PARLIAMENTARY ASSEMBLY OF THE MEDITERRANEAN
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2nd Standing Committee on Economic, Social and Environmental cooperation

Special Task Force on Environment and Climate Change

"Oil rig explosion in the Gulf of Mexico: is the Mediterranean ready?"

Background paper

Introduction:

On 20 April, 2010, the BP leased oil rig Deepwater Horizon located 49 miles off the coast of Louisiana suffered an explosion which caused the death of 11 workers and a continuous oil flow from the Macado well (under 5.000 feet deep) into the Gulf of Mexico triggering unprecedented crisis management efforts to respond to immediate environmental, economic and social concerns. The well was officially sealed 5 months later on 19 September 2010. In total, over 42, 000 m^3 of oil were dispersed into the atmosphere and combustion residues sank quickly[1]. The spill has taken a tremendous toll on the environment and the economy of the United States.

Environmentally, the spill has, according to Julia Kumari Drapkin, affected ten species including the North Atlantic Bluefin Tuna, whales, dolphins, pelicans, oysters, shrimp, and the blue crab[2]. The spill's impact beyond the Gulf of Mexico is yet to be assessed.

Economically, the spill has put at risk the tourism and fishing industries, on which the Gulf heavily depends. The Seafood industry has been heavily affected, and much of the fishing was suspended as a precautionary health measure. Tourism also declined in the summer of 2010 as tourists feared oiled beaches and deteriorating air quality. This affected hotels and restaurants as well as a wide array of coastal activities. It is estimated that the clean-up operation of the oil spill in the Gulf on Mexico will take decades to be completed, at a cost of $7 million per day.[3] The compensations which BP had to provide to affected parties began as early as May 2010, and had

[1] Bulletin d'information du Cedre, Dossier Accidentologie et risque chimique en mer, l'explosion de la plate-forme Deepwater Horizon. N 27 décembre 2010
[2] Listed in 2010 GlobalPost article "10 animals Most at Risk from Gulf Oil Spill" BP Gulf Oil Spill – Impact on America's Environment and Economy, Patrick Szabo: http://www.suite101.com/content/bp-gulf-oil-spill--impact-on-americas-environment-and-economy-a246061
[3] BP Gulf Oil Spill – Impact on America's Environment and Economy, Patrick Szabo: http://www.suite101.com/content/bp-gulf-oil-spill--impact-on-americas-environment-and-economy-a246061

reached 806 million dollars by 1st October 2010[4]. These economical effects forced BP to place in escrow a $20 billion fund to address such financial losses[5].

Politically, a moratorium for new deep-water drilling in the Gulf of Mexico was imposed as early as May 2010[6]. In the aftermath of the accident, congressional activities increased with the House of Representatives conducting 32 hearings in 10 committees and the Senate conducting 30 hearings in 8 committees. Members in the 111th Congress introduced more than 150 legislative proposals that would affect policies related to oil spills, enacting three of these proposals into law (P.L. 111-191, P.L. 111-212, and P.L. 111-281). These laws direct appropriations and authorizations related to oil spill activity. Under US President Barack Obama's leadership, an independent bipartisan National Commission – **the US National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling** - was established on 22 May 2011 and co-chaired by Sen. Bob Graham and William K. Reilly . Although it acknowledged that offshore drilling was necessary as energy needs steadily increase and it compared the "remarkable advances that have propelled the move to deepwater drilling […] with exploring outer space, it tabled recommendations in the following seven distinct areas: 1/Improving the Safety of Offshore Operations, 2/Safeguarding the Environment, 3/Strengthening Oil Spill Response, 4/Planning, and Capacity, 5/Advancing Well-Containment Capabilities, 6/Overcoming the Impacts of the Deepwater Horizon Spill and Restoring the Gulf, Ensuring Financial Responsibility and 7/Promoting Congressional Engagement to Ensure Responsible Offshore Drilling[7]. The National Commission concluded that inadequate supervision by an over-stretched Minerals Management Service, the offshore oil regulator, was a central factor behind the Deepwater Horizon catastrophe.

