

EMPOLLEX

EMSA MARINE POLLUTION EXCHANGE OF EXPERTS PROGRAMME

Annex 7 – Centres of Expertise / Hosting Centres

Version 03 – 2012

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Chapter 1: Introduction

The previous EUMAREX “Exchange of experts in the field of marine pollution” programme was one of the key actions of the European Community framework for co-operation in the field of accidental and deliberate marine pollution which was established by Decision 2850/2000 for the period 1 January 2000 to 31 December 2006. EUMAREX covered a three year period from January 2004 to end of December 2006 and was prolonged to 31 August 2007 at the request of the European Commission (DG ENV –A3 Civil Protection). This was in order to ensure an appropriate transition to the new “European programme of exchange of experts in the field of civil protection” which started in June 2007.

Under the umbrella of EMSA’s Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR), EMSA has developed and continues a similar dedicated marine pollution exchange of experts programme. This EMSA Marine Pollution Expert Exchange Programme or EMPOLLEX begun in June 2008

The EMPOLLEX programme is open to all maritime EU Member States, EU Candidate States and the two coastal EFTA¹/EEA States. National experts from participating States are given the opportunity to travel to other EMPOLLEX countries, in order to gain or share professional experience. During this period of time the experts can learn different response techniques, study the approaches taken within other emergency services or other relevant organisations with special expertise in marine pollution preparedness and response, and/or follow short training modules. The experts may also take part in workshops, seminars and conferences in Member States and/or attend exercises organised by the Member State as long as this is only a part of the exchange. EU funded activities (e.g. training sessions, exercises) are not in the scope of the programme.

As central coordinator of this project, EMSA has developed EMPOLLEX Programme Guidelines with detailed information on the conditions for eligibility, on the practicalities of an exchange, on the financial terms, on the qualification of experts, and on the subjects that qualify for an exchange. These Guidelines are available on the EMPOLLEX website, and can also be obtained via the National Correspondents in each participating Member State.

Based on the previous EUMAREX list prepared by MUMM, EMSA has compiled this Centres of Expertise Report incorporating updates/corrections provided in early 2008 by National/Technical Correspondents and/or members of the CTG MPPR. This information was updated in 2012. This report aims at informing national experts about the organisation and expertise at governmental level in each participating State with regard to marine pollution. This information is listed per participating State in a Country File (see Chapter 3). In each Country File, the information is structured according to the marine pollution subjects that qualify for an exchange within the EMPOLLEX programme.

¹ EFTA =European Free Trade Association

A lot of information already exists in various documents of other organisations (e.g. the Bonn Agreement and/or HELCOM 'National Organisation' documents, ITOFF's country files etc.)² or on national websites. This EMPOLLEX Centre of Expertise Report however has a different, somehow broader scope: it does not only contain information on response, decision-making and coordination. It also lists information on scientific institutions, on legal aspects, and/or on some companies working in close relation with the government. All can get involved in a certain stage of a marine pollution incident. This report will act a useful tool for national experts that wish to apply for an EMPOLLEX exchange.

Chapter 2: How to use this report

About the country files

This Report contains a series of Country Files, listed in alphabetical order per participating State. Each country file gives a structured overview of the organisation and expertise with regard to marine pollution. It contains a (non-exhaustive) list of centres of expertise, listed according to the 'marine pollution' subjects that qualify for an exchange – as mentioned in Annex 2 of the EMPOLLEX guidelines. These subjects are:

- Coordination and incident management:
 - National Contact Points, national and international coordination;
 - Crisis management and decision-making;
- Response operations/technical expertise;
 - Response to marine oil pollution at sea;
 - Response to marine oil pollution at the coast;
 - Response to marine pollution by other harmful substances (cf. chemicals);
- Contingency and emergency planning;
- Legal and financial aspects: claims, enforcement & prosecution of deliberate marine pollution;
- Scientific and environmental aspects: mathematical modelling, monitoring and analysis, ecological sensitivity and impact evaluations, Net Environmental Benefit Analysis - NEBA, etc.

In a third column of each country file, the 'authority' level of the centres of expertise is added: a distinction is made between national, regional or local authorities, or private organisations (denoted by N, R, L and Private respectively).

Because EMPOLLEX aims at promoting exchanges at European level between national experts, the centres of expertise listed in this report are normally governmental. In some country files however, some independent institutions or private companies are mentioned

²Bonn Agreement : <http://www.bonnagreement.org/> ; HELCOM – Helsinki Commission : <http://www.helcom.fi/helcom/groupstaskforce/helcomresponse.html> ; ITOFF - International Tanker Owners Pollution Federation Limited <http://www.itopf.com/>

because they have a specific expertise in the field of marine pollution, and when governmental authorities call or have called upon their expertise.

For example, independent (scientific) institutions often work closely together with, or under contract with governmental authorities in the field of marine pollution. Sometimes experts from these institutions even participate in inter-governmental meetings (of e.g. HELCOM, Bonn Agreement, OSPAR Convention) as 'national' delegates. Because of their specialist role recognized by authorities, and after consultation with the national correspondents, such institutions have been added in the country files and they can participate in the EMPOLLEX programme.

Some private companies are also added in a country file because of their specific expertise in the field of marine pollution, which is considered important by national authorities (e.g. 'chemical' expertise; salvage, environmental consultants, offshore response etc.). Although the EMPOLLEX programme only envisages the exchange of national experts (see above), a short visit (e.g. ½ day) of a national expert in such a company while visiting that country, with an exchange of views and experience, can be interesting for both parties. The possibility of inserting such a short visit to a company in the schedule of an exchange will be evaluated on a case-by-case basis, in consultation with the national correspondents.

About the Contact Details of Centres

At the end of each country file, the contact details and/or websites can be found of:

- The main centre(s) within that State for the purpose of EMPOLLEX. These centres play a key role in preparing an exchange of an expert in coordination with EMSA, and/or in hosting experts that have applied for a visit in their country. Their full contact details have been added to facilitate general communications with respect to eventual questions on their expertise, or the organization of an exchange.
- Other centres of expertise. These centres had positively replied to a previous request for participation in the EUMAREX programme, and agreed in principle to welcome an expert for a short period of time, and under certain conditions. A national expert looking for specific expertise can initially consult a centre's website or can contact them, in order to obtain more information before applying.

Sometimes only website addresses of centres of expertise are added, containing further information about their expertise. These centres could eventually be visited, after consultation with the national correspondents of that country.

When applying for an exchange, an expert should propose (a) centre(s) of expertise he/she wants to visit in their Application Form. It is important to note that once EMSA has received the Application Form from the expert's National Correspondent, they will:

- check the possibility for the(se) centre(s) to host the expert;
- inform, and when necessary consult the national correspondent of the host country on the exchange application and proposed centre(s);
- If a visit to a proposed centre is not possible, EMSA will inform the expert and can propose another centre with similar experience.

About the Participation of States

Based on the previous Centres of Expertise Report from EUMAREX, it can be considered that all countries included in this report are potentially able to participate in the EMPOLLEX programme as EMSA has received no information to the contrary. The level of detail of each country file presented in this Report varies. Cyprus cannot host experts under the EMPOLLEX framework at this stage. The Country File of Malta has not yet been finalised and is therefore not added.

The information in this Report has been updated (partially) by the relevant national administrations in 2012.

For EMPOLLEX applications and for questions regarding the programme, please contact the EMPOLLEX co-ordinators at: Empollex@emsa.europa.eu

Chapter 3: Country files

COUNTRY FILE (1) - BELGIUM

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP	Naval Operations Command (COMOPSNV) – Ministry of Defence	N	COMOPSNV of the Belgian Navy is the national contact point for marine pollution and assumes the role of OSC at sea in case of a marine pollution incident.
International coordination	COMOPSNV + MUMM ³	N	MUMM evaluates the probable fate and overall environmental impact of a spill, has a role of advisor/expert in a response evaluation and decision-making process, and assists the Navy in international co-ordination.
National coordination	Governor Province West-Flanders	N/R	The Governor of the single coastal Province (West-Flanders) is overall coordinator in case of a major marine pollution incident, leading to an activation of the national contingency plan.

³ MUMM = Management Unit of North Sea Mathematical Models, a dept. of the Royal Belgian Institute for Natural Sciences – federal Dept. of Science Policy

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Crisis management, decision-making	Governor of Province of West-Flanders	N	The Governor acts as overall coordinator in case of a major marine pollution incident with activation of the national Disaster Plan North Sea.
	Federal Department of the Environment (FDE)	N	FDE activates response, takes decisions on deployment of mechanical recovery resources; response strategy: primarily mechanical recovery
	MUMM	N	MUMM is the responsible authority that gives permission to use dispersants, and advises FDE in general.
Response to oil pollution at sea	FDE	N	FDE holds a stock of recovery (booms/skimers) & dispersant spraying equipment, organizes oil pollution response at sea (booms and skimmers), with vessels from Flemish Region and Navy.
	Navy – Ministry of Defence	N	
	Flemish Region	R	
Response to oil pollution on land	Civil Protection – Ministry of the Interior	N	The FDE on-shore oil recovery means are used by the Civil Protection for shoreline clean-up. In case of significant coastal pollution, the Ministry of Defence can send military personnel on scene to assist the Civil Protection and regional/local authorities.
	Min. of Defence	N	
	Regional and municipal authorities (fire brigades)	R+L	

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			There are 10 coastal townships.
Response to chemical spills	Navy / Civil Protection / MUMM	N	The same authorities as mentioned above will be called upon in case of a chemical spill, but BE has no specific expertise in this field.
Aerial surveillance	MUMM	N	-
Contingency planning	Governor of West-Flanders	N/R	-
Legal aspects – claims	MUMM	N	-
Legal aspects – enforcement deliberate pollution	MUMM; main Prosecutor’s Office dealing with MARPOL offences: Bruges	N	-
Scientific aspects – math. modelling	MUMM	N	Oil spill trajectory and behaviour modelling
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	MUMM Institute for Nature Conservation (IN)	N R R	NEBA, pollution monitoring, oil and chemical analyses, environmental impact + ecological sensitivity evaluations, seabird & marine mammal impact & rescue & rehabilitation coordination. Seabird ecology, sensitivity and monitoring

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Dept. of Morfology & Pathology of Veterinary Medicin Faculty - University of Liège		Seabird and marine mammal pathology

Other	<p>Maritime Institute – University of Ghent</p> <p>URS</p> <p>ECOLAS Env. consultancy</p> <p>---</p>	<p>R</p> <p>Private</p> <p>Private</p>	<p>The Maritime Institute has expertise in maritime law and has been advising governments, e.g. for the purpose of marine environmental management & protection, and contingency planning.</p> <p>URS is a company with expertise in salvage, towage and pollution combating.</p> <p>ECOLAS has mainly expertise in contingency planning & oil spill response techniques/means. In this context, they have been working for federal & Flemish authorities.</p> <p>---</p> <p>For experts visiting Belgium, the main centre of expertise is MUMM. It is however proposed that an exchange in BE includes visits to other centres, for a short period of time (e.g. ½ day to 1 day) and depending upon the exchange subjects proposed by the expert.</p>
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Main Belgian centre of expertise for the purpose of EMPOLLEX

1. Management Unit of North Sea Mathematical Models (MUMM)

Contact persons: Benoit Loicq / Ronny Schallier
Gulledelle 100, 1200 Brussels, BELGIUM
Tel.: +32-2-773.21.39 /25
Fax: +32-2-773.21.12
Email: B.Loicq@mumm.ac.be; R.Schallier@mumm.ac.be
Website: <http://www.mumm.be/>

Other centres of expertise

2. Naval Operations Command (COMOPSNAV)

Contact person: Jean Morris
Naval base Zeebrugge
Graaf Jansdijk 1
8380 Zeebrugge, BELGIUM
Tel. : +32-50-55.83.24
Fax.: +32-50-55.83.19
Email: Jean.Morris@mil.be
Website: <http://www.mil.be/navycomp/>

3. Federal Department of the Environment (FDE)

Contact person: Jan Tavernier
FPS Public Health, Food Chain Safety and Environment, Directorate-
General Environment
Vesaliusgebouw lokaal 708
Oratoriumberg bus 3
1010 Brussels, BELGIUM
Tel.: +32-475-46 60 68
Fax.: +32-2-210 46 99
Email: Jan.Tavernier@health.fgov.be

4. Maritime Institute – University of Ghent

Contact person: Prof. Dr. F. Maes
Universiteitstraat 6
9000 Gent, BELGIUM
Tel.: +32 9 264 68 97
Fax: +32 9 264 69 89
Email: frank.maes@rug.ac.be
Website: <http://www.maritieminstituut.be/>

5. Dept. of Morphology & Pathology - Veterinary Med. Faculty ULg

Contact person: Thierry Jauniaux
Faculté de Médecine Vétérinaire
Boulevard de Colonster, 20, B43,
4000 Liège, BELGIUM
Tel.: +32-4-366 40 75 / +32-477-52 302
Fax: +32-4-366 45 65
Email: T.Jauniaux@ulg.ac.be
Website: <http://www.ulg.ac.be/fmv/index.htm>

Further info on Belgian centres/services via websites
URS Towage & Salvage Union: Website: <http://www.urs.be/>
ECOLAS Env. Consultancy: Website: <http://www.ecolas.be/>

