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Intergovernmental Review Meeting of
Mediterranean Coastal States and
First Meeting of the Contracting Parties
to the Convention for the Protection of
the Mediterranean Sea against Pollution
and its related protocols

Geneva, 5 - 10 February 1979

Note by the Executive Director

The attached report is submitted to participants for their
information.

**INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION**



**UNITED NATIONS
ENVIRONMENT PROGRAMME**



**CPW 5
13 September 1978
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**IMCO/UNEP WORKSHOP ON OIL POLLUTION
CONTINGENCY PLANNING
FOR THE MEDITERRANEAN SEA
Malta, 4-7 September 1978**

R E P O R T

I. INTRODUCTION

1. The Intergovernmental Review Meeting of Mediterranean Coastal States on the Mediterranean Action Plan, held in Monaco from 9 to 14 January 1978, recommended (UNEP/IG.11/4, Recommendation 38) that "The Mediterranean coastal States should provide, to the extent possible, support and cooperation to the Regional Oil-Combating Centre so that it may effectively fulfil the objectives assigned to it. Each State should develop its national contingency plans and capabilities for dealing with oil pollution emergencies. Sectoral and sub-regional contingency plans for neighbouring countries should be promoted through bilateral or multilateral agreements for the above plans, technical arrangements should be agreed and assistance could be provided".

2. As a follow-up to this Recommendation, the Secretary-General of the Intergovernmental Maritime Consultative Organization and the Executive Director of the United Nations Environment Programme convened a Workshop on Contingency Planning, the main objective of which was to exchange information on existing contingency plans in the Mediterranean Region and to consider guidelines and proposals for immediate action to be taken on the national, subregional and regional level in cases of pollution emergencies in the Region. The Workshop took place at the Regional Oil-Combating Centre for the Mediterranean in Malta from 4 to 7 September 1978.

II. PARTICIPATION

3. Thirty-three participants nominated by Governments from fourteen Mediterranean countries (Algeria, Cyprus, Egypt, France, Greece, Israel, Italy, Socialist People's Libyan Arab Jamahiriya, Malta, Monaco, Morocco, Spain, Tunisia and Turkey) and the representative from the EEC attended the meeting as invited participants. In addition, representatives of UNEP, IMCO and UNESCO/IOC, as well as observers appointed by IMCO and IOC as consultants were present. A list of participants is attached at Annex I.

III. OPENING OF THE WORKSHOP (Agenda item 1)

4. After the opening of the Workshop by Mr. P. Le Lourd, Director of the Regional Oil-Combating Centre, His Excellency Dr. Philip Muscat, Acting Minister for Health and Environment, welcomed the participants to the Workshop on behalf of the Government of the Republic of Malta. Dr. Muscat said that while everybody hoped that a major calamity would never occur in the Mediterranean, and all preventive actions possible should be taken, it was

imperative that Mediterranean countries, both individually and jointly, should develop contingency plans to meet any possible eventuality. In his view, the most important aspect of the Regional Centre's work was in the formulation of an overall regional contingency plan for the Mediterranean Sea.

5. In his opening statement, Mr. Y. Sasamura, Director of the Marine Environment Division of IMCO, gave a brief description of the main events leading to the establishment of the Regional Oil-Combating Centre, and its relationship with the 1976 Barcelona Protocol on Cooperation in Combating Pollution of the Mediterranean Sea by Oil and Other Harmful Substances in Cases of Emergency. He stated that it was now the turn of government administrators and experts in the art of pollution control to translate the intentions of those who created the Emergency Protocol and the Regional Oil-Combating Centre into working arrangements beneficial to governments of the region, and specifically mentioned the mandate given to the Centre concerning the preparation and updating of emergency plans between coastal States wherever there was an absence of bilateral or multilateral agreements. He also noted the usefulness of knowing the experiences of other regions and governments.