At the international level, the Deepwater Horizon accident led governments and civil societies to raise questions over the legal frameworks in place for awarding drilling licenses. Assessing preparedness in case a similar accident would occur also became a priority for coastal states. In the Mediterrarean, concerns focused on the vulnerability of the region in light of the fact the sea is closed and has limited change of water.

I. Energy consumption and production in the Mediterranean – an overview

According to the UNEP/MAP Blue Plan, the Mediterranean consumes 10.2 % of the world electricity consumption and 8.2 % of the world primary energy consumption. This energy

[4] Bulletin d'information du Cedre, Dossier Accidentologie et risque chimique en mer, l'explosion de la plate-forme Deepwater Horizon. N 27 décembre 2010
[5] Deepwater, the Gulf Oil Disaster and the Future of Offshore Drilling, Report to the President, National Commission on the BP Deepwater Horizon Oil Spill and Offshore Drilling, Chapter 6, P185
[6] The moratorium was lifted on 12 October 2010 and Noble Energy Inc. was the first company to be granted a license to drill in March 2011
[7] Ibid. p. 250

consumption is dominated by fossil energy, marking as high as 80% , and only 6% of renewable energies [8].

In 2007, the total primary energy demand of the Mediterranean region marked 2059 Kep/hab while the EU marked 3546 and the world 1820[9].

According to the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), by 2009, 75% of energy in the Mediterranean originated from the south, while 25% came from the north, and there were 90 oil facilities in the region distributed as follows: 42% refineries, 26% oil terminals, 24% ports and 8% offshore platforms [10].

Offshore drilling in the Mediterranean

According to Rig Zone, a worldwide offshore rig fleet information provider, as of 12 April 2011, there are 30 offshore rigs in the Mediterranean[11] (cf. Annex I, list of active offshore drilling rigs in the Mediterranean). The main international companies operating in the region are: **BG Group, BP, ENI, Exxon Mobil, GDF Suez, RWE Dea, Shell, Statoil** and **Total**.

Most offshore installations in the Mediterranean region are found in Italy (Adriatic Sea, Ionian Sea and the Sicily channel), as well as in Croatia, Egypt, Israel, Libya and Tunisia. Should an offshore accident occur today, it is therefore foreseeable that the coastal areas of more than one country would be affected.

In addition to the risk of offshore oil exploration, the Mediterranean faces another high risk of oil spills coming from transport of crude oil, and of refined and residual products by tankers and pipelines. According to REMPEC, approximately 402 million liters of oil entered into the Mediterranean Sea as a result of accidents and illicit oil discharges, between 1 August 1977 and 31 December 2007 [12].

II. International and regional legal framework for offshore drilling

Offshore oil operations in the Mediterranean waters are regulated by a complex regulatory framework. In addition to national legislations, EU legislation and international conventions such as UNCLOS play an important role.

[8] Etat de l'Environnement et du Développement en Méditerranée - 2009 - Plan Bleu, p. 45
[9] Ibid, p. 182
[10] Regional Government and Industry Workshop on Cooperation in Preparedness for and Response to Oil spills in the Mediterranean Sea, Marseille 11-12 May 2009 report, P. 10
[11] www.rigzone.com
[12] The Prevention Preparedness Response to Natural disasters (PPRD) South Programme http://www.euromedcp.eu/index.php?option=com_content&view=article&id=633:special-feature-after-the-accident-in-the-gulf-of-mexico-how-prepared-is-the-mediterranean-for-coping-with-a-major-oil-spill-incident&catid=199:general-news&Itemid=881&lang=en

A. International instruments:

- **The United Nations Convention on the Law of the Sea (UNCLOS)** of 1982 gives coastal states "sovereign rights for the purpose of exploring and exploiting, conserving and managing the natural resources" in their Exclusive Economic Zone (EEZ) i.e. within 200 nautical miles from the coast. It also imposes the obligation to take necessary measures to "ensure effective protection for the marine environment", including specifically from drilling activities.