COUNTRY FILE (2) – BULGARIA

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP; national & international coordination	Bulgarian Maritime Administration thought MRCC / VTS Center Varna	N+R	MRCC /VTS Varna is the Maritime National Operational Contact Point for maritime pollution from ships. In case of a marine pollution incident the Harbor Master of port Varna/Burgas assumes the role of an OSC.
Crisis management, decision making	Permanent Commission For Protection Of Population In Case Of Natural Disasters And Significant Industrial Accidents To The Ministerial Counsel.	N	In case of a major pollution incident the coordination of the counteraction activities is done by the Permanent Commission For Protection Of Population In Case Of Natural Disasters And Significant Industrial Accidents To The Ministerial Counsel.
Response to oil pollution at sea	Bulgarian Maritime Administration	L+N+R	Response at sea is coordinated by the Harbor Master of port Varna/Burgas who assumes the role of OSC. The responsibilities can be delegated to another person if there is a need of activities in remote sea areas. Response strategy: primarily mechanical recovery.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			<p>Till now there is not a national strategy for use of dispersants. Dispersant can be used only under permission of the Ministry of Environment and Waters.</p> <p>Bulgaria has very limited resources for open sea counteraction operations: several dedicated boats, booms, skimmers, pillow-tanks.</p>
Response to chemical spill	-		Bulgaria does not have specific expertise in this field.
Aerial surveillance	-	L+ N	-
Contingency planning	<p>Bulgarian Maritime Administration</p> <p>Civil Defense</p>	N	<p>BMA is responsible for contingency planning in case of pollution caused by ships.</p> <p>In case the pollution impacted the coast the responsible organization is the Civil Defense to the Ministry of the State Policy for Disasters and Accidents.</p>
Legal aspects – claims	Bulgarian Maritime Administration	N	-
Legal aspects – enforcement deliberate pollution	Bulgarian Maritime Administration	L+N	<p>All marine pollutions are inspected by inspectors from BMA.</p> <p>BMA applies enforcement for accidental pollution from ships.</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			In case of deliberate pollutions from ships, BMA collects evidence and prepare the case for competent authorities.
Scientific aspects: math. Aspects/NEBA/monitoring/analysis/envir. Impact/ecological sensivity	Institut of Oceanology - Varna (IVT) Institut of Meteorology and Hydrology	L+N	Institut of Oceanology provides information on sea currents. Institut of Meteorology and Hydrology provides information on meteorological conditions in case of necessity.
Other	Bulgarian Maritime Training Center	N	Bulgarian Maritime Training Center provides training for ships crew members in many fields such as manoeuvring and navigation simulators, fire fighting camp, pool for SAR training with wave generator among other facilities.

Main Bulgarian Centre of expertise for the purpose of EMPOLLEX:

Bulgarian Maritime Training Center
Address: Varna, str Vasil Drumev 73
Phones: 052380517
Fax: 052302503
E-mail: jdoseva@bmtc-bg.com
Web site: www.bmtc-bg.com

COUNTRY FILE (3) - CYPRUS

Note: Cyprus did not participate in the previous EUMAREX programme and currently is not in a position to participate in EMPOLLEX.

[No Country File is available]

COUNTRY FILE (4) - DENMARK

SUBJECT	Centre/Institution/Org.	Level	General Info
NCP, National & internat. coordination	Admiral Danish Fleet (ADF)	N	
Crisis management, decision-making	HQ's Admiral Danish Fleet (sea ops.) Danish Emergency Management Agency (DEMA) (coastal ops.)	N N	The DEMA is subordinate to the Ministry of Defence.
Response to oil pollution at sea	ADF	N	Response strategy: primarily mechanical recovery, with 7 specialized oil spill response vessels
Response to oil pollution on land	DEMA	N	In DK, response to an oil spill on land is within the responsibilities of the municipal councils and fire departments. In case of a major pollution DEMA can be called upon for assistance.
Response to chemical spills	-	-	[no special expertise]
Aerial surveillance	Royal Danish Air Force (RDAF)	N	Expert visits only possible for very short period, to be decided on case-by-case basis.

SUBJECT	Centre/Institution/Org.	Level	General Info
Contingency planning	ADF	N	
Legal aspects – claims	Defence Command DK	N	Expert visits only possible for very short period, to be decided on case-by-case basis.
Legal aspects – enforcement deliberate pollution	Defence Command DK + police investigate violations; local courts deal with pollution cases.	N	
Scientific aspects – math. modeling	ADF Royal Danish Administration of Navigation and Hydrography		Operational use of oil spill drift models. Develops the mathematical models.
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Danish Environmental Protection Agency (Danish EPA)	N	Environmental impact assessment - NEBA
Other	Danish EPA	N	Decision on dispersant use For experts visiting Denmark, the two main centres of expertise are ADF and DEMA. It is however proposed that an exchange in DK could include visits in the other centres, each for a short period of time (e.g. half a day) and depending upon the assignment and the educational background of the expert.

Main Danish centres of expertise for the purpose of EMPOLLEX

1. Admiral Danish Fleet,
Maritime Environment Section

Contact person: Alex Jensen

PO Box 1483

8220 Brabrand

DENMARK

Tel. + 45 89 43 34 05.

Fax. + 45 89 43 32 30

E-mail: pol.con.den@sok.dk

Web: <http://www.sok.dk/cis/main.htm>

2. Danish Emergency Management Agency (DEMA)

Contact person: Claus Peter Munk

Datavej 16

3460 Birkerød

Tel. +45-45 90 60 10

Fax. +45-45 90 60 60

E-mail: pw@brs.dk

Website : <http://www.brs.dk>

COUNTRY FILE (5) - ESTONIA

SUBJECT	Centre/Institution/Org.	Level	Info/questions
<p>NCP</p> <p>National & Internat. coordination</p>	<p>JRCC Tallinn</p> <p>Marine Pollution Response Service of Maritime Security SubDept. Of Border Guard Department of Police and Border Guard Board</p> <p>Marine Environment Department – Ministry of the Environment</p>	<p>N</p> <p>N</p> <p>N</p>	<p>JRCC Tallinn is the National Contact Point in Estonia that deals with maritime emergencies, also in the field of marine pollution.</p> <p>National coordination: is responsibility of the Marine Pollution Response Service of Maritime Security SubDept. of Border Guard Department of Police and Border Guard Board.</p> <p>International coordination: is responsibility of the Marine Environment Department of the Ministry of the Environment.</p>
<p>Crisis management, decision-making</p>	<p>Ministry of the Environment</p>	<p>N</p>	<p>The Ministry of the Environment has the supreme responsibility over law enforcement in management and supervision of the oil and other harmful substances pollution.</p> <p>All activities concerning response at sea to</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Ministry of Internal Affairs	N	pollution by oil and other harmful substances are delegated from the Ministry of Internal Affairs to the Estonian Police and Border Guard Board.
Response to oil pollution at sea	Marine Pollution Response Service of Maritime Security SubDept. of Border Guard Department of the Police and Border Guard Board	N	The mechanical containment and recovery is the primary policy for response to oil spills at sea. The use of dispersants is in principle prohibited. However, permits to use dispersants in an oil spill situation can be issued by the Estonian Environment Inspectorate. Equipment including booms, skimmers, hot water washers, absorbents, is mainly located in Tallinn.
Response to oil pollution on land	National Rescue Board	N	+ assistance from regional and local authorities
Response to chemical spills	On land -National Rescue Board At sea - Police and Border Guard Board	N	EE has no specific expertise in this field
Aerial surveillance	Aviation group - Police and Border Guard Board	N	-

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Contingency planning	Ministry of the Environment	N	-
Legal aspects – claims	Estonian Environment Inspectorate	N	-
Legal aspects – enforcement deliberate pollution	Ministry of the Environment (Environment Inspectorate) Estonian Maritime Administration	N	-
Scientific aspects – math. modeling	Estonian Marine Institute University of Tartu Marine Systems Institute at Tallinn University of Technology	N	Operational oil spill models are in use. Operational oceanographic now- and forecasting (member of BOOS/HIROMB consortia) for sea level, waves, currents, temperature, salinity, assembling of satellite data (incl. SAR)
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Ministry of the Environment Estonian Marine Institute, University of Tartu Marine Systems Institute at TUT	N	We have some research institutes we can use for assistance; Monitoring, follow-up studies, environmental impact Monitoring, environmental impact, ecological sensitivity

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Ministry of the Environment and Environment Investment Centre		Are commissioning the studies
Other	-	-	-

Estonian centres of expertise for the purpose of EMPOLLEX Other centres of expertise

1. Police and Border Guard Board
 Border Guard Department,
 Maritime Security SubDepartment,
 Marine Pollution Response Service
 Pärnu mnt 139
 15060 TALLINN
 ESTONIA
 Contact person:
 Mr. Tauno Mettis, Head of Service
 Tel: +372 6149035
 E-mail: tauno.mettis@politsei.ee

2. Ministry of the Environment
Marine Environment Department
 Contact person:
 Mr. Olev Luhtein, Counsellor
 Narva mnt. 7A
 15172 Tallinn
 ESTONIA
 Tel.+fax: +372 6262 896
 E-mail: olev.luhtein@envir.ee

3. JRCC Tallinn
 Systs 15
 11712 Tallinn
 ESTONIA
 Tel. + 372 619 1224
 Fax. + 372 6922 501
 E-mail: jrcc@politsei.ee

4. Estonian Marine Institute Tartu University
 Contact person:
 Mr.Georg Martin
 Mäealuse 14
 12618, Tallinn
 ESTONIA
 E-mail: georg.martin@ut.ee

5. Marine Systems Institute at TUT
 Contact person:
 Mr. Jüri Elken
 Akadeemia 15^a
 12618 Tallinn
 ESTONIA
 E-mail: juri.elken@msi.ttu.ee

6. Estonian Environmental Inspectorate
 Contact person:
 Mr Himot Maran
 Kopli 76,
 10416 Tallinn
 ESTONIA
 Tel: +372 518 5612
 E-mail: himot.maran@kki.ee

COUNTRY FILE (6) - FINLAND

SUBJECT	Centre/Institution/Org.	Level	Info/questions
<p>NCP</p> <p>National & internat. coordination</p>	<p>MRCC Turku</p> <p>Finnish environment Institute (SYKE) - Ministry of Environment</p> <p>(HELCOM)</p>	<p>N</p> <p>N</p> <p>International</p>	
<p>Crisis management, decision-making</p>	<p>SYKE</p> <p>Municipal rescue authorities / Regional fire marshal</p>	<p>N</p> <p>L/R</p>	<p>SYKE, a Response Commander nominated by SYKE, and under him an OSC are leading response at sea. SYKE has the supreme responsibility of management & supervision of response and decides which response method is to be used.</p> <p>Large beach clean-up operations may be lead by the Regional Environment Centres or by Regional Rescue Departments. A regional fire marshal may in such cases be nominated as Operation Commander.</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Response to oil pollution at sea	Responsibility: SYKE Equipment: Finnish Border Guard Finnish Navy State Shipping enterprise, Finstaship Municipal authorities	N N N N L	First aid measures are likely to be done by the patrol vessels of the Border Guard units and the nearest oil combating boats of municipalities. In case of major spills, the response will be undertaken by combined resources from the Navy, Border Guard and Finstaship. Response strategy: primarily mechanical recovery; SYKE decides upon dispersant use.
Response to oil pollution on land	SYKE Regional Environmental Centres Municipal authorities	N R L	A multiple-tier approach (L-R-N); (same as above)
Response to chemical spills	SYKE (sea area) Municipal authorities (coastal/land)		SYKE developed brochure "oil & chemical response in Finland" (see webpage ref. below), and developed different response techniques (see website).
Aerial surveillance	SYKE Border Guard	N N	SYKE is responsible for the aerial surveillance programme. Two Dornier 228 surveillance aeroplanes are operated by the Finnish Border Guard.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Contingency planning	SYKE	N	4 regional plans exist (3 for sea area and 1 for lake Saimaa). Local municipalities have the obligation to make local contingency plans.
	Regional Environment Centres	R	
	Municipal authorities	L	
Legal aspects – claims	SYKE		
Legal aspects – enforcement deliberate pollution	Border Guard – oil pollution fee	N	
	SYKE	N	
	Finnish Maritime Admin./Maritime Safety Dept. – PSC	N	
	Office of the Prosecutor General	N	
Scientific aspects – math. Modeling/ NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	SYKE	N	SYKE is both a research institute, and a centre for environmental expertise.
	Finnish Institute of Marine Research (FIMR)	N	FIMR is a research institute which is governed by the Finnish Ministry of Transport and Communications.
Other:	SYKE	N	Expertise in oil removal from wrecks

Main Finnish Centre for the purpose of EMPOLLEX

1. Finnish Environment Institute (SYKE)

Contact person: Mr. Kalervo Jolma

P.O. Box 140

00251 Helsinki

FINLAND

Tel. +358 20 490 123

Fax. +358 20 490 478

E-Mail: kalervo.jolma@environment.fi

Website: <http://www.environment.fi/oil>

For brochure on oil & chemical response in FI: see:

<http://www.environment.fi/default.asp?contentid=79496&lan=EN>

Further info on Finnish centres/services via websites

- MRCC Turku: http://www.merivartiosto.fi/mrcc/e_index.asp
- HELCOM: <http://www.helcom.fi/>
- MARIS (Maritime Accident Response Information System):
<http://www.helcom.fi/maris.html>
- Regional fire marshals/Rescue authorities:
<http://www.pelastustoimi.net/>
- Finnish Maritime Administration: <http://www.fma.fi/e/functions/safety/>
- Finnish institute of Marine Research (FIMR): <http://www.fimr.fi/en.html>

COUNTRY FILE (7) – FRANCE (Metropolitan France, *i.e.* excl. Overseas dept.⁵)

