



SPAIN

SPILL NOTIFICATION POINT

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COMPETENT NATIONAL AUTHORITY

Dirección General de la Marina Mercante (DGMM) - Subdirección General de Tráfico, Seguridad y Contaminación Marítima C/Ruiz de Alarcon, 1-8a Planta 28071 Madrid	Tel: +34 91 597 9269/70 Fax: +34 597 9235/87 Tlx: 27298 MAMER E
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RESPONSE ARRANGEMENTS

The civil maritime authority, the Directorate General of the Merchant Navy (DGMM), as part of the Ministry of Public Works, Environment and Transport, has responsibility for oil spill response within Spain's territorial waters and EEZ and for implementation of the National Plan for Salvage and Pollution Control. Salvamento Marítimo (SASEMAR) was created by law in 1992, under the overall coordination of the DGMM, to provide, amongst other things, at-sea pollution response. Salvamento Marítimo operates 21 Marine Rescue Coordination Centres (MRCC) along its coastline, equipped for at-sea rescue and pollution control.

If a spill enters or occurs in nearshore waters or impacts the shoreline, overall direction and coordination is provided by the Civil Governor of the province affected who convenes a technical coordination committee. Shoreline clean-up is provided by municipal councils and coordinated by the Civil Protection Board. If more than one province is affected, the Ministry of the Interior and local government representative assume responsibility. Shoreline response usually involves TRAGSA (Empresa de Transformación Agraria SA), a public company funded by federal and provincial government. On-site coordination and response is provided by the MRCCs under the Sub-Director General for Maritime Safety and Pollution Control. In port and terminal areas the Port Captain would act as the on-scene commander.

In 2004, in the aftermath of the Prestige incident, the Spanish government launched a series of measures to strengthen its marine pollution prevention and control capability. This included the creation of a centre to co-ordinate the response to any incident at both national and regional level. The centre, CEPRECO (Centre for Prevention and Combating Maritime and Littoral Pollution), established through royal decree, has directorate status and brings together senior representatives from all government ministries and agencies with a stake in maritime emergency response. The directorate is the responsibility of the Presidential Ministry. In 2006 the Spanish government approved a new national plan which contains practical measures to augment its response capability. This includes the development of 6 strategic bases (5 are currently operating) that will house equipment and are available for rapid movement anywhere in Spain.



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RESPONSE POLICY

Mechanical recovery is the preferred option when dealing with oil at sea. The use of dispersants is allowed as a last resort response option. However, dispersants are not favoured in Spain due to the presence of large commercial fish stocks and associated industry and therefore their use is assessed on a case-by-case basis. New regulations are being drafted to include official testing and approval methods. Currently DGMM approves the dispersants based on the results of efficiency, toxicity and biodegradability tests undertaken in other States. The local use of dispersants is controlled, authorised and supervised by the local maritime authorities (harbour masters).

EQUIPMENT

Government

Government stockpiles are located at Santander, Ferrol, Seville, Cartagena, Castellon and Tenerife. There is also a small 'top-up' store in Madrid although this mainly acts as an additional maintenance and repair facility. The DGMM owns booms and skimmers, plus several tugs and offshore vessels equipped with both mechanical recovery and dispersant-spraying equipment. Equipment for beach cleaning is owned by the provincial councils. The Spanish Air Force can provide aircraft for observation.

In November 2004, the government announced a series of investments aimed at bolstering existing capabilities. This included the purchase of 4 aircraft for maritime surveillance and search and rescue, plus additional helicopters and four dual-purpose salvage and pollution control vessels.

Private

The oil companies operating in Spain are obliged by law to hold clean-up equipment at the ports in which they operate. This consists in the main of limited quantities of boom and dispersant. A salvage company operates tugs from Vigo fitted with dispersant-spraying equipment.

PREVIOUS SPILL EXPERIENCE

Oil from the NERETVA (1992) was dispersed by DGMM tugs also used for the recovery of bunkers from the sunken vessel. Shoreline clean-up was undertaken by the municipalities. Oil from the AEGEAN SEA (1992) at La Coruña was partially mechanically recovered by a number of DGMM vessels. Sensitive areas prevented the use of dispersants. Beach clean-up was mainly manual, utilising contractors directed by a technical coordination committee. The PRESTIGE (November, 2002), carrying some 77,000 tonnes of Heavy Fuel Oil, broke up off the coast of Galicia spilling about 63,000 tonnes of oil. A major offshore clean-up operation was carried out using vessels from Spain and nine other European countries. The oil came ashore along an 800km stretch of the Spanish coastline and also polluted beaches on the French Atlantic coast. Oil from the PRESTIGE entered Portuguese waters in mid-December but none came ashore. The PRESTIGE is one of a handful of landmark spills that have attracted huge media coverage and had repercussions on international maritime transportation policy.

HAZARDOUS & NOXIOUS SUBSTANCES (HNS)

The competent authority for dealing with marine pollution at sea involving HNS is the DGMM. Spain's capability for responding to HNS spills is rather limited and mainly relies on the same resources as for oil pollution. It does not currently cover response to HNS in its NCP. Spain has two new multipurpose vessels with pressurised bridges and gas detector systems for HNS. In terms of scientific support, the DGMM has recently signed an agreement with the Spanish Chemical Industry Association (FEIQUE) on voluntary cooperation between the chemical industry and the national competent authorities. Spain has previous experience of one marine HNS incident, CASON (1987, a number of hazardous substances,



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including diphenyl methane diisocyanate (MDI), ortho-cresol, aniline and sodium). (Information from EMSA, 2008)

CONVENTIONS

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

* not yet in force

REGIONAL AND BILATERAL AGREEMENTS

Barcelona Convention (with states bordering the Mediterranean)

Member of the European Community Task Force.

Spain has observer status under the Bonn Agreement.

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=18&IDS=2_1&daNme=General%20Information&openNum=1)

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