- **The International Convention on Oil pollution Preparedness, Response and Cooperation (OPRC Convention)** which was adopted in 1990 and entered into force in 1995, states that parties to the OPRC convention are required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries.

- **The Convention on Environmental Impact Assessment in a Transboundary Context (ESPO Convention)** signed in 1991 and which entered into force in 1997, sets out the obligations of Parties to carry out an environmental impact assessment at an early stage of planning. It also lays down the general obligation of States to notify and consult each other on all major projects under consideration that are likely to have a significant adverse environmental impact across boundaries.

- Following the Deepwater Horizon accident, the Legal Committee of the **International Maritime Organization (IMO)** included a new item in the committee's work programme concerning liability and compensation issues connected with transboundary pollution damage resulting from offshore oil exploration and exploitation activities. This amendment to the Organization's strategic plan was discussed during the Legal Committee's 97th session from 15-19 November 2010. IMO has already developed a comprehensive regime covering liability and compensation resulting from pollution from oil carried by ships, both as cargo and as fuel, but the relevant instruments do not currently cover pollution damage caused by offshore exploration and exploitation activities[13].

B. Regional instruments:

- The **Barcelona Convention** tackles the protection of the marine environment in the Mediterranean Sea. The original convention was signed in 1976 and it has 22 parties (Albania, Algeria, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, France, Greece, Israel, Italy, Lebanon, Libya, Malta, Monaco, Morocco, Serbia and Montenegro, Slovenia, Spain, Syria, Tunisia, Turkey and the EU). It requires that all contracting parties

[13] http://www.imo.org/MediaCentre/MeetingSummaries/Legal/Pages/LEG-97th-Session.aspx

take appropriate measures to prevent, abate and combat pollution resulting from exploration of the continental shelf, the seabed and its soil.

- The **Horizon 2020 Initiative** was born during the 10th Anniversary of the Barcelona Convention in 2005, whereby Euro-Mediterranean partners vowed to reduce pollution in the Mediterranean Sea by the year 2020. Three working groups were created to address issues of Investments for Pollution Reduction, Capacity Building, Review, Monitoring and Research. This initiative builds on already existing policy instruments and supports the implementation of the Barcelona Convention, Mediterranean Action Plan Strategic Action Programme, and the Mediterranean Strategy for Sustainable Development. [14]

EU level

Out of the 26 PAM member countries, 7 are EU members, 4 are official candidate countries (Croatia, FYROM, Montenegro and Turkey), 3 are potential candidate countries (Albania, BiH and Serbia) and 9 participate in the EU Neighborhood Policy (ENPI) thereby being directly affected by EU policies in the region (Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Syria and Tunisia).

To date, the EU has no specific legislation on offshore drilling per se, however, since 2009, the Lisbon Treaty gives a new legal basis for an EU energy policy and there exists provisions for the protection of workers' safety and health, allowing the adoption of minimum requirements in this field and for the protection of the environment, including the precautionary principle and the polluter pays principle[15]. Each EU Member State sets its own conditions and requirements to be met for license awards.

In the aftermath of the Gulf of Mexico accident, the European Parliament (EP) held a plenary debate on the "Security and prevention measures on offshore oil platforms in the EU" (18 May 2011). EU Energy Commissioner Gunther Oettinger urgently convened the representatives from oil companies active in EU waters to a meeting to ensure safety of their activities as well as their financial robustness in case of accidents. The European Commission had expressed serious concerns over the different safety standards in different member states, creating an array of regulations which are too fragmented to deal with oil exploration industry that is continuously drilling in deep waters. European Commissioner Oettinger also called for a **Moratorium** on new drills while a complete review is being carried out. However, during a 2010 December Energy

[14] http://www.h2020.net/en/the-h2020-initiative.html
[15] European Commission Staff Working Document on Offshore oil and gas activities and their regulatory environment in Europe 2010.
http://ec.europa.eu/energy/oil/offshore/doc/sec%282010%29staff_working_doc.pdf