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP	CROSS ⁴ La Garde, CROSS Etel & CROSS Jobourg	R	NCP emergencies for areas covered by Barcelona Convention, Lisbon Convention and Bonn Agreement respectively
National & international coordination - poll. control at sea	3 PREMAR (Préfecture Maritime): PREMAR Toulon, PREMAR Brest & PREMAR Cherbourg	N	Acting under authority of Prime Minister via Secrétariat Général de la Mer
	Commission for Practical Studies in Anti-Pollution Control (CEPPOL)	N	Marine pollution expert team French Navy
National coordination - poll. control on land	26 coastal Department Prefects	R	Acting under supervision of Minister for the Interior
	9 Defence Zone Prefects	R	In coordination with PREMARs & coastal Dept. Prefects

⁴ CROSS = Centre Régional Opérationnel de Surveillance et de Sauvetage ; in total, France has 8 CROSS centres spread along their coastlines.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
National & international coordination - general	Secrétariat Général de la Mer	N	National/international policy & coordination; acting under authority of Prime Minister
Crisis management, decision-making	PREMAR	R	Marine pollution control at sea via command post at PREMAR HQ's or/and via advance command post - operational HQ's
	coastal Dept. Prefects	R	Marine pollution control on land via permanent Prefect HQ's and/or via advance command post
Response to oil pollution at sea	PREMAR	R	POLMAR MER stockpiles under responsibility of the Ministry of Defence, at Cherbourg, Le Havre, Brest, Lorient & Toulon; Both mechanical recovery equipment + dispersants; Response advice/guidance by CEPOL. French response strategy: primarily mechanical recovery.
	CEDRE	N	Specialized centre, with experts in marine pollution response (mechanical recovery & use of dispersants)
Response to oil pollution on	Civil Emergency Services	N	5 response sections of 30 men formed in two training units, with own pumping, collection &

SUBJECT	Centre/Institution/Org.	Level	Info/questions
land	DTMPL ⁵ (CETMEF)	N	storage equipment
	CEDRE ⁶	N	Maintenance of POLMAR TERRE stockpiles at 11 major ports Specialized centre, with experts in marine pollution response
Response to chemical spills	PREMAR	R	Advised by CEDRE in case of accidents with dangerous chemicals
	IFREMER ⁷	N	Specialized institute with expertise in evaluation & monitoring of chemical pollutants.
Aerial surveillance	French Customs	N	Two remote sensing aircraft
Contingency planning	PREMAR + coastal Dept. Prefects	N	POLMAR Plan Sea (POLMAR MER) + POLMAR Plan Land (POLMAR TERRE) resp.
Legal aspects – claims	PREMAR & coastal Dept. Prefects	N+R	-

⁵ DTMPL = Direction du Transport Maritime des Ports et du Littoral – Ministry of Equipment

⁶ CEDRE = Centre of documentation, research and experimentation on accidental water pollutions

⁷ IFREMER = French Research Institute for Exploitation of the Sea

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	HQ's, Ministry of Finances - Legal Division		
Legal aspects – enforcement deliberate pollution	French Customs; for prosecution: Tribunals of Paris, Brest, Le Havre, & Marseille	N+R	-
Scientific aspects – mathematical modeling	Météo-France, IFREMER	N	MOTHY oil behaviour model
Scientific aspects – NEBA/monitoring/analysis/env. impact/ ecological sensitivity	CEDRE	N	Centre with various expertise in pollutant behaviour / response / pollution monitoring and oil + chemical analyses / dispersant testing, evaluation and monitoring of its use
	IFP (Institut Français du Pétrole)	N	Institute with expertise in chemical analysis of oil (fingerprinting; chemical composition)
	LASEM	N	Chemical lab of French Navy, expertise in oil analysis (fingerprinting; chemical composition)
	IFREMER	N	marine pollution monitoring / ecological sensitivity & environmental impact / evaluation of dispersant use

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Other	-	-	

French centres of expertise⁸ for the purpose of EMPOLLEX:

1. CROSS Atlantique (Etel)

Avenue Louis Bougo
Château de la Garenne
56410 Etel
FRANCE
Tel. : +33 2 97 55 35 35
Fax.: +33 2 97 55 49 34
E-mail : cross-etel@equipement.gouv.fr

6. Préfecture maritime de la Méditerranée

BP 912 83800 Toulon Armées
Tel : +33-4 94 02 03 72
Fax : +33-4 94 02 13 63
E-mail : Premar.mediterraneeam@laposte.net

2. CROSS Jobourg (Manche centrale)

Route d'Auderville, BP 5
50440 Jobourg
FRANCE
Tel.: +33-2 33 52 72 13
Fax.: +33-2 33 52 71 72
E-mail : cross-jobourg@equipement.gouv.fr

7. CEPPOL

BP 79
29240 Brest Armées
FRANCE
Tel. : +33-2 98 22 05 84
Fax : +33-2 98 22 09 11
E-mail : ceppol@wanadoo.fr
Website : <http://www.defense.gouv.fr/marine/>

⁸ No main French centre is appointed; an exchange to France will be coordinated in contact with national correspondents, Secrétariat Général de la Mer & the Ministry of Ecology & Sustainable Development – Bureau de Mer.

3. CROSS Méditerranée (La Garde)

Fort Sainte-Marguerite, BP 69
83130 La Garde
FRANCE
Tel.: +33-4 94 61 71 10
Fax: +33-4 94 27 11 49
E-mail : cross-la-garde@equipement.gouv.fr

4. Préfecture maritime de la Manche et de la mer du Nord

Contact person : Jean-Christophe Burvingt
B.P.1 - 50 115 Cherbourg Armées
FRANCE
Tel. : +33 2 33 92 60 61
Fax : +33 2 33 92 59 26
E-mail : sec.aem@premar-manche.gouv.fr
Website : <http://www.premar-manche.gouv.fr/>

5. Préfecture maritime de l'Atlantique

BP 46 – 29240 Brest ARMEES
FRANCE
Tel : +33-2 98 22 11 78
Standard Marine Brest : +33 2 98 22 10 80
E-mail : Premarbrest.aem@wanadoo.fr
Website : <http://www.premar-atlantique.gouv.fr/>

Further info on French centres/services via websites

CETMEF (DTMPL - Ministry of Equipment) : <http://www.cetmef.equipement.gouv.fr>

IFREMER: <http://www.ifremer.fr/anglais/>

8. CEDRE

Contact person : Christophe Rousseau
715 rue Alain Colas - CS 41836 –
29218 Brest Cedex 2
FRANCE
Tél : 33 (0)2 98 33 10 10
Fax : 33 (0)2 98 44 91 38
contact@cedre.fr
<http://www.cedre.fr>

9. Météo France

Contact person : Pierre Daniel
Météo-France - Direction de la Prévision
Division Marine et Océanographie
Tel: +33-5 61 07 82 90
Fax.: +33-5 6107 84 84
E-mail : pierre.daniel@meteo.fr
Website : <http://www.meteorologie.eu.org/moathy>

10. French Customs (Direction générale des douanes et des droits indirects)

Contact person : Christian COSSE
Bureau B2
11 Rue de Deux Communes
93558 MONTREUIL CEDEX
Tel : +33 1 57 53 46 66
Fax : +33 1 57 53 49 76
E-mail : christian.cosse@douanes.finances.fr
Website : <http://www.douane.gouv.fr>

COUNTRY FILE (8) - GERMANY (Federal Republic of)

SUBJECT	Centre/Institution/Org.	Level	Info/questions
<p>NCP</p> <p>National & internat. coordination</p>	<p>Central National Reporting Centre (MLZ)</p> <p>Central Command for Maritime Emergencies (CCME)</p>	<p>N</p> <p>N+R</p>	<p>= MLZ, Part of CCME</p> <p>CCME is subordinated to the Federal Ministry of Transport, Building and Urban Development; Coastal section is subordinated to the Environment Ministries of Niedersachsen (and acting on behalf of other 4 Federal Coastal States); CCME is located at Cuxhaven.</p>
<p>Crisis management, decision-making</p>	<p>Central Command for Maritime Emergencies (CCME)</p> <p>minor pollutions:</p> <p>Federal Waterways and Shipping Administration (WSV)</p>	<p>N+R</p>	<p>Spill Response is joint responsibility of the Federal Government (through the Federal Waterways and Shipping Administration (WSV) of the Ministry of Transport, Building and Urban Development) and the 5 Federal Coastal States⁹.</p>

⁹ Bremen, Hamburg, Niedersachsen, Mecklenburg-Vorpommern and Schleswig-Holstein.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Environmental Ministries of the five Coastal States		<p>In case of a major marine pollution incident, the CCME takes overall command of the sea-based and land-based operations.</p> <p>Land-based response operation will be carried out by the Coastal State on behalf of the CCME (cf. subject 'response nearshore / on land' below).</p>
Response to oil pollution at sea	Central Command for Maritime Emergencies (CCME), High Sea Section and Coastal Section	N+R	<p>High Sea Section CCME: high seas; Coastal Section CCME: coastal sea.</p> <p>Response strategy: primarily mechanical recovery.</p> <p>Several pollution control vessels (main response option mechanical recovery) are stationed around the coast line.</p>
Response to oil pollution nearshore / on land	Central Command for Maritime Emergencies (CCME), Coastal Section responsible, in coordination with Federal Coastal States authorities.	R+L	<p>Wadden Sea + beach cleaning</p> <p>Several pollution control vessels for coastal areas, shallow waters & Wadden Sea, oil booms, beach cleaning equipment.</p>
Response to chemical spills	Central Command for Maritime Emergencies (CCME)	N+R	Four specialized HNS response vessels (Neuwerk, Mellum, Scharhörn, Arkona)

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			Local Firebrigades
Aerial surveillance	Central Command for Maritime Emergencies (CCME), High Seas Section	N	Two remote sensing aircraft that are operated by the Federal Navy
Contingency planning	Central Command for Maritime Emergencies (CCME)	N+R	The national computer based contingency plan was established in 1999.
Legal aspects – claims	Federal Waterways and Shipping Directorate Nord, Kiel	N	
Legal aspects – enforcement deliberate pollution	Federal Maritime and Hydrographic Agency (BSH)	N	
Scientific aspects – math. modeling	Federal Maritime and Hydrographic Agency (BSH) Federal Institute of Hydrology (BfG)	N+R	Oil behaviour sensing equipment and dispersion
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Max Planck Institute for Marine Microbiology; German Federal Institute of Hydrology Helmholtz-Zentrum Geesthacht Centre for Materials and Coastal Research	N+R	Expertise in oil behaviour/environmental impact/ecological sensitivity/dispersants Ecological sensitivity mapping

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Other:	Federal Agency for Technical Relief (THW) for response to oil pollution on land -----	R+L	THW is working for the five coastal states in the field oil spill response on land and in harbours. Small working boats, oil booms, beach cleaning equipment. -----

Main German Centre of expertise for the purpose of EMPOLLEX

1. Central Command for Maritime Emergencies (CCME)

Am Alten Hafen 2

27472 Cuxhaven

GERMANY

Tel. +49-4751 567 125

Fax. +49-4721 52 506

Website: <http://www.havariekommando.de/>

Further info on German centres/services via websites

- Central Command for Maritime Emergencies: www.havariekommando.de
- Federal Waterways and Shipping Administration: www.wsv.de
- Federal Ministry of Transport, Building and Urban Development: www.bmvbs.de
- Environmental Ministries of the five Coastal States:
 - <http://www.umweltministerium.schleswig-holstein.de>
 - <http://www.um.mv-regierung.de/index.htm>
 - <http://www.mu1.niedersachsen.de>
 - <http://fhh.hamburg.de/stadt/Aktuell/behoerden/stadtentwicklung-umwelt/start.html>
 - <http://www.umwelt.bremen.de/buisy/index.html>
- Federal Waterways and Shipping Directorate Nord, Kiel: <http://www.wsd-nord.wsv.de>
- Federal Waterways and Shipping Directorate Northwest, Aurich: <http://www.wsd-nordwest.wsv.de>
- Federal Maritime and Hydrographic Agency: <http://www.bsh.de/en/index.jsp>
- Federal Institute of Hydrology: <http://www.bafg.de>
- Max Planck Institute for Marine Microbiology: <http://www.mpi-bremen.de>
- Helmholtz-Zentrum Geesthacht Centre for Materials and Coastal Research: <http://www.hzg.de/>
- Federal Agency for Technical Relief (THW): <http://www.thw.de/>

COUNTRY FILE (9) - GREECE

SUBJECT	Centre/Institution/Org.	Level	Info/questions
<p>NCP</p> <p>National & internat. coordination</p>	<p>Marine Rescue Coordination Centre – Ministry of Shipping, Maritime Affairs and the Aegean, Hellenic Coast Guard</p> <p>Marine Environment Protection Division (MEPD) – Ministry of Shipping, Maritime Affairs and the Aegean, Hellenic Coast Guard</p>	<p>N</p> <p>N</p>	<p>The MEPD, responsible for marine pollution response in Greece, is manned by personnel from the Hellenic Coast Guard.</p>
<p>Crisis management, decision-making</p>	<p>MEPD</p> <p>24 Regional Marine Pollution Combating Stations (RMPCS)</p> <p>75 local port authorities – Harbour Master (Central Port Authorities, Port Authorities, Sub-Port Authorities)</p>	<p>N</p> <p>R</p> <p>L</p>	<p>For small spills, response is initiated and coordinated by the local port authorities; the regional RMPCS stations would assist local ports and coordinate response to larger spills. MEPD would assume control of response for major spills. In case of a major marine pollution incident, an interministerial committee may be established chaired by the Minister of Mercantile Marine, and representatives from other ministries.</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Response to oil pollution at sea	MEPD RMPCS Local Port Authorities	N R L	The Hellenic Coast Guard has a total of various types of 212 patrol boats including 7 multi-function and simple function response vessels, necessary for response to and prevention of oil pollution at sea. RMPCS stations (24) have been established in the major ports of Alexandroupoli, Chania, Chios, Elefsis (central stockpile), and in Isthmia, Kabala, Mirina, Neapoli Voion, Patra, Pilos, Piraeus, Rodos, Syros, Thessaloniki, Volos, Corfu, Preveza, Zakynthos, Lavrio, Heraklion, Santorini, Samos, Mytilene, and Igoumenitsa. Each RMPCS has a trained team. Response strategy: primarily mechanical recovery; dispersants second option.
Response to oil pollution on land	MEPD Municipal authorities	N L	Municipal authorities normally undertake shoreline clean-up (with help from contractors); The MEPD, the RMPCS and local port authorities, can assist with own resources if required.
Response to chemical spills	MEPD & the Marine Rescue Coordination Centre (MRCC)		According to the National Contingency Plan and in order to help the MEPD and the MRCC for all types of pollution, a National Advisory Committee has been established and is