6. Dr. S. Keckes, Director, UNEP Regional Seas Programme Activity Centre, greeted the participants and stressed that the results of the Workshop would be important in deciding the future activities of the Regional Oil-Combating Centre, which would be reviewed by the forthcoming Meeting of Contracting Parties to the 1976 Barcelona Convention, scheduled for February 1979. He pointed out, citing the "Torrey Canyon" and "Amoco Cadiz" as examples, that serious pollution incidents may be expected in the Mediterranean as a result of movements of large tankers. No individual Mediterranean country could cope with the consequences of the worst possible situations. Economically, it would not be feasible as it would tie up large resources for disasters that might only occur once in ten to twenty years. Therefore, joint contingency planning by Mediterranean coastal States seemed to be the best method available to deal with accidental oil pollution of the sea.

7. Mr. P. Le Lourd, Director of the Regional Oil-Combating Centre, gave a brief account of the Centre's activities since its official inauguration in December 1976. Since that time, the Centre's staff complement had been steadily built up, contacts established with Mediterranean States through a programme of personal visits, and national focal points identified. Detailed inventories of existing facilities within the region to combat oil pollution were being compiled, and communications and reporting networks were being

established. Mr. Le Lourd also mentioned training activities being undertaken by or through the Centre. He then introduced the administrative and technical staff members of the Centre to participants.

8. The Workshop unanimously elected Captain P. Kosmatos (Greece) Chairman, Mr. J.P. Mercier (France) and Mr. T. Mejri (Tunisia) Vice Chairmen, and Dr. L.J. Saliba (Malta) Rapporteur.

9. The Agenda adopted by the Workshop is attached hereto at Annex II. The list of documents considered under each Agenda item is shown at Annex III.

IV. GENERAL BACKGROUND ON OIL POLLUTION EMERGENCIES (Agenda item 2)

10. Mr. J.P. Mercier (France) gave a detailed description of the "Amoco Cadiz" incident, and the means used in oil removal. The total costs for the oil pollution damage, including preventive and removal measures, were estimated in the order of 500 million francs. He stressed the importance of experience in handling equipment as well as the fact that one of the most effective cleaning methods for the coastal pollution in the existing state of the art was through manual techniques. Following Mr. Mercier's exposé, the Workshop discussed the various forms of oil pollution control available, e.g. booms, dispersants, disposal methods etc. and ecological implications. Mr. Mercier considered that it was important for the Regional Oil-Combating Centre to collect very detailed inventories of equipment available. He also mentioned that France will prepare soon a document on this incident and that this document will be disseminated to the participants through the Centre.

11. Captain M. Greenham of the Canadian Coast Guard (acting as IMCO consultant) described (CPW 2/INF.3, CPW 3.2/7) the principles and working details of the Canadian Contingency Plan, as well as joint plans between the Canadian Government and the United States and Denmark, respectively, for protecting areas of mutual concern. As an example of an oil pollution incident which invoked the application of the joint Canada/United States contingency plan, a film was shown on the oil pollution clean-up operation following an accident to a tank barge NEPCO 140 on the Saint Lawrence River in 1976.

12. Dr. I. White, Assistant Technical Manager of the International Tanker Owners Pollution Federation (acting as IMCO consultant) described (CPW 2/1) recent oil pollution incidents and clean-up operations in which his Federation was involved and drew the attention of the Workshop to the lessons to be learned. He pointed out that the failure to reduce the impact of major oil spills to the extent that existing technology should allow was in the majority

of cases due to three basic reasons: inadequate planning prior to the event, particularly as regards identification of those parts of a country's coastline that should be protected as a matter of priority; lack of a proper organization and experienced personnel to ensure coordination of the interests involved and strict control of the clean-up operations; and a lack of understanding by those in control of the clean-up methods available and their limitations. No amount of sophisticated equipment would compensate if one or all were lacking.

V. CONTINGENCY PLANNING (Agenda item 3)

13. Mr. Nazeck Swaid, Deputy Director (Technical) of the Centre, made a personal introductory statement concerning some possible factors on which the general principles for contingency plans, particularly those in the course of preparation, could be based.