Council meeting, while more safety rules were approved, the moratorium was rejected[16]. Following a request by the European Parliament, the European Commission is preparing a comprehensive legal framework ensuring uniformly high safety standards apply across the EU plus 3rd countries. The draft communication "**Facing the Challenges of the Safety of Offshore Oil and Gas Activities"**[17] was published in October 2010 with the aim of setting standards across the EU in the long-term. The text is currently being considered by the various EP parliamentary committees [18]

Besides improving the existing set of EU legislations on the authorization of offshore activities, on equipment, the health and safety of workers, environmental protection, waste and environmental liability, emergency intervention, the draft communication calls for:

- thorough licensing procedures, When granting licenses for new drillings, Member States will have to make sure that the oil companies meet key EU requirements: Companies must have a contingency plan and prove that they have the financial means available to them to pay for environmental damage caused in the event of an accident.
- improved controls by public authorities, Oil platforms are controlled by national authorities. These supervision tasks of national authorities should be evaluated by independent experts.
- addressing gaps in applicable legislation, technical standards will ensure that only control equipment meeting the highest safety standards will be allowed.
- reinforced EU disaster response, Oil companies have to clean up and remedy the damage caused to the environment following an accident within a zone of maximal 200 nautical miles from the coast.
- international cooperation to promote offshore safety and response capabilities worldwide.
- the roles of the **European Maritime Safety Agency** (EMSA) and of the **Monitoring and Information Center** (MIC) are underlined.[19]

It also calls for new partnerships for offshore safety outside European waters and in the Mediterranean in particular through the European Neighborhood Policy (ENP) and cooperation with organizations such as REMPEC. In that context, the ENP funded **Programme for the Prevention Preparedness and Response to Natural and Man-Made Disasters (**PPRD South) which supports international cooperation for the reinforcement of Civil

[16] http://www.euractiv.com/en/energy/brussels-climbs-down-oil-drilling-moratorium-news-498777
[17] European Commission Staff Working Document on Offshore oil and gas activities and their regulatory environment in Europe 2010.
[18] European Commission http://ec.europa.eu/energy/oil/offshore/doc/sec%282010%29staff_working_doc.pdf
[19] EMSA was created in 2002 in order to ensure maritime safety and security, as well as prevention of pollution and response to pollution by ships, this agency focuses on emergency preparedness and can intervene in case of oil spills and operates transport monitoring centre, backed up by a network of stand-by oil pollution response vessels which covers the European coastline

Protection capacities between the European Union, the Mediterranean and Balkan Partner Countries is bound to play a major role.

III. Current regional disputes over offshore oil drilling

Recently, with oil exploration activities on the rise in the Mediterranean, disputes over drilling have been triggered, alongside concerns of possible oil spills that put into question the ability of the region to respond to a possible oil spill.

BP's plan to start deep water drilling in **Libya's Gulf of Sirte** which lies some 500 km away from **Italian and Maltese territory**, have stirred common concern, which revolves around Libya's lack of a national contingency plan in case of oil spill accidents as well the inability of other possible affected states like Italy for example, to deal with oil spills.

Libya and Malta also experienced tensions over offshore drilling which started in 2008 when Libya issued a warning to Heritage Oil, the company which had plans to start drilling in a disputed zone after it had been given a license to do so by the Maltese government. [20]

More recently, oil and gas discovery in the eastern Mediterranean have stirred up additional tension between **Cyprus, Turkey, Lebanon** and **Israel**. With very little hope that this kind of oil discovery would bring about stability through economic cooperation, such discovery is more likely to heighten the already existing tensions between these states, taking into account the state of war between Lebanon and Israel, and the turmoil between Cyprus and Turkey. The dispute between Israel and Lebanon sparked after the discovery of 3 large fields containing estimated 25 trillion cubic feet of gas off the northern coast of Israel, the biggest of which "the Leviathan" contains 16 trillion cubic feet of gas and 4.3 billion barrels of oil towards the end of 2010. The Lebanese government claims that this field extends into Lebanese territorial waters and warned Israel not to trespass that limit.[21]

IV. Environment concerns for the Mediterranean

Following the Deepwater Horizon accident, a wide range of environmental groups operating in the Mediterranean countries have become more vocal in pointing out the risks on the fragile biodiversity and economies in the region from oil pollution.