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			consisted of representatives from the bodies involved. Special scientific advisors may help this Committee. It is also noted that there is no experience as to the response of chemical spills.
Aerial surveillance	MEPD Ministry of Shipping, Maritime Affairs and the Aegean/ Air Surveillance Unit	N N	The Hellenic Coast Guard has a total of 7 aircraft and 6 helicopters, divided as follows: aircraft: 2 CESSNA RG 172, 2 SOCATA TB 20, 3 REIMS F – 406; helicopters: 6 AS 365 N3 DAUPHIN heli's. Moreover, civil and military aircraft and helicopters are monitoring the sea and the coast as well.
Contingency planning	MEPD Local Port Authorities Port Management & Development Organisations Oil Transportation Shore Facilities	N L L L	Port Management & Development Organizations & Oil Transportation Shore Facilities should have their own Contingency Planning (PCP & FCP respectively), which is harmonized with the Local Contingency Plan of the relevant Port Authority.
Legal aspects – claims	MEPD	N	Greece has ratified and put into effect the CLC '92 Convention and the Fund

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			Convention, with their Protocols.
Legal aspects – enforcement deliberate pollution	Local Port authorities	L	Local Port authorities: enforcement; local competent tribunals and their Prosecutors deal with most MARPOL offences.
Scientific aspects – math. Modeling/ NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Hellenic Centre for Marine Research	N	As regards scientific issues, the MEPD collaborates with the Hellenic Center for Marine Research, the General Chemical State Laboratory and other national scientific Institutes. Oil & chemical analyses, environmental impact, environmental monitoring, ecotoxicology, marine ecology, dispersant product authorization.
Other			Greek authorities had to deal with some major oil pollution incidents, such as GEROI CHERNOMORYA (1992), or EUROBULKER X (2000).

Main Greek centre of expertise for the purpose of EMPOLLEX

1. Marine Environment Protection Directorate (MEPD) - Ministry of Shipping, Maritime Affairs and the Aegean, Hellenic Coast Guard

109 Ipsilantou

18532 Piraeus

GREECE

Contact persons: Captain H.C.G. Alexandros Lagouros

Tel. +30 210 419 13 51

Fax. +30 210 422 04 40/41

E-mail: dpthap@yen.gr

Other centres of expertise (no coordinates)

2. Major Port Authority of Piraeus

Website: http://www.olp.gr/main_eng.htm

3. Major Port Authority of Elefsina

COUNTRY FILE (10) - ICELAND

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP, National & internat. coordination	Environment Agency of Iceland (EAI)	N	Overall responsibility for pollution prevention on land and at sea. Responsible for national and international cooperation and coordination
	Icelandic Coastguard	N	Spill notification point; responsible for alerting other competent services such as EAI.
Crisis management, decision-making	EAI	N	EAI has in most cases the role of OSC
Response to oil pollution at sea	EAI	N	An EAI officer makes decisions on responses, whereas Coast Guard vessels have been prepared for response to marine pollution at sea (mechanical recovery). Most of the equipment (booms + skimmers; also dispersant spraying etc.) is stockpiled at five sites around the coast, that at Reykjavik being the largest. Response strategy: primarily mechanical recovery.
Response to oil pollution on	Local communities	R/L	First response is the responsibility of the local

SUBJECT	Centre/Institution/Org.	Level	Info/questions
land			fire brigades, cleanup and environmental restoration in general on the hands of the local health inspectorates.
Response to chemical spills	EAI (Local communities on land, see above)	N R/L	Due to very limited chemical industry, no special expertise has been considered necessary apart from the local fire brigades, as a part of their response responsibilities.
Aerial surveillance	Icelandic Coastguard	N	Responsible for pollution surveillance in Icelandic waters (EEZ + TS). Any event is to be reported to the EAI
Contingency planning	EAI	N	-
Legal aspects – claims	EAI	N	All claims are finally handed over to the state prosecution office, which handles the cases in court if needed.
Legal aspects – enforcement deliberate pollution	EAI	N	If cases are taken into court, the state prosecution office takes over.
Scientific aspects – math. modelling	EAI	N	The Iceland Directorate for Shipping has modelling capabilities.
Scientific aspects – NEBA/monitoring/analysis/envir.	EAI	N	Environmental impact and ecological sensitivity mapping

SUBJECT	Centre/Institution/Org.	Level	Info/questions
impact/ ecological sensitivity			
Other	-	-	The EAI is the main centre of expertise for the purpose of EMPOLLEX. The Icelandic Coastguard can be visited for a short period of time (e.g. ½ to 1 day) during a visit to Iceland.

Main Icelandic Centre of expertise for the purpose of EMPOLLEX

Environment Agency of Iceland (EAI (UST))

Contact person: Mr Kristjan GEIRSSON

Sudurlandsbraut 24

IS-108 Reykjavik

ICELAND

Tel: +354 591 20 00

Fax: +354 591 20 20

E-mail: kristjan@ust.is

Website: <http://ust.is/the-environment-agency-of-iceland/>

COUNTRY FILE (11) - IRELAND

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP, National & internat. coordination	Irish Coast Guard	N	
Crisis management, decision-making	Irish Coast Guard	N	<p>The Coast Guard may mobilize its staff to establish a local HQ to deal with the marine incident.</p> <p>This HQ can be augmented by additional personnel from the Marine Pollution Response Team (made up of experts in their field from surveyors to local authority personnel).</p>
Response to oil pollution at sea	Irish Coast Guard	N	Control and coordination of response. Response strategy: primarily mechanical recovery.
Response to oil pollution on land	Department of the Environment	N	The Dept. of the Environment has a general responsibility for shoreline clean-up arrangements; clean-up is executed by local authorities
	Irish Coast Guard	N	The Irish Coast guard also has a coordinating role in coastal clean-up operations

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Response to chemical spills	Irish Coast Guard	N	In cases outside expertise of IRCG international assistance requested
Aerial surveillance	Irish Coast Guard	N	IRCG contracts specialized aerial surveillance aircraft from abroad as required. In small incidents SAR helicopters used.
Contingency planning	Irish Coast Guard	N	Marine Pollution & Salvage Section IRCG
Legal aspects – claims	Irish Coast Guard	N	Marine Pollution & Salvage Section IRCG
Legal aspects – enforcement deliberate pollution	Irish Coast Guard	N	The Chief State Solicitors Office are the competent authority for prosecution of offenders under MARPOL
Scientific aspects – math. modelling	Irish Coast Guard		Oilmap/chemmap models held at MRCC Dublin
Scientific aspects – NEBA/monitoring/analysis/environmental impact/ ecological sensitivity	Irish Coast Guard Marine Laboratory Dublin Dept of Environment (National Parks & Wildlife Service)	N	Monitoring spill & response. Chemical analyses of oil & chemicals. Monitoring/analysis/environmental impact/ ecological sensitivity.
Other	-	-	-

Main Irish centre of expertise for the purpose of
EMPOLLEX

1. Irish Coast Guard

Contact person: Mr Eugene Clonan
Dept. of Transport, Tourism and Sport
Leeson Lane
Dublin 2
IRELAND

Tel. +353-1 67 83 441

Fax. +353-1 67 83 459

E-mail: eugeneclonan@dttas.ie

Website: <http://www.transport.ie/marine/IRCG>

Other centres of expertise

2. Marine Laboratory Dublin

Contact person: Dr Evin McGovern
Marine Institute - Galway Technology Park
Parkmore, Galway, IRELAND

Tel. +353 91 730400

Fax + 353 91 730470

E-mail: Evin.mcgovern@marine.ie

3. Dept of Environment (National Parks & Wildlife Service)

Contact person: Dr David Lyons
National Parks & Wildlife Service
Government Buildings

Sullivans Quay, Cork, IRELAND

Tel. + 353 87 6602159

Fax + 353 21 4961920

E-mail: dlyons@duchas.ie

Website: <http://www.npws.ie/>

COUNTRY FILE (12) – ITALY

SUBJECT	Centre/Institution/Org.	Level	Info/questions
<p>NCP, International coordination</p> <p>National coordination</p>	<p>VI Division of DGNP (Directorate General for Nature Protection) - Ministry of Environment</p> <p>Italian Coast Guard general HQ's (General Command of the Capitanerie di Porto – Maritime Directions – Capitanerie di Porto)</p> <p>Civil Protection Dept. (Ministry of Civil Protection)</p>	<p>N</p> <p>N</p> <p>N</p>	<p>DGNP is the government body responsible for the prevention of and response to marine pollution. It is the international contact point for marine pollution emergencies.</p> <p>On a national level, the co-ordination of response in the field is performed by the IT Coast Guard general HQ's.</p> <p>The Civil Protection Dept. takes over general coordination of all operations only when the situation is so grave that it is declared a national emergency by the President of the Council of Ministers.</p>
<p>Crisis management, decision-making</p>	<p>DGNP</p> <p>Italian Coast Guard (general HQ's + harbour master offices)</p>	<p>N</p> <p>N</p>	<p>The marine anti-pollution units are chartered by the Ministry of Environment.</p> <p>Each harbour master has responsibility for a particular maritime zone and co-ordinates response within that zone.</p> <p>The Ministry of Civil Protection intervenes in</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Civil Protection Dept. (Ministry of Civil Protection)	N	case of major marine pollution incident that is declared a national emergency (see above).
Response to oil pollution at sea	Italian Coast Guard + DGNP Castalia Ecolmar ScpA	N private	Numerous anti-pollution vessels (from Castalia Ecolmar ScpA) are chartered by the Ministry of Environment for at-sea response to spills. Response strategy: primarily mechanical recovery.
Response to oil pollution on land	Regional and local authorities	R+L	Specialized teams for coastal clean-up are in the process of being established by the Civil Protection Dept.
Response to chemical spills	Italian Coast Guard	N	IT has successfully dealt with accidents involving serious threat of chemical pollution, e.g. the incident in the Adriatic Sea with the chemical carrier ALESSANDRO PRIMO. Some Italian private companies have at their disposal excellent means for underwater operations at great depths.
Aerial surveillance	STAI ¹⁰ - Italian Coast Guard	N	

¹⁰ STAI = the Italian Coast Guard's Institutional and Environmental Service of Remote Sensing

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Contingency planning	DGNP	N	
	Civil Protection Dept.	N	
Legal aspects – claims	-		
Legal aspects – enforcement deliberate pollution	Italian Coast Guard; for prosecution: public prosecutors from the Court competent on the territory	N	
Scientific aspects – math. modeling	ICRAM	N	-
Scientific aspects – NEBA/monitoring/analysis/environmental impact/ ecological sensitivity	ICRAM	N	ICRAM has expertise in monitoring, damage assessment, environmental restoration, marine chemistry & biology.
Other		-	Italy has faced some major marine pollution incidents, like the HAVEN incident (oil poll., 1991) and the ALESSANDRO PRIMO incident (chemical poll., 1991).