14. Captain Y. Hammel (Israel) gave a brief description of the general guidelines and principles which would have to be taken into account in preparing, operating, and reviewing oil pollution contingency plans, including areas of concern which could vary from country to country (CPW 3.1/2).

National contingency plans

15. The participants from France, Greece, Israel, Italy, Malta and Spain described their respective national contingency plans, which were either operational or in the last stage of preparation (CPW 3.1/5 - Greece, CPW 3.1/6 - Israel, CPW 3.1/4 - Italy, CPW 4/1 - Malta, CPW 3.1/7 - Spain). The participants from other countries stated that no contingency plans on a national scale were yet in existence, but the preparation of such a plan was in progress or was being considered.

16. In a general discussion on national contingency plans, it was agreed that, while each country had to define its own philosophy as to how to tackle oil pollution problems, there were several common features in the approach to oil pollution control at sea, which could provide a basic framework for operations.

17. It was generally agreed that those countries which have not yet developed national contingency plans should be urged to do so, and that the Regional Oil-Combating Centre should promote such undertakings within the capabilities of the staff of the Centre.

18. The question of the use of, or the limitation of the use of, chemical dispersants was discussed in detail, and it was agreed that more studies on modes of application and effects on marine resources were necessary. One

participant suggested that the latter could be tackled as part of the medium term monitoring programme within the general Action Plan, so as to provide an input to both contingency planning and oil spill control. Another participant stressed the need for an objective study of the whole problem, as there were several divergent views from different countries as well as from different interests such as ecologists, tourist operators, etc. In this connexion, Mr. Sasamura of IMCO explained the work of IMCO's Marine Environment Protection Committee on the revision of a Manual on Methods of Dealing with Oil Spillages in which, it is hoped, guidelines on the use of dispersants would be included.

Regional, subregional and sectoral contingency planning

19. Mr. P. Le Lourd, Director of the Centre, reviewed the work performed by the Centre in connexion with the compilation of basic information which could be used for regional, subregional and sectoral contingency planning and particularly of lists of focal points, experts and equipment available in the various countries, including those which could be used to assist neighbouring States in cases of emergency (CPW 3.2/1, CPW 3.2/INF.1, 2 and 3).

20. The Workshop reviewed the nature, quantity and distribution of equipment. It was noted that the multiplicity of the equipment (also reflected in the case of materials) indicated that there did not appear to be any regional uniformity in the approach to the problem. Several participants, however, pointed out that equipment-incompatibility would not pose as serious a problem. The problems of operating highly specialized equipment such as high capacity transfer pumps would be overcome if a State providing equipment would also provide the necessary training and expertise for operating it.

21. It was clearly understood that the human and material resources described above should be made available within the context of a spirit of co-operation and mutual assistance between the coastal States that have been or may be affected by serious oil pollution.

22. The Workshop took note of the work already done by the Centre on the preparation of the inventories of material and equipment. It appeared that these inventories would require to be made more precise and to be reviewed and updated continuously.

23. Mr. Y. Sasamura of IMCO informed participants (CPW 3.2/INF.7) about the feasibility study on reception facilities in ports which IMCO was conducting, under a joint IMCO/UNEP programme, as a means for acceleration of the implementation of the International Convention for the Prevention of Pollution

from Ships, 1973. The provision of adequate reception facilities was one of the most important requirements for the effective implementation of the 1973 Convention as the Mediterranean has been designated as a special area under the Convention. He explained that the study would be completed by the end of 1978 and the report will be made available to the governments concerned.

24. Mr. R.C. Griffiths of IOC, described the potential inputs from MEDPOL Pilot Projects MED-I (Baseline studies and monitoring of oil and petroleum hydrocarbons in marine waters) and MED-VI (problem of coastal transport of pollutants) to oil pollution contingency planning (CPW 3.2/2), and then, on behalf of UNESCO, described the potential use of modelling techniques as a part of contingency planning (CPW 3.2/3).

