NATIONAL CONTINGENCY PLAN FOR PREPAREDNESS AND RESPONSE TO INCIDENTS OF OIL POLLUTION OF THE SEA

JULY 2007
(As approved by Government Decision 5\6\2008, Jerusalem)

Hebrew Acronym for Title of Plan: TALMAT
Version 1.5 07/07

ABBREVIATIONS AND DEFINITIONS

Abbreviations

Bazan	Oil Refineries
IEC	The Israel Electric Corporation
IPC	Israel Ports Corporation
EAPC	Eilat Ashkelon Oil Pipeline
PSA	Ports and Shipping Authority
TALMAT	National Contingency Plan for Preparedness and Response to Incidents of Oil Pollution of the Sea
OEI	Oil and Energy Infrastructures
CLC	Civil Liability Convention
ESI	Environmental Sensitivity Index
IMO	International Maritime Organization
ITOPF	International Tanker Owners Pollution Federation
OPRC	Oil Pollution Preparedness, Response and cooperation Convention
MAP	Mediterranean Action Plan
MARPOL	Marine Pollution Prevention from Ships Convention
NOAA	National Oceanic and Atmospheric Administration (USA)
P&I club	Protection and Indemnity Club
POLREP	Pollution Report System
REMPEC	Regional Marine Pollution Emergency Response Center for the Mediterranean Sea
UNEP	United Nations Environment Program

Definitions

The Compensation Fund (IOPC 1992)	The International Oil Pollution Compensation Funds (IOPC Funds): A fund specifying in detail a system of international compensation which grants compensation to victims in the Fund's Member States in respect of pollution damage the source of which is the spillage of durable oil from oil tankers.
Local Contingency Plan -	The local emergency plan (LEP). The generally accepted name for TIER 1 programs which is divided into a Facility Contingency Plan (see below) and a local contingency plan which is for the protection of coastline and beaches including treatment of oil polluted beaches. Local protection programs are the responsibility of the local foreshore and beaches authorities as well as bodies who are at risk of sustaining damage such as desalination installations and the IDF
Facility Contingency Plan -	An internal plant action program of oil movement installations which provides a solution to dealing with pollution of the sea from the company's installations and/or from within the area under its jurisdiction. The necessary deployment of resources in relation to the Facility Contingency Plan is dependent on the extent of the activity and/or the potential pollution and the level of treatment deriving from them.
TIER	Event level
Tier 1.	A small occurrence of sea pollution or local in extent which can be dealt with by a Local Program operator: (a plant and/or local protection program).
Tier 2.	A medium sized occurrence of sea pollution or inter-local in extent which is beyond the capability of being dealt with by a Tier 1 Local Program. Dealing with the event requires assistance from the operators of neighboring local programs (Tier 2a). If the source of the pollution is unknown, or where the pollution stems from a source lacking a treatment program, conduct of the event will be the responsibility of the Marine and Coastline Division (Tier 2b).

Tier 3.	A major occurrence of sea pollution or of regional/national extent which requires the mobilization of national or international resources, and which is handled by the National Authority with the assistance of Facility Contingency Plans and local protection programs and with the addition of international resources.

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1. GENERAL

1.1 Introduction

Israel has approximately 185 kilometers of coastline and beaches on the Mediterranean Sea and approximately 14 kilometers on the Gulf of Eilat. Oil tankers unload at fuel terminals situated all along the Mediterranean and in Eilat, with hundreds of cargoes being handled annually, approximately 12 million tons of liquid oil annually. Approximately a further 2 million tons of oil is exported annually though Israel's maritime fuel terminals.

Israel's coastline and beaches are rich in natural, environmental, economic and cultural resources and are of great value to the State's residents. As a result of a serious occurrence of sea and coastal oil pollution the environmental damage and the economic damage to the State are likely to be very major in nature.

The methods of dealing with such an event are on the following three levels:

Prevention: minimizing the likelihood of the occurrence of a mishap.

Dealing with the event: reduction of the economic and environmental damage to the minimum possible in the event of an occurrence of sea pollution.

Rehabilitation: the restoration of life to its normal course within the shortest period of time and the rehabilitation of damaged ecological assets.

The National Program for Preparedness and Response to Incidents of Oil Pollution of the Sea, the "TALMAT", constitutes an organizational framework, which encompasses the various parties working in response to an occurrence of oil spillage that might give rise to pollution of the marine environment along the coastline of the State of Israel and in the Mediterranean Sea. This program is part of the regional organization for joint handling and mutual assistance at the time of emergency occurrences of major pollution incidents.