Main Italian centres for the purpose of EMPOLLEX

1. Italian Coast Guard

Website: <http://www.guardiacostiera.it/en/protectionmarine.htm>

2. ICRAM

Website: <http://www.icram.org/>

COUNTRY FILE (13) - LATVIA

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP, national & international coordination	Marine Environment Board (MEB) – Ministry of Environment	N	Coordination of national and international oil spill contingency organizations is carried out by MEB.
	Latvian Coastguard (LC) – Ministry of Defence	N	Oil spill contingency operations at sea on national and international level are carried out by LC.
	MRCC Riga ¹¹ - LC	N	MRCC Riga serves as national and international contact point for emergency situations.
	Maritime Administration of Latvia (MA) – Ministry of Transport	N	Legal national and international obligations regarding shipping are carried out by MA.
Crisis management, decision-making	MRCC Riga MRCC (Maritime Rescue Coordination Center) Committee	N	Three levels of management and decision-making exist in LV. For small spills, the commander of MRCC Riga is leading the response operations. For major oil spills, an

¹¹ MRCC Riga = Maritime Rescue Centre Riga, which is a centre of the Latvian Coastguard

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			MRCC Committee is convened by the LC for overall coordination and management of the pollution. It consists of permanent members from MEB, LC, MA, FS, Min. of Defence, and port authorities. In case of major pollution leading to a national emergency, a State Emergency Commission is activated under the Min. of the Interior.
Response to oil pollution at sea	LC – MRCC Riga	N	The LC performs response operations, under coordination of MRCC Riga. It maintains a central office in Riga and has regional strike teams located in Riga, Liepaja and Ventspils. Response strategy: primarily mechanical recovery.
Response to oil pollution on land	<p>Firefighting Service (FS) - Ministry of Interior</p> <p>Local municipalities</p>	<p>N</p> <p>L</p>	<p>The FS is responsible for response operations on the coast. The FS has a main office in Riga and regional offices located in municipalities along the coastline. FS operates its own technical equipment.</p> <p>Local municipalities take part in response operations to oil pollution on the coast (extra manpower & means).</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Response to chemical spills	LC-MRCC Riga + MEB + FS	N	For the time being, response to chemical spills is performed LC, MEB and FS (as for oil poll.), but no special 'chemical' expertise exists. The FS however has agreements with local municipalities and private companies. However, a Chemical Spill Contingency Plan for Latvia has recently been prepared ¹² ; it is foreseen that the same contingency structure will be applied as for the oil spill contingency. Purchase of chemical spill response equipment for Latvia is foreseen by MEB in 2006-2007.
Aerial surveillance	MEB	N	Regular aerial surveillance flights over LV waters + international flights, e.g. CEPCO (cf. HELCOM).
Contingency planning	MEB	N	MEB ensures oil spill contingency planning on three levels: national, for port authorities and for terminal operators. MEB approves oil spill contingency plans and coordinates planning

¹² The Chemical Spill contingency Plan has been prepared by the Flemish consultancy agency ECOLAS N.V. in 2004.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			activities.
Legal aspects – claims	MEB + MA	N	Any party is authorized to submit a claim according to the Latvian Maritime Code. Methodological assistance in preparation of claims is provided by MEB. The MA acts as a legal adviser for international claims.
Legal aspects – enforcement deliberate pollution	MEB	N	MEB collects evidence and prepares case for the Latvian court in the territorial competence of which the offence has taken place. MEB lawyers have very high competence in preparation of cases regarding MARPOL offences. No special tribunals or prosecutors are available.
Scientific aspects – math. modeling	MEB/LC Latvian Hydro Meteorological Agency	N	MEB and LC (MRCC Riga) use a Swedish on-line model “SEATRACK Web” ¹³ . The Latvian Hydro Meteorological Agency also uses this model, adding hydro- and meteorological info.

¹³ The on-line model “SEATRACK Web” is provided by the Swedish Hydro Meteorological Institute.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	MEB Institute for Aquatic Ecology Latvian Environmental Agency Latvian Fishery Agency	N	MEB calculates environmental damage according to the approved methodology. On request of MEB, several scientific centres can offer assistance: the Institute for Aquatic Ecology can monitor chemicals in the marine environment and can assist in the evaluation of the environmental impact of a spill; the LV Environment Agency performs oil analyses; the LV Fishery Agency monitors effects on fish stocks.
Other	-	-	-

Main Latvian centre of expertise for the purpose of EMPOLLEX

1. Marine Environment Board
2, Voleru Street
LV-1007 Riga, LATVIA
Contact person :
Mr Guntis Drunka, Director of Marine Environment Board,
Tel.: +371 746 96 64
E-mail: guntis.drunka@jvp.gov.lv
Website: www.jvp.gov.lv

Other centres of expertise

2. MRCC Riga (Latvian Coast Guard)
Meldru iela 5a
Rīga LV1015, LATVIA
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Tel. + 371 67082052
fax + +371 67320100
E-mail: ojars.gerke@mrcc.lv
www.mrcc.lv

3. Maritime Administration of Latvia
Trijādības iela 5
Rīga LV 1048, LATVIA
Tel.: + 371 7 062 101
fax + 371 7 860 082
Website : www.jurasadministracija.lv

COUNTRY FILE (14) - LITHUANIA

SUBJECT	Centre/Institution/Org.	Level	Info
NCP, National & internat. coordination	LMSA ¹⁴	N N	NCP for emergencies –LMSA. MRCC Klaipeda, a Dept. of the LMSA, receives distress calls from vessels. NCP for inquiries -Klaipeda REPD
Crisis management, decision-making	LMSA Klaipeda REPD ¹⁵	N N	LMSA is responsible for response operations; in co-ordination with Klaipeda REPD, that has overall responsibility for response strategy.
Response to oil pollution at sea	LMSA	N	MRCC Klaipeda officer (LMSA) will assume role of OSC. Response strategy: primarily mechanical recovery. Dispersants can be used with special permission of Min. of Environment.

¹⁴ LMSA = Lithuanian Maritime Safety Admin. – Ministry of Transport and Communication

¹⁵ Klaipeda REPD = Klaipeda Regional Environmental Protection Dept. – Ministry of Environment.

SUBJECT	Centre/Institution/Org.	Level	Info
Response to oil pollution on land	Civil Protection Department The resp. local authorities of regions/districts – fire brigades + Local municipalities' Civil Protection units	N R/L	
Response to chemical spills	LMSA	N	The national contingency plan covers response to any pollution incident at sea, although incidents with oil pollution are the most frequent. In case of chemical spills, the marine research centre is contacted for expert advice.
Aerial surveillance	Klaipeda REPD + Air Forces	N	
Contingency planning	Ministry of Environment Ministry of Transport and Communications	N N	
Legal aspects – claims	Klaipeda REPD		Klaipeda REPD is responsible for collection of evidence, for the identification of offenders, evaluation of the damage to the environment and preparation and submission of claims for damage compensation.
Legal aspects – enforcement deliberate pollution	Local court	N	

SUBJECT	Centre/Institution/Org.	Level	Info
Scientific aspects – math. modeling	Center of Marine Research	N	Sea Track oil trajectory model
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Center of Marine Research	N	Expertise in marine pollution monitoring, chemical analysis of oil and other harmful substances, study of oil properties and behaviour, evaluation of oil and other harmful substances pollution impact on marine environment, assessment of eco-toxicity.
Other	-	-	-

Main Lithuanian Centre for the purpose of EMPOLLEX

1. Center of Marine Research
 Taikos pr. 26
 LT-91149 Klaipeda
 LITHUANIA
 Tel. +370 46 41 04 50
 Fax. +370 46 41 04 60
 E-mail: CMR@klaipeda.omnitel.net

Other Centres of expertise
 (-)

COUNTRY FILE (15) - MALTA

[No Country File is available yet]

COUNTRY FILE (16) - The NETHERLANDS

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP, National & international coordination	Netherlands Coast Guard (NL-CG) Den Helder	N	The Netherlands Coast Guard consists of a co-operative framework comprising various central government departments from 6 Ministries. All information should be sent to the CCC. The Coast Guard will dispatch this information to participating dept. ^s and will co-ordinate the actions of the various competent dept. ^s .
Crisis management, decision-making	Rijkswaterstaat North Sea (NSD), of Directorate-General for Water Management – Ministry for Infrastructure and Environment.	N	The duty officer of the Response Unit (MPCU) within the NSD will advise the Director of the NL-CG what measures need to be taken. Spill/incident size determines what type of organization will be established and what measures will be taken. Response is coordinated by the Netherlands Coast Guard.
Response to oil pollution at sea	NSD	N	Special vessels owned or chartered by NSD primarily carry out mechanical recovery operations at sea.
Response to oil pollution on	NSD	N	In case of coastal pollution, NSD will coordinate the coastal clean-up/recovery

SUBJECT	Centre/Institution/Org.	Level	Info/questions
land	Regional or local bodies of D-G Water Management (with contractors)	R/L	operations. The actual clean-up is carried out by the regions and contractors.
Response to chemical spills	NSD	N	DCMR ¹⁶ is an institution that provides advice on human risk issues of the released substance. Other institutions (RIKZ ¹⁷) provide advice on ecological aspects and possible means with regard to response.
Aerial surveillance	NL-CG	N	The NL-CG is in charge of the aerial surveillance routine and ad-hoc program
Contingency planning	NSD	N	A five year review of the risk-analysis in the NEEZ is the basis of an up-date of the National Contingency Plan.
Legal aspects – claims	NSD	N	Under guidance of the Ministerial Legal advisors and if needed external services.

¹⁶ DCMR = Dienst Centraal Milieu Rijnmond

¹⁷ RIKZ = National Institute for Coastal and Marine Management

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Legal aspects – enforcement deliberate pollution	NL-CG	N	
	for prosecution: North Sea Prosecutor's office (Stafbureau Noordzee)	N	
Scientific aspects – math. modelling	NSD	N	OILMAP / CHEMMAP (ASA products)
	RWS-VWM	N	Dilution models
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	RWS-VWM and contracted service RWS-VWM	N	NE(E)BA modelling and evaluations; environmental impact evaluations; use of dispersants/chemicals
		N	Ecological sensitivity; environmental monitoring; ecotoxicology...
		N	Oil & chemical analyses
Other	Falck-Nutec SMIT; Svitzer; Multraship; Kotug; Duc-Diving; HEBO	private	These are private companies that are willing to welcome an expert for a short visit (e.g. ½ to 1 day) of their company during a stay in the NL.
		private	Falck-Nutec is an expert company in the field of industrial, offshore and maritime fire-fighting and safety training; the salvage companies are expert companies in the field

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	<p data-bbox="667 553 785 578">Advisafe</p> <p data-bbox="667 699 995 724">Institute Willem Barentz</p> <p data-bbox="667 837 772 862">Proseas</p>	<p data-bbox="1171 399 1262 423">private</p>	<p data-bbox="1289 321 1913 391">of inter alia towage & salvage, but also chemical pollution measures;</p> <p data-bbox="1289 415 1913 529">SMIT runs the course 'Managing Marine Emergencies' twice a year and Svitzer is known for its Maritime Academy;</p> <p data-bbox="1289 561 1913 667">Advisafe is an environmental & safety consultancy with accent on the aquatic environment.</p> <p data-bbox="1289 716 1913 781">Willem Barentz organises education and training courses on oil and chemical pollution.</p> <p data-bbox="1289 829 1913 894">Proseas runs courses on environmental issues in Shipping Industry.</p> <p data-bbox="1289 943 1913 1130">Netherlands services & vessels had to deal with, or were involved in some major oil pollution incidents in NL, e.g. KATINA (1982) and TRICOLOR (2002), or abroad, such as the PRESTIGE (2002).</p>

Main Netherlands Centre of expertise for the purpose of EMPOLLEX Other centres of expertise

1. RWS North Sea

Contact person: Sjon Huisman

Address:

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2280 HV Rijswijk

THE NETHERLANDS

Tel.: +31-70 336 66 12

Fax: +31-70 395 17 24

E-mail: sjon.huisman@rws.nl

Website: <http://www.noordzee.org/>

2. Netherlands Coast Guard Centre (CCC)

PO Box 10000

1780 CA Den Helder

THE NETHERLANDS

Tel.: +31 (0)223 542 300

fax: +31 (0)223 658 358

3. Stafbureau Noordzee

PO Box 6065

1780 KB Den Helder

THE NETHERLANDS

Tel.: +31-223 658 383

Fax: +31-223 658 371

Further info on Dutch centres/services via websites

- Falk-Nutec : www.falcknutec.nl/
- SMIT company (salvage/towage): <http://www.smit.com/>
- Willem Barentz: www.mi.nhl.nl
- DCMR: www.dcmr.nl
- Svitzer: www.svitzer.com
- Prosea Foundation: www.prosea.info

COUNTRY FILE (17) - NORWAY

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP, National & internat. coordination	Norwegian Coastal Administration (NCA), Dept. for Emergency Response – Min. of Fisheries	N	Dept. for Emergency Response coordinates private, municipal and governmental contingency into a national system.
Crisis management, decision-making	NCA's Dept. for Emergency Response	N	In case the national contingency system is activated, the Dept. of Emergency Response will assume the role of response command.
Response to oil pollution at sea	NCA + Coast Guard	N	15 governmental equipment depots have been established along the Norwegian coastline (booms + skimmers); the Norwegian Coastal Administration operates 4 oil recovery vessels, whereas the Norwegian Coast Guard operates 6 CG vessels with on-board recovery equipment. Response strategy: primarily mechanical recovery.
	Inter-municipal contingency regions (UIA)	L	34 UIAs exist, responsible for response in coastal and inland waters.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	<p>Private companies:</p> <p>NOFO (Norwegian clean Seas Organization,)</p> <p>NOFO establishes and maintains oil spill preparedness on the Norwegian Continental Shelf in order carry out oil spill response operations on behalf of all 31 operating oil companies.</p> <p>This includes oil spill response in open seas as well as in coastal waters and along shorelines and beaches.</p> <p>NOFO is ready for action 24 /7 and has a total oil recovery capacity of 100-200,000 barrels / day.</p> <p>NOFO is a member of Global Response Network (GRN).</p>	Private	<p>NOFO equipment:</p> <p>21 offshore response systems (each of which comprises 2 vessels), booms + skimmers. Offshore oil spill response.</p> <p>25 Current/Harbour Buster with boom vane placed on NOFO five bases.</p> <p>30 fishing vessels in Finnmark, northern Norway for coastal/near shore use (i.e for Current Buster).</p> <p>700 SM³ dispersant, Daisic Slick Gone stored on vessels and at NOFO bases.</p> <p>Near shore and coastal equipment (booms, skimmers, light boats, beach cleaning equipment)</p> <p>NOFO have 5 bases located at offshore bases at Stavanger, Bergen, Kristiansund, Sandnessjoeen and Hammerfest.</p> <p>NOFO have an emergency oil spill response</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			<p>centre equipped for integrated real time operations, with 60 on duty personnel.</p> <p>NOFO have contract with NCA and 21 inter-municipal contingency regions along the Norwegian coastline, for assistance in oil spill response in beach and coastline area.</p> <p>Personnel resources:</p> <p>60 members in NOFO Special-team (team-leaders, on-scene leader, advisors). Mostly personnel recruited from the inter-municipal contingency regions (firemen).</p> <p>IGSA (40 members) for acute action in near shore/beach response.</p> <p>Contract with WWF for beach cleaning personnel (450).</p> <p>Contract with other private organizations/suppliers for personnel resources.</p> <p>In total 798 competent oil spill response personnel when NCA depot force is included.</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			<p>Aerial surveillance:</p> <p>Aerial surveillance (Aircraft - LN-KYV and backup LN-TRG)– Cooperation agreement between NCA, Norwegian Coastguard and NOFO.</p> <p>Satellite surveillance (oil detection), NOFO have contract with KSAT (Kongsberg Satellite Services,) delivering satellite scenes over the Norwegian Continental Shelf.</p> <p>Agreement with met.no (Weather Office) for weather and modelling oil spill trajectory.</p> <p>Aerostat agreement for 2 Eagle Eye aerostats with Maritime Robotics.</p> <p>Drone service available for coastline surveillance (mapping).</p> <p>28 OR (Oil Recovery) vessels with radar and IR capabilities.</p> <p>Access to SAR helicopters equipped with IR.</p> <p>2 HF radars along Barents sea coastline for</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			current mapping.
Response to oil pollution on land	Local authorities (UIAs)	L	Preparedness and response cooperation between local authorities is ensured through the UIAs.
Response to chemical spills	Larger fire brigades & port authorities	L	
Aerial surveillance	NCA, Dept. for Emergency Response Kongsberg Satellite Services	N private	Coordinated air and satellite surveillance
Contingency planning	NCA, Dept. for Emergency Response	N	The Dept. for Emergency Response is responsible for preparedness against acute pollution, and coordinates and trains private (cf. NOFO), municipal and national resources and personnel in the framework of a national preparedness system; it also conducts environmental risk and contingency analyses.
Legal aspects – claims	NCA Norwegian Maritime Directorate	N N	
Legal aspects – enforcement	NCA	N	

