



SPILL NOTIFICATION POINT

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COMPETENT NATIONAL AUTHORITY

Details as for spill notification point.

RESPONSE ARRANGEMENTS

The Marine and Coastal Environment Division of the Ministry of the Environment (MCED) is the national authority responsible for prevention, preparedness and response for all types of marine pollution. MCED inspectors carry out aerial, marine and coastal surveillance and inspect vessels and shore installations. They are responsible for ensuring that all necessary clean-up operations at sea and onshore are carried out properly, either directly by the polluter and/or through its contractors, or if previous measures fail, by MECD equipment and personnel.

The National Contingency Plan for Preparedness and Response to Combating Marine Oil Pollution was prepared by the Environment Ministry in 2002 and is awaiting government approval (latest information available). A contingency plan for the Gulf of Eilat/Aqaba was completed in February 1999 and will be incorporated into the national plan.

In the event of a major spill, an Emergency Command would convene immediately in the National RCC and Pollution Response Command Center in Haifa. This command is comprised of the Director of Shipping and Ports Administration of the Ministry of Transport, the Head of Marine and Coastal Environment Division of the Ministry of the Environment and their various experts and advisers.

As part of its preparations for the contingency plan, Israel launched an oil spill sensitivity mapping project to facilitate decision-making on priority treatment in case of a severe oil spill according to the sensitivity of different sections of coast – whether in terms of tourism, biodiversity or nature reserves.



RESPONSE POLICY

In the Gulf of Aqaba (Eilat) only mechanical cleaning is permissible. Along the Mediterranean coast, aerial dispersant application is considered as a primary and principal response for tier 2 and 3 incidents. Only 3rd generation dispersants are accepted, with prior written authorisation from the Ministry of the Environment. The use of dispersants in places where the water depth is less than 20 metres and in places nearer than one nautical mile from national parks, marine reserves or other specially protected areas is prohibited. Mechanical response will be applied, if possible, only as a second response choice. However, due to weather and geographical considerations, it is expected that in a case of a serious spill, large quantities of oil will land on the beaches. Therefore a considerable emphasis is placed on shoreline cleanup, using mechanical and manual as well as bioremediation techniques. Disposal sites for oil and oily debris have been identified.

EQUIPMENT

Government

There are several stockpiles of response resources. In Eilat the MECD maintains a Marine Pollution Prevention Station, manned 24 hours a day by professional marine pollution inspectors. Pollution abatement equipment at the station includes skimmers, pumps, booms, sorbents, tanks, oil separators, containers and absorption materials. In January 2002 an oil combat vessel – “Sviva II” - was incorporated into Eilat/Aqaba’s preparedness system. On the Mediterranean coast the MECD keeps two stockpile locations - at Haifa and Ashkelon, capable of dealing with spills up to 4,000 tonnes.

Private

Israel Electric Corporation keeps resources at its Mediterranean coastal power stations at Haifa, Hadera, Tel Aviv, Ashdod and Ashkelon. Eilat-Ashkelon Pipeline Co. keeps limited resources and several vessels at Ashkelon. Oil and Energy Infrastructure Ltd keeps limited resources at Haifa. Several private contractors have barges, tugs, vacuum trucks, skimmers, booms, pumps and other devices in Haifa and in Ashdod.

PREVIOUS SPILL EXPERIENCE

Israel has experienced several small to medium spills. The BILKUR (1988) hit a breakwater at Ashdod spilling 100 tonnes of fuel oil, of which 40 tonnes were recovered. The EYAL (1989) sank outside Haifa Port with the loss of some 100 tonnes of fuel oil, polluting local beaches. This was dealt with using manual and steam-cleaning methods. A ruptured flexible hose caused a spill of about 300 tonnes of HFO in Haifa Bay in 1991 and contaminated 8km of coastline. In December 1992, a barge sank inside Haifa Port releasing 300 tonnes of HFO. This was cleaned by mechanical means.

CONVENTIONS

Prevention & Safety					Spill Response		Compensation					
MARPOL 73/78		Annexes III, IV, V, VI			OPRC '90	OPRC-HNS	CLC '69, '76, '92			Fund '92	HNS*	Bunker
✓	✓		✓		✓				✓	✓		

* not yet in force



ISRAEL

REGIONAL AND BILATERAL AGREEMENTS

Barcelona Convention (with states bordering the Mediterranean).

A trilateral agreement and sub-regional contingency plan with Egypt and Cyprus.

Upper Gulf of Aqaba sub-regional contingency plan with Egypt and Jordan.

For further information see also REMPEC (Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea) Country Profile (http://www.rempec.org/country.asp?cid=9&IDS=2_1&daNme=General%20Information&openNum=1)

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