1.2 OBJECTIVES AND AIMS

1.2.1 Objective

Building an overall system for preparedness and response to occurrences of oil pollution in the sea, including the mapping of sensitive areas along the coastline, focal points of risk of sea pollution, a policy of dealing with an incident of sea pollution, and listed details of the methods and means of handling a severe occurrence of sea pollution by a combination of forces of the relevant parties.

1.2.2 The program provides an answer to the following objectives:

* Definition of the organizational set-up which includes all the relevant parties.

* Identification and definition of the order of priorities for protection, cleaning and the treatment of the coastline.

* Definition of the operational principles for dealing with oil pollution of the sea and beaches along the coastline.

* Defining the training that is necessary for the teams, field managers and headquarters.

* Determining a framework for practice drills of all those involved in dealing with sea pollution.

1.3 THE LEGAL BASIS

1.3.1 The Legal Framework

A. The legal responsibility for management of the resources and actions for the prevention and treatment of sea pollution lies with the Prevention of Sea Pollution Fund, pursuant to Sections 13 and 14 of the Prevention of Pollution of the Sea by Oil Ordinance (New Version) 1980. The Fund is administered by the Ministry of Environmental Protection and the Marine and Coastline Division carries out its work.

B. Under a decision of a Ministerial Committee on behalf of the Government (No. HM/6 dated 29/3/98), the Ministry of Environmental Protection was charged with responsibility on the national level in relation to this matter, for preparing the National Program for Preparedness and Response to Pollution of the Sea by Oil. As a result of this, the Minister of Environmental Protection charged the Marine and Coastline Division in his Ministry with carrying out this task. An Inter-Ministerial team oversees the process.

C. International Conventions to which Israel is committed are as follows:

* International Convention on Oil Pollution Preparedness Response and Cooperation (OPRC 1990).

* Convention for the Protection of the Mediterranean Sea against Pollution 1976 (hereinafter - The Barcelona Convention) and its 2002 Protocol - Protocol Concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea, 2002 (Prevention and Emergency Protocol).

* The International Oil Pollution Compensation Funds (IOPC Funds).

D. International Agreements to which Israel is Committed are as follows:

* An agreement on the sub-regional plan for preparedness and response to pollution of the Mediterranean Sea between Israel, Egypt and Cyprus - Agreement on the Sub-Regional Contingency Plan for Major Marine Pollution Incidents, 1995.

  This plan was established in the framework of the Barcelona Convention and with the assistance of the European Community - REMPEC. The main purpose of the plan is the establishment of a mechanism of mutual assistance which will facilitate cooperation between Egypt, Israel and Cyprus to coordinate their response and action in cases of incidents of sea pollution which endanger their coastlines or their territorial waters.

* Annex IV "Environmental Quality" of 1999, to the Israel-Jordan Peace Treaty of 1994 and a tri-partite plan for the Gulf of Aqaba between Israel, Jordan and Egypt (which is in the establishment stage) - Israel-Jordan Peach Treaty Annex IV "Environment" and Upper Gulf of Aqaba Oil Spill Contingency Plan.

For listed details of the emergency programs and regional cooperation in the Middle East, see Appendix 9-A.

1.3.2 Jurisdiction and Responsibility

* The competent Governmental National Authority with overall responsibility for a response to oil pollution of the sea is the Ministry of Environmental Protection, in accordance with the OPRC Convention to which Israel is committed.

1.4 APPLICABILITY (THE TERRITORIAL BOUNDARIES)

The Program covers incidents of oil pollution of the sea which might occur:

* Within Israel's territorial waters (12 miles) and on its coastline, in the Mediterranean Sea and in the Gulf of Eilat.

* Incidents occurring outside the territorial waters which might pose a threat to Israel's coastline and/or to marine installations and/or resources, which are at risk of harm from pollution.

* Incidents occurring outside Israel's territorial waters, to which Israel is committed in view of a request for assistance in dealing with them pursuant to the International Conventions, to which the State is a signatory.

1.5 STRUCTURE OF THE NATIONAL SYSTEM

The National System is structured on a number of programs:

Local Emergency Program - LEP - this is the inclusive name for the TIER1 Programs and which is divided into a practical program and a local readiness program;

Facility Contingency Plan. An internal program of action at plant level of oil movement facilities which provides an answer to the treatment of pollution of the sea from the company's installations and/or within areas under its control. The degree of readiness in the Facility Contingency Plan depends on the degree of activity and/or potential pollution and the level of treatment deriving from them.