SUBJECT	Centre/Institution/Org.	Level	Info/questions
deliberate pollution	Norwegian Maritime Directorate	N	
<p>Scientific aspects – math. Modeling/ NEBA/monitoring/analysis/envir. impact/ ecological sensitivity</p>	<p>NCA</p> <p>SINTEF</p> <p>Det Noske Veritas (DNV)</p>	<p>privat e</p>	<p>MOB model with ecological sensitivity maps, to which the Norwegian Coastal Administration has access in case of a marine pollution incident.</p> <p>SINTEF: oil spill weathering & biodegradation, oil spill drift simulations, oil spill contingency, oil spill identification, oil analyses and characterization, response technologies (mechanical/chemical/burning), NEBA, uptake, accumulation, bio-magnification and effects, environmental consequences and risk, environmental impact & damage assessment, environmental monitoring, remediation technologies (shorelines, sediments, ice/snow).</p> <p>DNV: oil spill contingency planning, oil spill risk assessments, oil spill modelling, environmental risk assessment, environmental resource and sensitivity mapping, testing/certification of oil spill response technology, emergency response services</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Other			

Main Norwegian centre of expertise for the purpose of EMPOLLEX Other centres of expertise

1. Norwegian Coastal Administration – Department for Emergency Response

Contact person: Silje Berger
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N-3187 Horten
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Fax: +47 33034949
Email: silje.berger@kystverket.no
Website: <http://www.kystverket.no>

2. SINTEF

Contact person: Tore Aunaas
SINTEF Materials and Chemistry
S.P. Andersens vei 15 A
N - 7465 Trondheim
Tel.: +47-73 59 30 00
Fax.: +47-73 59 70 51
E-mail: Tore.Aunaas@sintef.no
Website: <http://www.sintef.no/>

5. Kongsberg Satellite Services (KSAT)

Contact person: Line Steinbakk
Prestvannveien38, P.O.Box 6180
9291 Tromsø, NORWAY
Tel: +47 77600279
Fax: +47 77600299
<http://www.ksat.no>

3. Det Norske Veritas (DNV)

Contact person: Egil Dragsund
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Fax.: +47-67 57 99 11
E-mail: egil.dragsund@dnv.no
Website: <http://www.dnv.no/>

4. NOFO

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Fax.: +47-51 56 23 98
Email: post@nofo.no
Website: <http://www.nofo.no/>

COUNTRY FILE (18) - POLAND

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP National & internat. coordination	MRCC Gdynia	N	The organization and supervision of pollution combating operations is delegated to the Polish Maritime Administration, and at regional level, to the directors of the maritime offices. The Directors of Maritime Offices in Szczecin, Słupsk and Gdynia evaluate a marine pollution, supervise pollution combating activities, and may order SAR Service to respond at sea; they notify local authorities in case of risk for pollution on land.
	Maritime Search and Rescue Service (SAR service)	N	
	Maritime Offices (MO's) Ministry of Transport, Construction and Maritime Economy	N/R	
Crisis management, decision-making	MO's	N	Directors of Maritime Offices in Szczecin, Słupsk and Gdynia.
	National Centre for Coordination of Rescue Operations and Civil Protection – National Headquarters of the State Fire Service	N	The State Fire Service, supervised by the Ministry of Interior, is one of the basic parts of the National Firefighting and Rescue System (NFRS) - an integral part of the internal safety structure of the state. The Chief Commandant of the State Fire Service

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Ministry of Administration and Digitalization	N	<p>is the central authority responsible for the organization of fire protection and the NFRS.</p> <p>For more information about the NFRS, see the link: National Firefighting Rescue System</p> <p>The State Fire Service of Poland comprises variety of activities, starting from prevention and recognition of hazards, through education, research and development, up to responding to daily emergencies and disasters (fighting fires and other local threats, chemical and ecological rescue, technical rescue, rope rescue, water and diving rescue, urban search & rescue, limited first medical aid).</p>
Response to oil pollution at sea	SAR service	N	<p>Planning, conducting and coordination of combating activities; cooperation with other services (such as fire brigades, navy forces); response strategy: primarily mechanical</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			recovery.
Response to oil pollution on land	Civil Protection – Ministry of the Interior Crisis management – Ministry of Administration and Digitalization Regional and municipal authorities (State Fire Service and voluntary fire brigades)	N	The State Fire Service, supervised by the Ministry of Interior.
Response to chemical spills	SAR Service, in co-operation with the Polish State Fire Brigades System	N	
Aerial surveillance	MO Gdynia	N	Maritime Office in Gdynia
Contingency planning	Service	N	
Legal aspects – claims; enforcement deliberate pollution	Maritime Chambers District Court in Gdansk MO's and Ministry of Transport, Construction and Maritime	N R N	Maritime Chambers in Gdańsk and Szczecin, for cases of pollution which is related to loss of or damage to a ship Claims enforcement connected to the CLC, LLMC and FUND conventions. Maritime offices in Szczecin, Słupsk and

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Economy.		Gdynia, for other cases of pollution, with Ministry of Transport, Construction and Maritime Economy responsible on maritime economy being the second instance.
Scientific aspects – math. modeling/ NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Maritime Institute in Gdańsk Maritime Academy in Szczecin Maritime Academy in Gdynia	N	Maritime Institute in Gdańsk is a research and development unit supervised by Ministry of Transport, Construction and Maritime Economy. The Institute conducts research work, scientific and implementation projects, studies and assessments. Centre for Maritime Technology Transfer Maritime University of Szczecin. (more information at: http://portalcttm.am.szczecin.pl/?lang=en
Other	-	-	-

Main Polish centre of expertise for the purpose of EMPOLLEX

1. Maritime Transport and Shipping Safety Department - Ministry of Transport, Construction and Maritime Economy
4/6 Chałubińskiego Street, 00-928 Warsaw
Contact person: Agnieszka Zapłatka
Head of Marine Environment Division
tel. 0048 22 630 13 77
fax 0048 22 630 14 97
E-mail: azaplatka@transport.gov.pl
Website: <http://www.transport.gov.pl/>

Other centres of expertise

2. Maritime Office in Szczecin
(Urząd Morski w Szczecinie)
Pl. Batorego 4, 70-207 Szczecin, POLAND
Tel.: +48-91 434 24 74
Fax.: +48-91 434 46 56
E-mail: secretariat@ums.gov.pl
Website: <http://www.ums.gov.pl/>
3. Maritime Office in Gdynia
(Urząd Morski w Gdyni)
ul. Chrzanowskiego 10, 81-338 Gdynia, POLAND
Tel. : +48-58 3553333 (central nr.)
Fax: +48-58 620 67 43, +48-58 621 72 31
E-mail : umgdy@umgdy.gov.pl
Website: <http://www.umgdy.gov.pl/pium/glowna>
4. Maritime Office in Słupsk
(Urząd Morski w Słupsku)
Al. Sienkiewicza 18, 76-200 Słupsk,
tel.: +48 59 8474256, 8474257,
fax.: +48 59 8474255,
e-mail: sekretariat@umsl.gov.pl
Website: <http://www.umsl.gov.pl/>
5. Maritime Search and Rescue Service
P.O. Box 375
81-340 Gdynia, Poland
Tel: +48 58 661 52 22
Fax: +48 58 620 53 38
E-mail: Office@sar.gov.pl
Website: <http://www.sar.gov.pl>

Further info on Polish centres

1. Maritime Institute Gdansk
Długi Targ 41/42
80-830 Gdańsk
tel. +48 (058) 301 16 41
fax. +48 (058) 301 35 13
e-mail: im@im.gda.pl
Web: <http://www.im.gda.pl>
2. Maritime Academy in Gdynia
81-87 Morska St., 81-225 Gdynia
Phone: +48 58-621-70-41
Web: <http://www.am.gdynia.pl>
3. Maritime Academy in Szczecin
ul. Wały Chrobrego 1-2,
70-500 Szczecin
Phone: +48 91 4809400
<http://www.am.szczecin.pl/>
4. Ship Design & Research Centre
Wały Piastowskie 1, 80-958
Gdańsk,
tel.: +48 58 307 4697,
fax: +48 58 307 4225
e-mail: cto@cto.gda.pl
Website: <http://www.cto.gda.pl/>
5. The Institute of Oceanology of the Polish Academy of Sciences (IO-PAN)
Powstańców Warszawy 55,
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Telephone: (+48 58) 551 72 81
Fax: (+48 58) 551 21 30
E-mail: office@iopan.gda.pl
<http://www.iopan.gda.pl/index-pl.html>

COUNTRY FILE (19) – PORTUGAL

SUBJECT	Centre/Institution/Org.	Level	Info/questions
<p>NCP</p> <p>National & internat. coordination</p>	<p>MRCC Lisboa</p> <p>Directorate-General of Maritime Authority (DGAM), assisted by Oil Pollution Response Department. (DSCPM)</p> <p>5 Maritime Departments</p> <p>‘Capitanias’</p> <ul style="list-style-type: none"> - all belong to structure of Maritime Authority system of Navy/ Ministry of Defence <p>Port Authorities</p> <ul style="list-style-type: none"> - Belong to structure of Ministry of Public Works, Transports and Communications 	<p>N</p> <p>N</p> <p>R</p> <p>L</p> <p>L</p>	<p>First contact but no physical action in the response. MRCC will inform Directorate-General of Maritime Authority and or the regional or local authorities.</p> <p>According to the extent of the spill, coordination is handled on a national, regional or local level. The Portuguese national contingency plan for combating marine pollution includes regional and local emergency plans. Maritime Departments have regional maritime jurisdiction.</p> <p>‘Capitanias’ have local maritime jurisdiction</p> <p>Harbour jurisdiction</p>

Crisis management, decision-making	Depending upon the Contingency Plan (National, regional or local)	N+R+L	<p>If the national level is activated, an advisory committee can be activated by the Navy, comprising all relevant ministries (incl. Min. of Environment) and the Oil Pollution Response Department. of DGAM.</p> <p>Depending upon the circumstances, the Minister of Defense and Sea Affairs, or the Prime Minister can coordinate at the highest level the crisis centre.</p>
Response to oil pollution at sea + on land	Depending upon the Contingency Plan (National, regional or local)	N+R+L	<p>The Portuguese government – Navy, owns equipment (booms, skimmers, dispersants and clean-up equipment), that is located in the 5 Maritime Departments: Leixões (North PT), Lisboa (Centre PT), Faro (South PT), Funchal (Azores) & Ponta Delgada (Madeira). Response strategy: primarily mechanical recovery.</p>
Response to chemical spills	-		<p>Portugal does not have specific response equipment in this field. Concerning the type of hazard/product, DGAM can make a response. Navy has some HNS trained people located in DGAM and in Hydrographic Institute.</p>
Aerial surveillance	Portuguese Air Force	N	- With DGAM Coordination

Contingency planning	DGAM	N	-
Legal aspects – claims	Ministry of Foreign Affairs/Ministry of Defense and Sea Affairs (Navy-DGAM and/or IPTM) and Ministry of Economic Affairs.	N	-
Legal aspects – enforcement deliberate pollution	DGAM/IPTM	N	In Portugal the illegal and unlawful acts are sanctioned with administrative fines and in case of violation of the criminal frame, with penal sanctions (civil/administrative or maritime courts).
Scientific aspects – math. modeling	Hydrographic Institute (Navy)	N	DERIVA® (oil spill trajectory model)
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Hydrographic Institute (Navy) Environmental Institute Waste Institute Institute for Nature Preservation	N	Oil and chemical analyses
Other	-	-	Portuguese authorities had to deal with some major oil spills, e.g. JACOB MAERSK (1975), ALCHIMIST (1978), NISA (1987), MARÃO (1989), ARAGON (1990), CERCAL (1994), NEW WORLD (1994), PRESTIGE (2002).