25. Dr. J. Wonham of IMCO, in putting forward possible approaches to regional contingency planning (CPW 3.2/4) reflecting his own views on the subject, suggested that there may be advantages in considering the division of the Mediterranean Sea into zones in which Coastal States would take individual or joint responsibility for providing anti-pollution measures. It was suggested that several problems may be resolved by taking such an approach, for example, allocation of co-ordinating responsibility in the planning of joint operations by governments. These possible approaches were drawn from existing multilateral and bilateral contingency plans, such as the Bonn Agreement, Joint Canada/United States and United Kingdom/France Contingency Plans. In his view, such a zoning would be an initial step which would have to be taken in developing a regional contingency plan.

26. Dr. Wonham also introduced as another possibility a sectoral approach which was presented by the Centre to the Monaco Meeting on the Review of Mediterranean Action Plan (UNEP/IG.11/4, paragraphs 48-49; UNEP/IG.11/INF.7, Annex 9), under which the Mediterranean Sea would be divided into several sectors for which multilateral contingency plans might be developed. He suggested that such an approach would enable the development of plans to proceed at different rates, or at different levels of complexity according to the priority which governments attach to the problem.

27. Following the presentation of the documents on regional, subregional and sectoral contingency planning, the Workshop discussed in general terms the feasibility of development of such contingency plans and the role the Centre might play in developing and implementing such plans.

28. It was pointed out by most of the participants that the present Workshop was not a forum at which decisions on sectoral and subregional planning could be made, as several matters, particularly those involving zones of responsibility, were of a legal and/or political nature. As such, these matters were outside the terms of reference of the Workshop, which was primarily concerned with the technical aspects. Similarly, it was considered by these participants that it would be premature to enter into discussions on modes of coordination of joint operations, and on financial considerations, as these could only be agreed on at a higher level.

29. Dr. S. Keckes of UNEP, recalling the relevant paragraphs of the Cooperation Protocol and Resolution No. 7 adopted at the 1976 Barcelona Conference, reminded the participants to provide UNEP and IMCO with their views on the desirability and technical feasibility of regional or subregional contingency planning, so that these views could be taken into account when the future role and functions of the Regional Oil-Combating Centre were discussed.

30. The participant from Egypt envisaged a situation where a pollution emergency might occur in the vicinity of his country's coastline and to which only the combined resources of several countries could provide an adequate response. In his view, the Workshop should attempt to identify high risk areas in which the development and implementation of sectoral or subregional plans would provide additional response capabilities.

31. The question of the desirability of developing general principles, elements and guidelines on the subject of subregional and sectoral planning was discussed, and it was felt that it would not be realistic to attempt to develop a uniform approach which would be suitable for all subregions and sectors, as each would necessarily reflect the particular circumstances of the coastal States involved.

32. Mr. Sasamura of IMCO reminded the Workshop of the mandate given to the Centre by Resolution 7 of the Barcelona Conference to prepare and keep up to date emergency plans in cases of massive oil pollution, and of the main purpose of the Workshop which was to seek advice by experts in order to fulfil this mandate. In the present circumstances, i.e. where a massive oil spillage had not occurred in the Mediterranean Sea over a fairly lengthy period, it was easy to be lulled into the attitude that the Centre would have no role to play in counteracting pollution emergencies. However, if such an accident did occur, the Centre might then be asked by governments to coordinate counteraction if the pollution was of the magnitude beyond their national capabilities. In such events, the Centre would be faced with the necessity of resolving many complex

problems in a very short time on an ad hoc basis concerning, inter alia, coordination of the contributions of various governments, methods of communication, financial arrangements and many other considerations. Under the circumstances, it is likely that the outcome would, in all probability, be unsatisfactory and certainly less effective than had some planning taken place in advance, and as a consequence, the Centre would be criticised for not having performed properly the functions assigned to it.

33. In order to assess the threat of pollution from accidental spillages in particular areas of the Mediterranean Sea, Dr. Griffiths of IOC suggested that the Workshop might consider whether the Centre should be asked to evaluate existing knowledge on the persistence and movement of oil slicks at sea, and to develop various scenarios for possible major spills in the Mediterranean as a guide to coastal States in developing their contingency plans.