Local Protection Program. An action program for protection of the coastline and beaches including the treatment of pollution of the beaches by oil. Local protection programs are the responsibility of the local coastline authorities as well as of bodies that are at risk of harm such as desalination plants and the IDF.

A Local Program of Preparedness and Response to Pollution of the Sea by Fuel in the Gulf of Eilat. This Program provides an organizational/administrative framework for the readiness of all the bodies who are concerned with occurrences of sea pollution by oil in the Gulf of Eilat. The Program includes subsidiary programs for preparedness and response of the bodies engaged in the movement of fuel/oil or that might be directly harmed by pollution of fuel from an external source in the Gulf of Eilat.

A Program for Dealing with a Major Event of Pollution of the Sea by Oil (Tier 3) - The Ministry of Environmental Protection. The operative program of the Marine and Coastline Division for dealing with national incidents of sea pollution that do not come within the framework of local handling.

International Programs. Programs for international collaboration in accordance with the international conventions and the regional agreements to which Israel is committed (OPRC, Barcelona Convention, Sub-Regional Plan for Preparedness and Response to Pollution of the Mediterranean Sea, between Israel, Egypt and Cyprus, Tri-Partite Plan for the Gulf of Aqaba between Israel, Jordan and Egypt). (See details listed above in Section 1.3.1).

The National Programs, the TALMAT, unify all these programs and tie them to the whole national system for dealing with the sea and the coastline. In addition the TALMAT includes the operative sections that are necessary when the State is managing and handling (either directly or indirectly) of incidents of sea pollution.

1.6 FUNCTIONS AND RESPONSIBILITIES OF THE AUTHORITIES

Functions of the bodies and authorities are set out in the following table:

Body/Authority	**Functions and Tasks**
The Ministry of Environmental Protection - Marine and Coastline Division	(a) In command of the TALMAT in combination with the Shipping and Ports Authority (b) Advice and checking the local emergency programs (local and facility contingency plans) (c) Professional direction of the Local Authority in the cleaning up of beaches. (d) Preparation and activation of plans for dealing with an extensive major incident of oil pollution. (e) Supervision and control of actions in dealing with sea pollution
The Ministry of Transport - The Shipping and Ports Authority	(a) In command of the TALMAT in combination with the Marine and Coastline Division. (b) In command of all the necessary actions in the areas of sea-rescue, salvage, sailing, shipping and the ports and coordination between them.
Companies and Organizations that might be adversely affected by sea pollution: * Local Authorities * The Port Companies * Power Stations * Desalination Plants * IDF (The Navy) * The Nature Reserves and Parks Authority * The Shipping and Ports Authority (The Ports of Acre, Hadera, Jaffa and Eilat * The Israel Electric Corporation (Hadera, Tel Aviv and Ashdod Connector Terminals) Companies and Organizations that might be adversely affected by sea	(a) Preparation of local preparedness and response programs to incidents of sea pollution in coordination with the TALMAT. (b) Providing the necessary equipment and means for dealing in their areas with the consequences of sea pollution. (c) Training of personnel as required in the local program. (d) Local program practice drills (e) Dealing with the consequences of sea pollution in the area for which they are responsible pursuant to the contents of the local protection program and the TALMAT

pollution: (a) Preparation of plant preparedness and response programs for dealing with incidents of sea pollution on a tier 1 level in accordance with the TALMAT (b) Providing the necessary equipment and means for dealing sea pollution for which they are responsible (extent of the preparatory steps determined by the Ministry of Environmental Protection). (c) Training of personnel as required in the Facility Contingency Plan. (d) Facility Contingency Plan practice drills (e) Dealing with incidents of sea pollution in the area for which they are responsible. *EAPC * Oil and Energy Infrastructures(Haifa Connector Terminal) *The Port Companies *The Navy * Oil Refineries	
The Ministry of Environmental Protection - The Marine and Coastline Division	(a) Preparation of Preparedness and Response Programs for dealing with an incident of sea pollution on a Tier 2b and Tier 3 level in coordination with the TALMAT (b) Providing the necessary equipment and means for dealing with sea pollution to the degree stipulated by the Ministry of Environmental Protection. (c) Practice drills. (d) Dealing with "National" incidents of sea pollution
The Israel Police	(a) Command and control of the handling of an incident based on the professional conduct and handling of the TALMAT Emergency Headquarters.