Oil pollution occurs as a result of, or in the course of the extraction, storage or transportation, illicit discharge of petroleum oil and most importantly oil spillage. Oil exploration and

[20] http://www.timesofmalta.com/articles/view/20110107/local/malta-and-libya-s-oil-waltz
[21] http://www.yalibnan.com/2010/12/22/lebanon-israel-gas-dispute-widens/

exploitation take place in the marine ecological environment where organic material accumulation happens also puts the ecosystems, marine activities and water quality at risk from oil pollution.

The Mediterranean represents less than 1% of the surface area of the world's seas, but it conveys 30% of world maritime freight transportation, and 25% of world maritime petroleum transport. According to Ambassador Serge Telle, President Nicolas Sarkozy's adviser on the Union for the Mediterranean, ongoing pollution of the Mediterranean is the equivalent to 8 ecological catastrophes each year caused by spillages from oil tankers.[22]

Annex II lists incidents causing or likely to cause oil pollution of the Mediterranean sea (reported by REMPEC 1977-2000)

Major oil spill accidents in the region include the explosion of the Haven tanker in 1991 off Genoa in Italy with an oil spill of 180 million litres, the fire of the "Irenes Serenade" tanker in 1980 in the Navarino Bay in Greece with 50 million litres, the 1981 grounding of the "Juan Lavalleja" tanker in the Arzew harbour in Algeria with a spill of 49 million litres.

The environmental disaster caused by the release of heavy fuel oil into the eastern Mediterranean from the **Jiyeh Power Station** (30 km south of Beyrouth) in 2006 is an example of the environmental damages that could re-occur in case of an accident similar to the one of the Gulf of Mexico[23]. The plant's damaged tanks leaked 20,000 to 30,000 tonnes of oil into the eastern Mediterranean Sea, comparable in size to the Exxon Valdez oil spill. The spill affected one-third of Lebanon's coastline as the 10 km wide oil slick covered 170 km of coastline and threatened Turkey and Cyprus. The slick killed fish, threatened the habitat of endangered green sea turtles, and potentially increased the risk of cancer. Beaches and rocks were covered in a black sludge up to Byblos, north of Beirut and extended in to the southern parts of Syria. The UN estimated the cost of the oil spill in terms of harm to the Lebanese economy and cleaning up operations to $203 million.

Following the Gulf of Mexico catatrophe, Italian civil society raised alarmed concerns at the governments' granting of drilling licenses to ENI in the Adriatic sea, a few kilometres off the coastline where the 2009 eathquake hit l'Aquila.

According to Greenline[24], an environmental organization, if an oil spill occurs in the Mediterranean, the main Mediterranean species that will be affected are: sea turtles, Blue fin tuna, other fish species, and marine plants. As in the Gulf of Mexico, a potential oil spill in the region will also have a significant socio-economic impact, ranging from clean-up costs to effects

[22] During PAM's IVth Plenary Session held in Istanbul on 23 October 2009
[23] storage tanks at the thermal power station were bombed by the Israeli Air force on July 14 and July 15 during the 2006 Israel-Lebanon conflict
[24] http://www.greenline.org.lb/new/pdf_files/fact_sheet_3.pdf

on other sectors like the fishing industry and beach-based tourism for which the Mediterranean is famous. As for health impacts, an oil spill would have a direct effect on people through direct contact or inhalation of oil fumes.

World Wildlife Organization (WWF) also warned about drilling risks in the Mediterranean, and spoke of catastrophic effects on marine biodiversity and ecosystems in the newly discovered gas fields in the eastern Mediterranean region, a home to rare species that are millennia old. WWF has appealed to the EU and a number of Mediterranean countries to prohibit deep-sea drilling in the area, as well as urged to carry out environmental impact assessments[25].