34. Different views expressed by various participants on the advisability and feasibility of developing regional and subregional contingency planning could be summarized as follows:

- (i) a sectoral or subregional approach to contingency planning was feasible, but that coordination with an overall regional framework was necessary;
- (ii) a start could be made at subregional or sectoral levels by development of bilateral or multilateral plans between interested States with assistance of the Centre, if necessary;
- (iii) before entering into regional or subregional planning exercises, national contingency plans should first be finalized.

35. It was suggested that the Regional Oil-Combating Centre should endeavour to collect the following information from States:

- (i) the extent of the geographical coverage of existing and envisaged national contingency plans, in order to obtain a clear picture of areas and means under the control of national contingency plans;
- (ii) the assistance which could be provided in cases of emergencies occurring outside States' territorial waters and an indication of the possibility of participating in bilateral or multilateral activities;
- (iii) any interest by States in some particular areas affecting their marine environmental assets;

- (iv) expected date of conclusion or projected contingency plans;
- (v) any intentions by States of entering into agreements with neighbouring countries.

36. In the light of the above discussions, there appeared to be a consensus of opinion that the first priority should be the establishment of national contingency plans, and the role of the Regional Oil-Combating Centre in this respect would be to assist States at their request in the preparation of such plans both by expert advice and by the provision of information on existing plans. At the same time consideration should be given to subregional or sectoral approaches, possibly based on bilateral and/or multilateral agreements among those countries supporting the idea.

37. During the course of discussion the participant from Greece presented proposals for improvement of preventive measures to be undertaken by Mediterranean States (CPW 3.2/8). These included the observation of oil spillages and reporting from tankers entering the Mediterranean Sea concerning the cargo or ballast on board and their destinations. He suggested that these proposals be studied further by the interested States and the Centre.

Liability and compensation

38. In relation to the financial implications of oil-combating operations, Mr. Sasamura of IMCO explained (CPW 2/INF.4) schemes for the liability and compensation for oil pollution damage which have been developed by IMCO and the industry. The first two schemes (the Civil Liability Convention and TOVALOP) cover liability imposed on shipowners and provide compensation up to \$160 per ton of the tanker or \$16.8 million, whichever is lesser, and another two supplementary schemes (the Fund Convention and CRISTAL) provide maximum aggregate compensation levied through the oil companies up to \$36 million per incident.

39. In this connexion, Dr. Keeskes of UNEP referred to Article 12 of the Barcelona Convention and Resolution 4 of the Barcelona Conference concerning the liability and compensation for marine pollution damages, and pointed out that the question of inter-state guarantee fund for the Mediterranean Sea area would be discussed at the forthcoming meeting of Contracting Parties to the Barcelona Convention.

Communications

40. Mr. Le Lourd, the Director of the Centre, presented a paper (CPW 3.2/5) on the outcome of a communications exercise involving the exchange of messages

between the Centre and the seventeen Coastal States between 28 June and 7 July 1978. It was made clear in the initial message that the intention was to test the communications available in case of an oil spill incident. Results showed six answers were received within three hours, three answers within twenty-four hours, three answers after twenty-four hours and five countries did not answer. Participants of the Workshop were requested to take note of the results of the exercise and to consider ways in which communications might be improved.

41. The participant from France pointed out that the Centre was not connected by telex outside of working hours and that an automatic conversation telephone recorder was not a satisfactory method of responding to telephone messages received outside of office hours.

42. It was recommended that, having regard to the provisions of Article 9(1)(c) of the Emergency Protocol, necessary means should be found by the Centre to set up a communication system so as to receive and transmit on a permanent and continuous basis messages on pollution emergencies from Coastal States. The participants from Morocco and Spain reserved their positions on this recommendation.