	(b) Integration of the local programs as necessary (such as for the purpose of beach closures, closure of sea areas, routing of traffic and so forth). (c) Law Enforcement
Other Government Ministries	(a) Arrangement of an exemption from taxes and customs duties for specially designated equipment for dealing with sea pollution. (b) Arrangement of entry permits for emergency teams from overseas

1.7 POTENTIAL SPOURCES OF POLLUTION

1.7.1 The main sources of risk

* The main risk to the marine environment stems from activity connected with the transportation of oil by sea in close proximity to the Israel coastline and the movement of oil from sea to land and from land to sea. Such activity is carried out at the maritime connector terminals in Ashkelon, Ashdod, Tel-Aviv, Hadera, Haifa and Eilat.

* Another point of risk is the routine activity at the main ports: Haifa, Ashdod, and Eilat; and to a partial degree also at the anchorages and marinas along the country's coastline.

* From oil terminals outside the State's borders: 1) entrances to the Suez Canal at Port Sa'id; 3) Gaza Port; 4) The Port ofAqaba; 5) Sidi Karir (West of Alexandria) to a limited degree

* Passage of ships along Israel's coastline and at a distance that might cause pollution of the coast in an oil spillage mishap.

1.7.2 The main scenarios for sea pollution incidents

* Scenario 1. A spillage during flow from a maritime connector terminal to the coast in any one of Israel's maritime connector terminals (Haifa, Tel-Aviv, Ashdod, Ashkelon, Haifa and Eilat.

* Scenario 2. A surface mishap (a sinking, fire, beaching or a collision) in respect of oil tankers along the Israeli coastline.

* Scenario 3. A surface mishap with vessels (not necessarily the oil carrier) which causes a spillage of oil into the sea.

* Scenario 4. A spillage mishap from a land-based source from an oil storage facility and which in situated close to the coast.

* Scenario 5. An oil spillage from a port complex (for example during the refueling of ships).

* Scenario 6. Oil pollution which approaches the Israel coastline, and which originated outside Israel's territorial waters.

For a detailed analysis of these scenarios see the report; evaluation of risks of incidents that might cause pollution of the sea along Israel's coastline, its scenarios related to an analysis of alternatives for national preparedness, December 2006.

1.8 SENSITIVE AREAS AND NATIONAL ORDER OF PRIORITIES

1.8.1 Sensitive Areas

ESI Classification for Categories of Beaches (According to Morphological Structure and Vulnerability

Beach Category	ESI Index
Cliffs, bare rocks, exposed vertical walls made of concrete, iron or wood (usually artificial structures)	1
Abrasion platforms or horizontal and bare rock surfaces created by the waves	2
Sandy beaches of light to medium sized granules (generally speaking with a moderate gradient)	3
A rough granule beach with a moderate to steep gradient or a beach combining sand, pebbles, gravel and sea-shells	4
An uneven unusual beach with a mixture of sand and rocks to a varying degree or a horizontal and bare rock surface created by the waves or a non-continuous rock surface that occasionally protrudes from the sea/sand.	5
A course gravel cliff which is very frequently in contact with the water	6
A pebbled or gravel beach	6A
A breakwater which juts out into the open sea built from rocks, building waste materials, boulders or artificial tetrapods	6b
Estuaries of streams and rivers (wet sand), mostly exposed to the open sea, "wet" sections of beaches or containing highly polluted water and rich in Biota	7
Artificial protected anchorages or ports or protected rocky beaches that are not exposed to the open sea	8
Protected beaches of rare and natural value or of other special high sensitivity	9

Ecological-socio-economic sensitivity (from sensitive to less sensitive)

Region	**Weighted Average Grade (Scale of 1-10)**	**Rating***
Hadera + Netanya	8.82	6
Ashkelon	8.22	5
Haifa	8.12	4
Rosh Hanikra + Nahariya + Acre	6.44	3
Ashdod	4.32	2
Herzliya, Tel Aviv-Jaffa and the surrounding area	4.30	1

* Rating 6 = first priority handling, Rating 1=last priority handling. (from: Analysis of Sensitivity for Dealing with Oil Pollution of Beaches" - April 2007).