Main Portuguese Centre for the purpose of EMPOLLEX

Direcção-Geral da Autoridade Marítima (Navy)

Rua do Arsenal

Praça do Comércio

PT-1100-149 Lisboa

PORTUGAL

Tel./Fax.: +351 213 469 221

E-mail: dgam.scpmh@marinha.pt

Other Centres of expertise

Hydrographic Institute (Navy)

Rua das Trinas, 49

PT-1249-093 Lisboa

PORTUGAL

Tel. +351 210 943 000

Fax. +351 210 943 299

E-mail: mail@hidrografico.pt

Website: <http://www.hidrografico.pt>

COUNTRY FILE (20) – ROMANIA

SUBJECT	Centre/Instit./Organization	Level	Info
NCP; national & international coordination	<ul style="list-style-type: none"> - Romanian Naval Authority thought Maritime Co-ordination Centre (MCC) Constanta - Dobrogea Litoral Basin Administration – Dobrogea Litoral (ABA-DL) - Permanent Secretariat of Operative Commandment for Marine Depollution (PS-OCMD) 	N+R	<ul style="list-style-type: none"> - Maritime Co-ordination Centre (MCC) Constanta is the Maritime National Operational Contact Point for maritime pollution from ships and other sources and assumes the role of the Coordinator and OSC in case of the response to a marine pollution incident. - ABA-DL is the Terrestrial National Operational Contact Point for the marine pollution of the coast area and assumes the role of the Coordinator in case of the response to a pollution incident on shore line. - Permanent Secretariat of Operative Commandment for Marine Depollution (PS-OCMD) is legally established under the responsibility of the Constanta County Inspectorate for Emergency Situations. <p>The County Prefect of Constanta acts as the General Coordinator for the response in case of a major marine pollution.</p>
Crisis management, decision making	MRCC Constanta ABA-DL	N	In case of a major marine pollution incident, MCC proposes to the General Coordinator, the activation of the National Emergency Response Plan.

			During the response intervention, PS-OCMD becomes The Technical Secretariat of Operative Commandment for Marine Depollution (TS-OCMD), consist of experts from related institutions and authorities in the field of oil-pollution response activities. They advise the General Coordinator (Constanta County Prefect) to take the best decisions for the response.
Response to oil pollution at sea	Romanian SAR State Agency (ARSVOM) and private sector facilities.	L+N+R	<p>The pollution response activity at sea is co-ordinated by Romanian Naval Authority, through MCC Constanța, after the General Coordinator (Constanta County Prefect) approves the intervention plans.</p> <p>Response strategy: essentially is the mechanical recovery. The use of dispersants is not recommended for Black Sea (it is permitted only under the Ministry of Environment and Forestry approval).</p> <p>ARSVOM owns resources, facilities and personal for oil recovery on open sea operations:</p> <ul style="list-style-type: none"> - an oil recovery tug having on board booms, skimmers, pillow-tanks; -several floating booms, skimmers, pillow-tanks and dedicated boats.
Response to chemical spills	-		Romania does not have yet specific expertise in this field.

Aerial surveillance	Regional Air Services-airworthy	L+ N	Romania does not have yet aerial surveillance for marine pollution, due to financial aspects.
Contingency planning		N	-
Legal aspects – claims	Romanian Naval Authority	N	<ul style="list-style-type: none"> - The confirmation of the oil pollution recovery operations on the sea is in charge of Romanian Naval Authority through MCC. - The confirmation of the oil pollution recovery operations on shore line is in charge of Dobrogea Litoral Basin Administration – Dobrogea Litoral (ABA-DL) and County Inspectorate for Emergency Situations. - Under the command of General Coordinator there is a Financial Executive Committee having in charge the responsibility of the evaluation and quantification of the all damages, the recovery of the expenses from the polluter and the compensation of the affected persons.
Legal aspects – enforcement deliberate pollution	Romanian Naval Authority, through a specialised department within Constanta Harbour Master's Office and ABA-DL	L+N	<p>All marine pollutions are examined by Constanta Harbour Master's officers together with ABA-DL representatives.</p> <ul style="list-style-type: none"> - Constanta Harbour Master applies enforcements including investigation for marine pollution from

			ships. - ABA-DL applies enforcements including investigation for marine pollution from land-based sources.
Scientific aspects: math. Aspects/NEBA/monitoring/analysis/envir. Impact/ecological sensitivity	National Institute for Marine Research and Development (NIMRD) ABA-DL Rompetro Quality Control (RQC)	L+N	NIMRD provides environmental impact of oil spills, short and long-term environmental monitoring, monitoring of pollutants, oil and chemical analyses, NEBA. Monitoring of oil pollutants and chemical analyses. Oil and (part of) chemical analyses.
Other	Romanian Maritime Training Centre (CERONAV)	N	CERONAV provides trainings for all seafarer in many fields such as manoeuvring and navigation simulators, fire fighting camp, pool for SAR training with wave generator among other facilities, etc.

Main Romanian Centre of expertise for the purpose of EMPOLLEX:

Romanian Naval Authority – MRCC Constanta

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COUNTRY FILE (21) - SLOVENIA

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP, National & internat. coordination	Regional Notification Centre Koper (RNC), of Administration of the Republic of Slovenia for Civil Protection and Disaster Relief (ACPDR) - Ministry of Defense (MD)	N	Maritime Rescue Coordination Center (MRCC) of SMD ¹⁸ receives calls from ships. In the case of a small spill (< 7m ³), SMD gives notice to the RNC. RNC acts as coordinator and dispatches information to the competent bodies.
	ACPDR regional HQ Koper + national HQ Ljubljana	N	In the case of a large spill (> 7 m ³), SMD gives notice to the RNC, which gives notice to the ACPDR regional HQ Koper. The ACPDR regional HQ Koper acts as coordinator within ACPDR national HQ Ljubljana - MD.
Crisis management, decision-making	RNC - ACPDR	N	RNC in the case of a small spill.
	ACPDR - regional HQ Koper + national HQ Ljubljana	N	ACPDR regional HQ Koper + national HQ Ljubljana in the case of a large spill.

¹⁸ SMD = Slovenian Maritime Directorate

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Response to oil pollution at sea	SMD Environmental Agency (EA) regional HQ Koper - Ministry for Environment, Spatial Planning and Energy (MESPE) RNC ACPDR regional HQ Koper + national HQ Ljubljana	N N N N	In the case of a small spill (< 7m ³), SMD gives notice to the RNC. RNC acts as coordinator and dispatches information to the competent bodies, such as EA. In the case of a large spill (> 7 m ³), SMD notifies the RNC, which notifies ACPDR. EA gives advice on combating options, esp. dispersant use.
Response to oil pollution on land	ACPDR + EA (MESPE)	N	The ACPDR is responsible for response on land. The EA gives advice on clean-up techniques and preventive measures and monitors the coastal clean-up activities, and gives advice on waste storage & treatment.
Response to chemical spills	EA regional HQ Koper + MESPE ACPDR national HQ Ljubljana + regional HQ Koper	N N	Intervention and role of each organization will be as for oil pollution. Expert support is available at the ACPDR. Employment of intervention units depends on accident specifics.
Aerial surveillance	ACPDR regional HQ Koper	N	ACPDR regional HQ Koper is carrying out regular (on daily basis) aerial surveillance,

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	University of Ljubljana, Faculty of Maritime Studies and Transportation (ULFPP)	N	without remote sensing. Experts from ULFPP are participating in activities of EU re. Satellite Monitoring of Sea-Based Oil Pollution
Contingency planning	MD + MESPE + Ministry of Transport	N	MD is the leading Ministry in the contingency planning aspect.
Legal aspects – claims	SMD ACPDR MESPE	N N N	PSC is executed by SMD to investigate an incident (accidental or deliberate pollution).
Legal aspects – enforcement deliberate pollution	District Court of Koper	N	
Scientific aspects – math. modeling	ULFPP University of Ljubljana, Faculty of Civil and Geodetic Engineering (ULFGG)	N N	ULFPP has PISCES simulator (Potential Incident Simulation, Control & Evaluation System) for education, training and research purposes. Develops fire dispersal models, + capable to develop oil dispersal simulation models. ULFGG - develops dispersal simulation models.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Jožef Stefan Institute (IJS)		(see below)
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	ULFPP	N	ULFPP conducted a Rescue Simulation of a Grounded tanker - education for stakeholders from Slovenia and Italy (Civil defence, Maritime administration, Police, Fire-fighters...) + PISCES
	Jozef Stefan Institute (IJS)	N	IJS – Dept. of Environmental Sciences: main areas of work: the development & application of analytical methods for determining trace elements and their physical/chemical forms (speciation), natural and man-made radionuclides, and persistent organic contaminants in environmental/biological samples. Stable isotopes of light elements are used to trace sources of contamination and paleoclimatic conditions. The results obtained are used for implementing complex environmental studies such as env. modelling & impact assessments. These activities are closely related to the marine environment (cf. several ongoing EU funded projects).
	National Institute of Biology, Marine		NIB, MBS: Pollution of sea with HC; modelling of pollutants dispersal; impact of

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Biology Station Piran (NIB, MBS)	N	pollutants on ecosystems.
Other			No registered accidents till today

Main Slovenian centre of expertise for the purpose of EMPOLLEX

1. University of Ljubljana – Faculty of Maritime Studies and Transportation (ULFPP)

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Other centre of expertise

2. Jozef Stefan Institute (IJS)

Contact person: Dr. Milena Horvat, Head of Dept. of Environmental Sciences

Jozef Stefan Institute

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Website: <http://www.ijs.si/ijs.html>

3. National Institute of Biology, Marine Biology Station (NIB – MBS)

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Website <http://www.mbss.org/indexa.html>

Further info on Slovenian centres/services via websites

▪ Luka Koper d.d. (Port of Koper): see <http://www.luka-kp.si>

COUNTRY FILE (22) - SPAIN

SUBJECT	Centre/Institution/Org.	Level	Info/questions
<p>NCP</p> <p>National & internat. coordination</p>	<p>Maritime Regional Coordination Centre MRCC Madrid</p> <p>Directorate General of Merchant Marine (DGMM)</p> <p>Network of MRCC's</p>	<p>N</p> <p>N</p>	<p>The MRCC at Madrid provides central control and establishes links with foreign coordination centres.</p> <p>In the event of a spill, on-site coordination & response is provided by the Sub-Director General for Maritime Safety and Pollution Control under DGMM, through a network of MRCC's.</p>
<p>Crisis management, decision-making</p>	<p>DGMM</p> <p>Government Delegate of Province (in case of coastal pollution/impact on land)</p>	<p>N</p> <p>R</p>	<p>In case of marine pollution near- or on-shore, the overall direction & coordination is provided by the Government Delegate of the province affected, who convenes a technical coordination committee</p>

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Response to oil pollution at sea	SASEMAR ¹⁹ , under overall coordination of DGMM	N	<p>Response at sea is provided by SASEMAR through coordination of own resources and any other means from administrations. SASEMAR has 10 Regional MRCC centres around the coast and additional local centers at the important ports.</p> <p>The DGMM owns booms & skimmers, several tugs and offshore vessels with both mechanical recovery and dispersant spraying equipment. They can activate government stockpiles located at Barcelona, Bilbao, Cartagena, Gijon, La Coruña, Las Palmas, Vigo, Cadiz, Algeciras and Tenerife, as well as a Central Strategic Base located at Madrid recently put in operation.</p> <p>Response strategy: primarily mechanical recovery. The use of dispersants is permitted only under authorization of the Maritime Authority.</p>

¹⁹ SASEMAR = the Spanish Maritime Safety Agency

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Response to oil pollution on land	Ministry of Presidency	N	In case two or more Autonomous communities, via a national response system
	Central Government Delegate in Autonomous Community and Government of Autonomous Community	R	Via territorial contingency plan
	Municipal Councils – Civil Protection Board	L	Via local contingency plan
Response to chemical spills	SASEMAR and chemical industries	N	For spills in territorial sea waters
	Government of Autonomous Community and Chemical Industries	R/L	For spills in inland waters
Aerial surveillance	SASEMAR and others	N	Aerial surveillance is provided occasionally by 5 SAR helicopters when needed or whenever an oil spill is found during missions. Fix wing from other administrations and from Air and Naval Forces could be used if necessary, but no regular aerial surveillance is provided for oil pollution monitoring.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Contingency planning	DGMM Government of Autonomous Community Municipal Councils	N R L	National Contingency Plan Regional Contingency Plan Local Contingency Plan
Legal aspects – claims	Legal Dept. of Ministry of Development (FOMENTO)	All levels	
Legal aspects – enforcement deliberate pollution	DGMM	All levels	
Scientific aspects – math. modeling	Ports and Coasts Study Centre (CEPYC) – and SASEMAR - Ministry of Development (FOMENTO)	All levels	SASEMAR is a partner in a national project named Sistema Español de Oceanografía Operacional (ESEOO) which is being developed at the present in order to provide a service to forecast drifting of oil spills on account of meteorological and oceanographic agents as well as drifting forecasts of floating objects such as people in the water for SAR purposes.
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Ports and Coasts Study Centre (CEPYC) - Ministry of Development (FOMENTO) and Ministry of	All levels	Oil and chemical analyses, specific studies on environmental aspects of response to pollution at sea.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
	Environment		
Other	SASEMAR	N	SASEMAR has a dedicated Training Centre named Centro Jovellanos at Gijon, which provides training to their personnel in many fields such as manoeuvring and navigation simulators, oil spill management simulators, fire fighting camp, pool for SAR training with wave generator and free fall lifeboat among other facilities.