V. Preparedness to respond to a crisis in the Mediterranean

National and regional instruments to face major marine pollution events

According to the Blue Plan, most of the Mediterranean countries have adopted a national or sub-regional oil spill contingency plan defining operational procedures in advance. However, there is still a lack of trained personnel and appropriate equipment in some countries which affects their capacities to respond to oil spills, making regional cooperation an important factor in order to provide assistance from other countries of the region or from the EU.

The more important regional cooperation initiatives for preventing and responding to oil spills in the region are **the UNEP/MAP Protocol**, the **EC funded SafeMed project** and the initiatives of the **European Maritime Safety Agency** and of **the Mediterranean Oil Industry Group**.

The Protocol Concerning Cooperation in Preventing Pollution from Ships and in Cases of Emergency, Combating Pollution of the Mediterranean Sea is the legal framework within which regional cooperation in the Mediterranean region in the fields of prevention of and response to marine pollution is developing. The Protocol was adopted on 25 January 2002 in Malta and entered into force on 17 March 2004. As of April 2011, 11 Contracting Parties have ratified it (Croatia, Cyprus, European Union, France, Greece, Malta, Monaco, Montenegro, Slovenia, Spain and Turkey).

There are also 5 sub-regional agreements establishing mutual assistance in the Mediterranean: [26]

- Cyprus, Egypt, Israel (REMPEC support)
- Algeria, Morocco, Tunisia (REMPEC support)
- Croatia, Italy, Slovenia (REMPEC support)
- France, Monaco, Italy
- France, Spain

[25] http://www.ecoworld.com/energy-fuels/natural-gas/wwf-warns-about-drilling-risk-in-mediterranean.html
[26] Regional Government and Industry Workshop on Cooperation in Preparedness for and Response to Oil spills in the Mediterranean Sea, Marseille 11-12 May 2009 report, P. 13

The SafeMed project, first launched in 2006 is a project funded by the EU and managed by REMPEC, which aims to develop Euro-Mediterranean co-operation in the field of maritime safety and security, prevention of pollution from ships and marine environmental issues. The project provides technical advice and support to the Mediterranean Partner countries to mitigate the existing imbalance in the application of maritime legislation in the region, and promotes a coherent, effective and uniform implementation of the relevant international conventions and rules aimed at better preventing pollution from ships.

The Industry's response

In an attempt to restore public confidence in deepwater oil drilling after BP's Deepwater Horizon oil spill, oil companies in the US started to plan the establishment a new safety organization in January 2011. However, it became debatable whether this new body would be a part of the American Petroleum Institute (API) the institute responsible for technical standards used in the US and around the world, or not. Amongst the oil companies that took part in these talks were Shell, Chevron and Exxon Mobil[27].

As early as the 70's however, the oil industry has tackled environmental concerns. Following the launch of the United Nations Environment Programme (UNEP) **the Global Oil and Gas Industry Association for Environmental and Social Issues (IPIECA)** was formed in 1974.

Its regional branch, the **Mediterranean Oil Industry Group (MOIG)[28]** was established a joint Oil Spill Response Seminar by the International Maritime Organization (IMO) and IPIECA in Cairo in 1992, where a commitment was made to set up an industry network in the Mediterranean region. The first MOIG meeting took place in Rome in April 1995. MOIG has been set up for furthering the effective implementation of the **Convention on Oil Pollution Preparedness, Response and Cooperation** which was designed to facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollution incidents and to encourage States to develop and maintain an adequate capability to deal with oil pollution emergencies.[29]

Preparedness -Simulation exercises

Prior to the Gulf Of Mexico incident, all stakeholders had already agreed on the importance of conducting simulation exercises and in July 2007, the Egyptian Environmental Affairs Agency,

