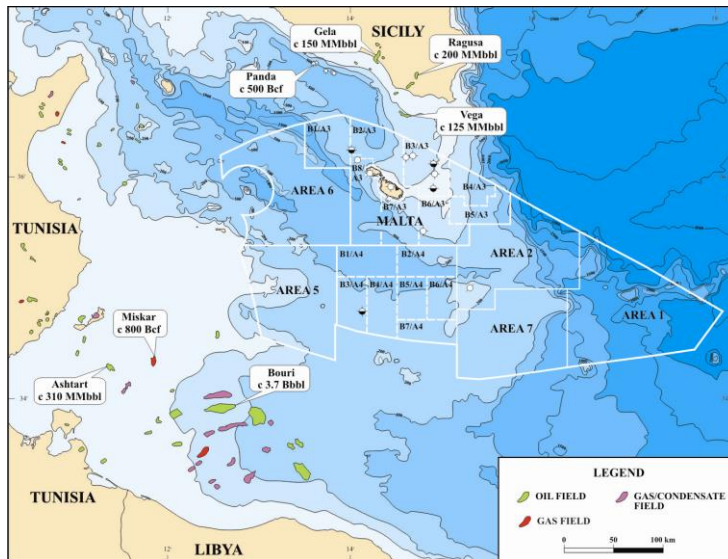
Major Risks



- Exploration is mainly concentrated in the Central/Eastern Med & Adriatic & Black Seas
- On the increase with new wells being tapped
- Increase in tanker traffic
- Refineries to cope with the demand
- Un/loading terminals
- Accidental discharges from land and ships

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Central Med Oilfields



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Major Risks

- About 25% of the world's tanker traffic
- Very large container vessels on Far East/N Europe trades through Suez canal (400m -194,000DWT – 18,340 TEU)
- Very large number and different types of Dangerous Goods (DG) and Hazardous Noxious Substances (HNS). These range from explosives to dangerous chemicals

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Major Risks



- With such added ship traffic, collisions & grounding risks will increase
- Loaded tankers are a greater risk than other vessels when close to the coast and during manoeuvres
- An increase in Ship to Ship (STS) transfers in international waters
- The more oil handled the higher the risk for accidental discharges

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Major Risks



- Inclement weather patterns have changed over the years
- If vessels in need of assistance are not accommodated

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Tanker Routes (source ITOPF)



Source: <http://www.itopf.org>

Regional Cooperation

Why do we need regional cooperation?

ACCIDENTS CAN HAPPEN AT ANY TIME.

- Coastal States have to be prepared
- Contingency planning
- Sharing of expertise and resources between States

Regional Cooperation



- Joint training and exercises
- Regional inventory of resources
- Protocol for requesting assistance
- Contact lists
- Facilitates trans-border movement of personnel and equipment
- National Contingency Plans integrated into Regional Plans

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Regional Cooperation



- Makes sharing of resources easier
- Much larger pool of resources
- Allocation of a Place of Refuge to vessels in need of assistance

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Regional Cooperation



- A number of Regional agreements such as:
 - Black Sea Commission (Black Sea States)
 - The RAMOGE Agreement (Italy-Monaco-France)
 - Lion Plan (France-Spain)
- There are no agreements in force for the Central Med

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Conclusions and Recommendations



1. Each State is to set up its NCA with clear duties and responsibilities
2. Legislation and enforcement regime
3. Setting up of VTMS/VTIS & AIS receivers in sensitive and “shadow” areas
4. Neighbouring States to enter into agreements to assist one another and to facilitate exchange of information

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Conclusions and Recommendations



5. Oil terminals have to operate under a strict regulatory regime
6. Oil exploration and production drilling to be done under strict industry standards
7. Risk assessment of impact on neighbouring States in case of accidents
8. Contingency Plans to be kept updated and possibly put on-line (www)

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**Thank you
for your
attention**



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