Main Spanish centre of expertise for the purpose of EMPOLLEX

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 Tel.: +34-91 755 91 00
 Fax.: +34-91 755 91 39
 E-mail: interop@sasemar.es
 Website: <http://www.sasemar.es/>

Further info on Spanish centres/services via websites

Maritime security training centre (Ministry of Development)
<http://www.centrojovellanos.com/portal/>

Ports and Coasts Study Centre at CEDEX
<http://www.cedex.es/puertos/presentacion.html>

COUNTRY FILE (23) - SWEDEN

SUBJECT	Centre/Institution/Org.	Level	Info/questions
NCP, National & internat. coordination	Swedish Coast Guard (SCG)	N	The SCG is an independent non-military authority, supervised by the Ministry of Defence. The SCG services are supervised by the Director General and the SCG central Headquarters/HQs.
	Swedish Civil Contingency Agency (MSB)	N	The MSB supervises/supports beach clean-up activities by local authorities.
Crisis management, decision-making	SCG	N	-
	County Administrations	R	
	Municipalities	L	
Response to oil pollution at sea	SCG	N	The SCG is organized into a central HQ and 2 SCG regions. Each region has at least four units permanently at sea of which one should be a specialized response unit. SCG provides Response Commanders and OSC. Response strategy: based on mechanical recovery. The main body of resources consists of 14 vessels equipped with built-in or cassette advancing

SUBJECT	Centre/Institution/Org.	Level	Info/questions
			recovery systems.
Response to oil pollution on beaches and in harbours	MSB Municipalities – fire brigades	N L	The MSB has allocated 5 equipment stockpiles at # locations, to support fire brigades. Local fire brigades have the responsibility for beach cleaning and harbour spills.
Response to chemical spills at sea Response to chemical spills on beaches and in harbours	SCG Municipalities – fire brigades	N L	Most ships have an overpressure system and a special gas filter for use in hazardous atmosphere. The SCG also has 1 specialized vessel for chemrec = chemical recovery mode for advanced chemical response. The SCG has around 70 Response Divers, trained and equipped for dealing with chemical spills, fire fighting and for underwater missions. The SCG has a contract with six municipality fire brigades along the coastline, ensuring a team of six men each, around the clock, specially trained for response to incidents on board ships. Local fire brigades have the responsibility for beach cleaning and harbour spills.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Aerial surveillance	SCG	N	The SCG has three remote sensing aircraft and fly around 3000 h a year, supported by satellites.
Contingency planning	SCG central HQs	N	The Swedish Civil Protection Act together with the SCG contingency plan form the basis for the response actions.
Legal aspects – claims	SCG	N	The SCG normally claims the polluter. If also beaches were polluted the claims are integrated with the claims from MSB
Legal aspects – enforcement deliberate pollution	SCG	N	SCG has the authority to start an investigation, make a search and interrogate people on board the suspected ship. Normal MARPOL inspections are carried out by the Swedish Transport Authority.
Scientific aspects – mathematical modeling of forecasting the fate and drift of oil spills	SCG HQ, the Swedish Meteorological and Hydrological Institute (SMHI)	N	Oil Drift model for the Baltic Sea and the Skagerrak is provided by the SMHI and run by the SCG
Scientific aspects – NEBA/monitoring/analysis/envir. impact/ ecological sensitivity	Swedish Agency for Marine and Water Management (SWAM)	N	SWAM supports decision-makers (SCG, MSB, regional and local authorities) with scientific information about environmental impact.

SUBJECT	Centre/Institution/Org.	Level	Info/questions
Other			

Main Swedish centre of expertise for the purpose of EMPOLLEX

1. Swedish Coast Guard

Swedish Coast Guard Headquarters

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SE-37123 Karlskrona

SWEDEN

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Website: <http://www.coastguard.se/>

Further info on Swedish centres/services via websites

- Swedish Civil Contingency Agency, www.msb.se
- Swedish Meteorological and Hydrological Institute SMHI, www.smhi.se
- Swedish Agency for Marine and Water Management (SWAM) www.havochvatten.se

COUNTRY FILE (24) - UNITED KINGDOM

SUBJECT	Centre/Institution/Org.	Level	Information
NCP, national & international coordination	Maritime Coastguard Agency (MCA) HQs, Southampton – executive agency of the Department for Transport (DfT) Plus 3 Regional Counter Pollution and Salvage Officers (CPSO)	N R	For medium size incidents the counter pollution response of MCA is based on a regional response. A CPSO is based in each of the MCA 3 regions: Scotland & Northern Ireland, Wales and Western Region; Eastern Region. The MCA Counter Pollution and Response Branch (CPR) ²⁰ in HQ provide central operational, technical & scientific support to the regions for medium and large incidents.
Crisis management, decision-making	MCA, CPSO ²¹ Secretary of State's Representative (SOSREP)	R N	The duty CPSO decides upon actions and initiates response. In the event of a major incident, the MCA may activate the Marine Emergency Information Room in its HQ in Southampton, and 3 forward main control centres may be set up (Salvage Control, Marine and Shoreline response centres). In case of a major incident, the Secretary of State's Representative

²⁰ CPR = Counter Pollution and Response Branch, MCA.

²¹ CPSO – Counter Pollution and Salvage Officer, MCA

SUBJECT	Centre/Institution/Org.	Level	Information
			(SOSREP) can also intervene.
Response to oil pollution at sea	<p>MCA</p> <p>MCA Aerial Contractor - Air Atlantique, Coventry</p> <p>DV Howells, Milford Haven (MCA At Sea Contractor)</p> <p>Role of Dept. of Trade & Industry (DTI), Oil and Gas Office, Aberdeen</p>	<p>N</p> <p>Private</p> <p>Private</p> <p>N</p>	<p>The UK primary response for combating oil at sea is spraying with dispersants. It can activate a small fleet of dedicated dispersant spraying aircraft, available at short notice at all times. MCA also has the ability to fit spraying arms to vessels.</p> <p>DTI, with advice from MCA, is responsible for policy on pollution preparedness from operators of offshore installations.</p>
Response to oil pollution on land	<p>Local authorities</p> <p>MCA, Southampton and/or Southampton and/or Inverness stockpiles</p>	<p>L</p> <p>N/R</p>	<p>Coastal local authorities take the lead in dealing with pollution coming ashore. In a major incident they are assisted by MCA.</p> <p>The MCA maintains stockpiles of more specialized equipment at two locations. The MCA also provides training to local authority staff in beach clean-up.</p>
Response to chemical spills	MCA and Hazardous and Noxious Response Team (Contracted)	N + private	The UK has dealt with the IEVOLI SUN and MULTITANK ASCANIA incidents. Currently working on guidance to ports for implementation of HNS Protocol to OPRC.

SUBJECT	Centre/Institution/Org.	Level	Information
Aerial surveillance	MCA, Southampton and MCA's aerial contractor Air Atlantique, Coventry	N	Aerial surveillance and dispersant spraying techniques
Contingency planning	CPR-MCA MCA, CPSOs Offshore industry, with approval of DTI	N R N	National Contingency Plan and International Agreements OPRC Plans Offshore Contingency Plans
Legal aspects – claim management	CPR-MCA	N	
Legal aspects – enforcement deliberate pollution	Enforcement team MCA	N	
Scientific aspects – math. modelling	MCA	N	OSIS oil behaviour model & CHEMSIS chemical behaviour model
Scientific aspects – NEBA/monitoring/analysis/	DEFRA ²²	N / R	National testing and licence issuing of dispersants

²² DEFRA = Dept. for Environment, Food and Rural Affairs

SUBJECT	Centre/Institution/Org.	Level	Information
environmental impact/ ecological sensitivity	CEFAS ²³ (executive agency of DEFRA) Fishery Research Services		Short- and long-term environmental monitoring, monitoring of pollutants; oil and chemical analyses. ecotoxicology. Oil & chemical pollution monitoring, oil & chemical analyses.
Other: overall UK Response	MCA and mixture of centres above		The UK has had to deal with several major oil pollution incidents, such as the incident with the BRAER (1993) and SEA EMPRESS (1996); they were also involved in the TRICOLOR incident (2002). For national experts that would like to visit the UK, an exchange programme is proposed that combines short visits to several teams and centres ("awareness of UK Response" programme). This could e.g. include: <ul style="list-style-type: none"> • Time with Head of CPR and/or SOSREP on national response • Time in CPR - tugs, aerial activities, HNS Response team • Time in CPR with Environment/Shoreline representative

²³ CEFAS = Centre for Environment, Fisheries and Aquaculture

SUBJECT	Centre/Institution/Org.	Level	Information
			<ul style="list-style-type: none"> • Time in CPR on claim compilation and cost recovery process • Time in MCA with Enforcement Team • Time with Environmental Quality Branch • Time with Port State Control and/or time with Surveyor from Marine Office • Visit to HMCG Coastguard station • Visit to Oil Spill Response Ltd, Southampton • Visit to at-sea stockpile, Milford Haven • Visit to aerial contractor, Coventry • Visit to MCA shoreline stockpile, Southampton • Time with Regional CPSO on port OPRC plan audit • Visit with local authority Emergency Planning Office • Visit to CEFAS / FRS; etc.

Main centre of Expertise for the purpose of EMPOLLEX

1. Maritime Coastguard Agency – Counter Pollution & Response

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Other centres of expertise

2. Department of Trade and Industry (DTI) - Oil and Gas Office

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3. The Fish Health Inspectorate - CEFAS

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5. Fisheries Research Services - Marine

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European Commission, DG ECHO (Humanitarian Aid & Civil Protection)

SUBJECT	Unit	General Information
Coordination of European response to major natural and man-made disasters inside and outside the EU	DG ECHO B1, Emergency Response (ERCC)	Upon request of a country affected by a major emergency, the EU Civil Protection Mechanism provides support by co-ordinating requests for and offers of assistance (in-kind and expertise) from national marine pollution and civil protection authorities and the European Maritime Safety Agency (EMSA). Its Emergency Response Coordination Centre (ERCC) is available on a 24/7 basis.
Coordination of the provision of the European assistance	ERCC	When requested, the ERCC can organise pooling among the Participating States for the transportation of assistance to the affected country, explore available transport capabilities on the commercial market (through the broker) and possibly co-finance up to 50 % of transportation cost incurred by the country offering assistance
Monitoring	ERCC	The ERCC uses a number of monitoring tools that assist duty officers to monitor the emergency situation worldwide and react quickly when need arises
Information and communication	ERCC	The ERCC collects and disseminates validated emergency information – alerts, emergency situation updates, requests for and offers of assistance. The Common Emergency Communication and Information System (CECIS) is the main

SUBJECT	Unit	General Information
		communication tool that allows information sharing during the response to an incident in real time.
Training and exercises	DG ECHO B1, Emergency Response	A training programme has been set up with a view to improving the coordination of civil protection assistance interventions by ensuring compatibility and complementarities between the intervention teams from the participating states. This programme involves training courses and the organisation of joint exercises.

European Commission, DG ECHO

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EUROPEAN MARITIME SAFETY AGENCY (EMSA)

SUBJECT	Unit	General Information
Contingency Planning, National & International coordination	Unit C.1 Pollution Response Services	Regional cooperation and assistance in the field of pollution preparedness and response. Development of oil spill contingency plans/emergency response procedures.
Crisis management, decision-making	Unit C.1 Pollution Response Services Unit C.3 Satellite Based Monitoring Services	EMSA standby pollution response vessels, regional and national response systems and EU activities in case of large-scale spill. Decision supporting tools developed for facilitation of the decision-making process regarding usage of pollution response equipment and dispersants. CleanSeaNet Services.
Response to oil pollution at sea	Unit C.1 Pollution Response Services	The network of EMSA standby pollution response vessels. Mechanical oil recovery equipment - state of the art. Onboard Remote Slick Detection Systems. Usage of dispersants within European Union, inventory of National policies on dispersant application in Member States.

SUBJECT	Unit	General Information
		Planning, organisation and management of pollution response operations.
Response to chemical spills	Unit C.1 Unit C.1 Pollution Response Services	The EMSA Action Plan for HNS Pollution Preparedness and Response.
Monitoring oil pollution at sea through satellite surveillance	Unit C.3 Satellite Based Monitoring Services	<p>EMSA CleanSeaNet service - a satellite based monitoring system for marine oil spill detection and surveillance in European waters. Technical assistance in the field of oil spill surveillance and monitoring, operational use of CleanSeaNet.</p> <p>Integration of CleanSeaNet in the illegal discharge response chains of different Coastal States.</p> <p>Monitoring accidental pollution through CleanSeaNet and complementing SAR images with optical images in case of emergency situation.</p> <p>Advanced knowledge on the operational use of hind-casting and forecasting modelling and of vessel traffic monitoring systems for linking satellite detection to a vessel (as of 2009).</p>
Legal aspects – claims	Department B – Safety and Standards	Existing international mechanisms for cost recovery in case of marine pollution. International Conventions, compensation claims structure, marine insurance world and European

SUBJECT	Unit	General Information
	Unit C.1 Pollution Response Services	legislation. Specific issues on claiming procedure for EMSA contracted oil recovery vessels.
Legal aspects – enforcement deliberate pollution	Department B – Safety and Standards Unit C.3 – Satellite Based Monitoring Services	Technical and legal solutions in combating and penalising illegal discharges especially in relation to the tools used and the evidence collected.
Other	Unit C.1 Pollution Response Services	Consultative Technical Group for Marine Pollution Preparedness and Response, main topics, achievements, current projects, activities planned. Tendering procedures for EMSA Oil Recovery Vessels. Inventories, reports and support tools available in EMSA in the field of marine pollution preparedness and response. Cooperation, mutual assistance and information exchange with the Regional Agreements.

European Maritime Safety Agency (EMSA)

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