[27] http://www.ft.com/cms/s/0/66ea49d2-2c93-11e0-83bd-00144feab49a.html#axzz1GxWAJ0AL
[28] The MOIG group is made up of:AOST, BP, TP, JaNAF, eni, ExxonMobil, TANKMED, Total, Lundin, MEKE, MOTOROIL, Libyan Petrol, PA Resources, PTERO-CANADA, EAPC, PESCO, Samir, Shell, Sotm Ventures International INC, TPS, Union Petrolifera, BG, Serept
http://www.moig.org/list_of_members.html
[29] http://www.euromedcp.eu/index.php?option=com_content&view=article&id=633:special-feature-after-the-accident-in-the-gulf-of-mexico-how-prepared-is-the-mediterranean-for-coping-with-a-major-oil-spill-incident&catid=199:general-news&Itemid=881&lang=en

in collaboration with REMPEC, organized a National Workshop on Oil spill Pollution Compensation in Egypt. The purpose of this workshop was to raise awareness about oil liability and compensation issues, where an exercise on spill response and recovery was presented simulating an oil spill accident including response and compensation claim. Amongst the forty participants were representatives from Shell Egypt, Arab Petroleum, Suez Canal Authority and many others from various authorities and stakeholders[30].

In 2009, REMPEC in cooperation with MOIG, organized a Regional Government and Industry Workshop on Cooperation, Preparedness for and Response to Oil Spills in the Mediterranean Sea. IPIECA and IMO participated in the workshop which was attended by all contracting parties to the Barcelona Convention and representatives from the Mediterranean oil industry. The aim of the workshop was to strengthen cooperation between governments and the oil industry, and it was concluded with a set of recommendations, the most important of which was to organize a joint government-industry workshop on preparedness and response to marine pollution to exchange information on the status of preparedness and response in the region from a government and industry perspective[31].

In 2011, IPIECA held two workshops on dispersants and their role in oil spill response, the first one was held in Bahrain in February, in collaboration with the International Maritime Organization (IMO) and the Maritime Emergency Mutual aid Centre (MEMAC) of the Regional Organization of for the Protection of the Marine Environment (ROPME), and the second one was held in March in Malaysia, in collaboration with the IMO. Both workshops aimed for providing better understanding of dispersants, their role in contingency plans, to facilitate information sharing and provide an opportunity for governments and industry to discuss issues of common concern[32].

in 2010, REMPEC carried out 2 exercises in Malta and Egypt, simulating oil spill accidents resulting from collision between a tanker and a cargo ship in one of the exercises, and a collision between two tankers in the other. Officers from REMPEC and the Centre of Documentation, Research and Experimentation on Accidental Water Pollution (CEDRE) who were mobilized in the framework of the Mediterranean Assistance Unit, provided guidance on the best approaches to tackle the situation in case of an accident, and the best techniques on the use of dispersants[33].

[30] http://www.rempec.org/news.asp?theIDS=2_42&daChk=0&
[31] REMPEC, MAP and MOIG report on the "Regional Government and Industry Workshop on Cooperation, Preparedness for and Response to Oil Spills in the Mediterranean Sea".
[32] http://www.ipieca.org/
[33] http://www.rempec.org/viewNews.asp?NewsID=175

IV. Recommendations for the Industry and for the governments/parliaments

As thorough audits of national/regional legislations are conducted across the region, experts point at the different need for a further strengthening of cooperation mechanisms involving all stakeholders to adequately respond to disasters (from energy/geopolitical specialist to oil companies, civil society, environmental groups, civil protection agencies, regional bodies). The existing Euromed programme on Prevention Preparedness and Response to Natural and Man-Made Disasters (PPRD framework) is key in building a strong network of civil protection experts in the region. The non-participation of Libya, a major oil and gas producer, in this regional network and its possible impact in the event of a crisis should be addressed. The capacities of regional and international organizations such as REMPEC to prevent and respond to crises shall undoubtedly be strengthened and simulation exercises must be carried out regularly. Training of national staff is also key. Parliamentarians can provide opportunities for awareness-raising among the general public. The holding of parliamentary hearings on the topic at national level can prove very useful.

Today, with political uprising swaying across the region in oil-producing countries and in particular with military action against Libya, safety concerns over oil exploitation sites have increased. The control of oil and gas facilities has become central to the political battle for the control of the country. With this added threat, it is therefore even more necessary to ensure that all precautions are taken in order to avoid a catastrophe similar to the 2010 Deepwater Horizon accident in the Mediterranean region.