43. Captain Hammel (Israel) presented information on communications systems which might be usefully developed by the Centre. Firstly, a system to be used by the Centre itself to avoid its having to rely on ordinary public channels, and secondly, a self-contained field system which could be transported by air to any locality where no communications system was available. This would apply particularly in the case of stranded vessels suffering damage to their communications systems. Thirdly, a system was described by which telephones could be connected to a small, suitably located transmitter in order to communicate with vehicles, ships, etc. engaged in emergency operations. The range of such a system could be increased by the installation of suitably placed relay transmitters. Personnel engaged in beach cleaning operations could maintain contact with the control centre via outstations using walkie-talkie radio sets.

VI. TECHNICAL CO-OPERATION AND TRAINING (Agenda item 4)

44. Mr. Sasamura of IMCO introduced this subject by referring to the function assigned to the Centre to promote technical cooperation, and requested the participants' proposals for any training programmes to be pursued by the Centre which will assist in preparing its future work programme and budget for the next biennium. He also mentioned that the technical assistance activities to

developing countries in the general field of marine pollution were not the functions of the Centre envisaged by Resolution 7 of the Barcelona Conference but would be implemented through normal technical assistance programmes of Specialized Agencies.

45. Mr. Le Lourd mentioned the actions taken by the Centre within its current resources which have been essentially in training and the preparation of a provisional list of experts (CPW 3.2/INF.3). He stressed the point that the assistance given to Malta in contingency planning had only been possible because of very particular circumstances and with the assistance of a consultant appointed by IMCO, and that the Centre is not in a position with its existing resources to respond to requests for technical assistance which it has received from some developing countries.

46. It was suggested that the Centre could prepare a list of organizations and other bodies which could provide assistance, and could act possibly as an intermediary.

47. In the course of discussions, participants agreed on the usefulness of an exchange of experiences between the various countries and the importance of the training of national experts, taking account of appropriate training programmes in respect of which the Centre could play a role of co-ordination and advice. In general, the Workshop supported the role the Centre may play in the development of technical co-operation and training programmes.

48. It was suggested that the most effective training might take the form of organizing joint exercises under realistic conditions to which experts from other countries would be invited; the Centre could help by disseminating information on rehearsals and exercises. It was also pointed out that participation by other countries in oil pollution combating operations would be extremely valuable. Several participants expressed the opinion that compilation and circulation of lists of consultants with particularly appropriate experience and expertise would also be extremely useful.

49. The need for experts to assist governments in developing their national contingency plans or to deal with oil spills was recognized by most of the participants. At a practical level they also stressed the necessity to train the right people and wherever possible to utilize the services of contractors providing marine services in ports and harbours, fishermen, etc. with experience of working under extremely difficult circumstances imposed by the sea.

VII. CLOSURE OF THE MEETING

50. It was the general consensus of the participants that this Workshop provided a useful forum for the exchange of information on national, bilateral and multilateral contingency plans, new trends and technologies for combating pollution, communications systems, technical co-operation and training programmes, etc. It was noted that the Workshop was not a forum to take decisions or to give instructions to the Centre on its activities, but the views and recommendations put forward by participants would be taken into account in formulating the future programme of the Centre which will be considered by the meeting of Contracting Parties to the Barcelona Convention next year.

51. The Workshop concluded its work on 7 September 1978.



ANNEX I

LIST OF PARTICIPANTS

A. PARTICIPANTS NOMINATED BY GOVERNMENTS

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GATT Peter	Major Armed Forces of Malta MALTA.
PROJETTI Robert	Secrétaire Département des Travaux Publics MONACO.
QUIBLIER Serge	Ingénieur en Chef du Service des Travaux Publics MONACO.
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ROS Joaquin	Chief Department of Marine Pollution Spanish Institute of Oceanography San Pedro del Pinatar (Murcia) SPAIN.
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C. REPRESENTATIVES OF INTERNATIONAL ORGANIZATIONS

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* Participant who could not attend the Workshop.

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SWAID Nazeeh	Deputy Director (Technical) Regional Oil-Combating Centre Manoel Island MALTA.