Annex 1: Offshore Rig in the Mediterranean (Rig Zone, 12 April 2011)

Region: Mediterranean

Rig Name	Manager	Rig Type	Country	Current Status
Atwood Aurora	Atwood Oceanics	Jackup	Egypt	Drilling
Atwood Southern Cross	Atwood Oceanics	Semisub	Malta	Cold Stacked
Labin	Crosco Integrated	Jackup	Italy	Drilling
Zagreb 1	Crosco Integrated	Semisub	Libya	Drilling
Ocean Endeavor	Diamond Offshore	Semisub	Egypt	Drilling
Ocean King	Diamond Offshore	Jackup	Croatia	Ready Stacked
Senusret	Egyptian Drilling	Jackup	Egypt	Drilling
ENSCO 105	ENSCO	Jackup	Tunisia	Ready Stacked
ENSCO 85	ENSCO	Jackup	Tunisia	Ready Stacked
GSP Saturn	GSP	Jackup	Greece	Drilling
HAKURYU-10	Japan Drilling	Jackup	Spain	Drilling
Bouri DP-3	KCA Deutag	Platform Rig	Libya	Workover
Bouri DP-4A	KCA Deutag	Platform Rig	Libya	Workover
Bouri DP-4B	KCA Deutag	Platform Rig	Libya	Workover
KS MedStar-1	KS Energy Services Ltd.	Jackup	Egypt	Drilling
Super Sundowner XIII	Nabors Offshore	Platform Rig	Italy	Workover
Energy Exerter	Northern Offshore Ltd	Jackup	Malta	Cold Stacked
Pride North America	Pride International	Semisub	Israel	Drilling
Perro Negro 8	Saipem	Jackup	Italy	Drilling
Scarabeo 4	Saipem	Semisub	Egypt	Drilling
Scarabeo 6	Saipem	Semisub	Egypt	Modification
ST-Bahari-1	SinoTharwa Drilling Co.	Jackup	Egypt	Ready Stacked
Stena Forth	Stena Drilling	Drillship	Egypt	Drilling
D R Stewart	Transocean Ltd.	Jackup	Croatia	Cold Stacked
George H Galloway	Transocean Ltd.	Jackup	Croatia	Cold Stacked
GSF Adriatic X	Transocean Ltd.	Jackup	Egypt	Ready Stacked
GSF Constellation II	Transocean Ltd.	Jackup	Egypt	Drilling
GSF Key Manhattan	Transocean Ltd.	Jackup	Italy	Drilling
GSF Rig 124	Transocean Ltd.	Jackup	Egypt	Ready Stacked
Sedco Express	Transocean Ltd.	Semisub	Israel	Drilling

Total rigs: 1 - 30 of 30

http://www.rigzone.com/data/results.asp?Region_ID=4

Annex II

INCIDENTS CAUSING OR LIKELY TO CAUSE POLLUTION OF THE MEDITERRANEAN SEA BY OIL (recorded by REMPEC 1977 - 2000)

YEAR	TOTAL NUMBER OF REPORTED INCIDENTS	INCIDENTS THAT CAUSED OIL POLLUTION	INCIDENTS THAT DID NOT CAUSE AN OIL SPILL
1977*	4	4	-
1978*	6	4	2
1979*	5	5	-
1980*	7	6	1
1981	14	8	6
1982	7	2	5
1983	11	6	5
1984	7	5	2
1985	11	4	7
1986	8	3	5
1987	7	4	3
1988	8	4	4
1989	17	10	7
1990	9	7	2
1991	15	11	4
1992	15	11	4
1993	20	11	9
1994	20	8	12
1995	11	5	6
1996	24	8	16
1997	16	6	10
1998	16	8	8
1999	24	8	16
2000	29	8	21
TOTAL	**311**	**156**	**155**

* reporting during the period 1977 - 1980 was inconsistent and not complete. In most cases only actual spills were reported and not incidents "likely to cause" spills.

REMPEC