ANNEX II

Opening of the meeting

Election of officers for the Workshop

1. Adoption of the Agenda
2. General background on oil pollution emergencies
3. Contingency planning
 - 3.1 National contingency plans
 - 3.2 Regional subregional and sectoral contingency planning
 - 3.3 Communications
4. Technical co-operation and training
5. Other business
6. Consideration of the Report of the Workshop

Closure of the meeting

ANNEX III

LIST OF DOCUMENTS

CPW 1/1	Provisional Agenda - Calendar of the Workshop
CPW 1/2	Registration Form
CPW 1/3	Provisional List of Participants
CPW 1/4	Note of Information to the Participants
CPW 1/5	Provisional List of Documents
CPW 1/INF.1	Resolution 7 of the Barcelona Conference
CPW 1/INF.2	Text of the Protocol of the Barcelona Convention on co-operation in case of emergencies
CPW 1/INF.3	Progress Report on the Activities of ROCC presented at Monaco Intergovernmental Meeting
CPW 2/1	Some lessons learnt from recent oil spill incidents - by Dr. White (TOVALOP)
CPW 2/INF.1	IMCO Manual on Oil Pollution - Section I - Prevention
CPW 2/INF.2	IMCO Manual on Oil Pollution - Section IV
CPW 2/INF.3	Basic Oil Clean-up Techniques - by Captain Greenham
CPW 2/INF.4	Liability and Compensation for Oil Pollution Damage - IMCO
CPW 3.1/1	Not issued
CPW 3.1/2	Contingency Planning - prepared by Captain Hammel
CPW 3.1/3	Not issued
CPW 3.1/4	Italian Contingency Plan
CPW 3.1/4/1	Technical Specifications for Comparative Laboratory Evaluation of Products proposed for Cleaning-up Hydrocarbon Polluted Sea-waters - Italy
CPW 3.1/5	Greek Contingency Plan
CPW 3.1/6	Contingency Plan of Israel
CPW 3.1/7	Pollution of the Sea - National Contingency Plan of Spain
CPW 3.1/INF.1	Not issued
CPW 3.1/INF.2	IMCO Manual - Section II - Contingency Planning
CPW 3.1/INF.3	Development of Contingency Planning to deal with Oil Pollution by J. Wardley Smith and M.B. Garnett - Acapulco
CPW 3.2/1	Sectoral/Regional Contingency Planning for the Mediterranean Sea - basic elements collected by ROCC
CPW 3.2/2	Potential input from MED POL Pilot Projects I and VI on Contingency Planning prepared by IOC
CPW 3.2/3	Use of Modelling in Contingency Planning prepared by UNESCO

CPW 3.2/4	Sectoral and Regional Contingency Planning for the Mediterranean - note prepared by the IMCO Marine Pollution Adviser
CPW 3.2/5	Communication Exercise for the Mediterranean prepared by ROCC
CPW 3.2/6	Not issued
CPW 3.2/7	The Canadian Experience in oil spill clean-up - prepared by Captain Greenham, Chief of Emergencies - Canada
CPW 3.2/8	Proposal by the Greek Delegation
CPW 3.2/INF.1	List of Focal Points prepared by ROCC
CPW 3.2/INF.2	Provisional Inventory of oil combating equipment in the Mediterranean - ROCC
CPW 3.2/INF.3	Inventory of Experts prepared by ROCC
CPW 3.2/INF.4	Oil Pollution in the Mediterranean - P. Le Lourd, AMBIO December 1977
CPW 3.2/INF.5	Preliminary report on the state of pollution in the Mediterranean Sea - UNEP
CPW 3.2/INF.6	Environmental Impact of the Transportation of Oil - Mr. Y. Sasamura
CPW 3.2/INF.7	Feasibility study on Reception Facilities for Selected Ports in a Special Area, Mediterranean Sea - IMCO
CPW 3.2/INF.8	Mediterranean Action Plan - UNEP
CPW 4/1	Oil Pollution Control and Contingency Planning in Malta - Submitted by the Ministry of Health and Environment
CPW 4/2	Not issued
CPW 4/INF.1	Outline of Contingency Plan for Malta - prepared by ROCC
CPW 5	Report