In a given geographical area the handling order goes according to the following usages and facilities (in descending order of urgency):

(a) Power Stations.
(b) Declared nature reservoirs and sea turtles.
(c) Bathing beaches.
(d) Sea farming/fishing activity.
(e) Desalination plant/archeological site.
(f) Declared National Parks.
(g) Port and river /stream spillage.
(h) Maritime Center/ Maritime Sports Center, anchorage/marina, breakwater.

For [detailed] information see: analysis of sensitivities for dealing with oil pollution of the coastline and beaches, April 2007

1.9 POLICY AS TO THE RESPONSE LEVEL (Tiers).

The response policy is structured on a definition of 3 levels of response (tiers).

* Tier 1. A minor occurrence of sea pollution or of local extent which can be dealt with by the local program operator:
  The Facility Contingency Plan operator and/or the local protection program operator.

* Tier 2. A medium size occurrence of sea pollution or one of inter-local extent and which is beyond the ability of being dealt with by an operator of a local preparedness program at Level 1.

  - Tier 2a. If the source of the pollution is identified, conduct of the handling of the event and dealing with it will be the responsibility of the operator of the local program where the pollution stems from within his zone of authority

with the assistance of neighboring local program operators (Level 1), in coordination with him and at his request.

O Tier 2b. If the source of the pollution is unidentified, or is from a source lacking a program for dealing with it (for example a ship situated off the coast of the State, conduct of the event will be the responsibility of the Marine and Coastline Division of the Ministry of Environmental Protection and will be handled by the local program operators (Level 1) whose territory has been damaged or in respect of which damage is anticipated.

* Tier 3. A major sea pollution incident or one of regional/national extent, requiring mobilization of national or international resources. Management of the incident will be the responsibility of the Shipping and Ports Authority and/or the Maritime and Coastline Division depending on the source of the pollution and the stage of dealing with it, assisted by the operators of local programs and with the addition of international resources.

2. METHOD

2.1 STRUCTURE AND ORGANIZATION

The management of an incident of sea pollution is carried out on the following structural basis:

The Director of the Emergency Headquarters heads the organization (he being the overall manager of the actions being taken) and he has under him his deputy and site manager. The Emergency Headquarters has at its disposal a team of professional advisors in various fields.

A detailed listing of the actions, responsibility and authority of the persons fulfilling functions in the emergency system is set out in Section 2.6.

This structure is outlined in the following chart:

Chart reproduced only in tabulated form

		HEAD OF EMERGENCY HEADQUAERTERS			
		DEPUTY AND ACTING HEAD Head of the Shipping and Ports Authority or Head of the Marine and Coastline Division			
	Logistics Coordinator	Situation Room Manager - Operations -			
	Head of Communications			Scene Manager	
	Salvage and Rescue		Director of Operations at sea	Director of Air Operations	Director of Coastline and Beach Operations
	National Emergency Services - Fire Fighting, Police, Magen David Adom				
	Environmental Quality Coordinator				
Investigator - evidence gathering	Legal Advisor	Representatives of the Convention Fund		Local Media and Communications Center	
	Finance Coordinator	Insurance and P&I representatives		Scene of the Incident	
	Information Spokesmen and Public Relations				

Division of responsibility between the Authorities and Administrations

For as long as a sea-going vessel is involved in a sea pollution incident, the Head of the Shipping and Ports Authority will be in command of the whole response system. The Director of the Marine and Coastline Division in the Ministry of Environmental Protection will act as his Deputy and will advise him. Resources will be allocated both for human life saving and vessel rescue actions and for the destruction of the oil pollution

and protection of the environment. The moment that dealing with the vessel is concluded and the incident has in essence become "environmental", command will be transferred to the Director of the Marine and Coastline Division and the Head of the Shipping and Ports Authority will be his Deputy and Advisor. The time of the transfer of command will be decided by agreement between the incident manager and his deputy and will be documented in the same way as any other action.

2.2 IMMEDIATE RESPONSE

2.2.1 Receipt of Initial Report

The Report of the discovery of sea pollution will be forwarded to the situation room of the Shipping and Ports Authority and/or to the Marine and Coastline Division. The following particulars must be recorded in every report:

- Date and time of the sighting /the event.
- Name of the informant and his personal details (telephone and other means of communication).
- Exact location of the occurrence in so far as is possible.
- Source of the pollution and the cause of it (connector or name of the ship and its type, nature of the mishap and so forth).
- Estimation as to the type of oil that has been spilt.
- Description of the oil slicks including direction
- Weather and sea conditions
- The actions taken so far.

The information is to be forwarded expeditiously and without delay to the Head of the Shipping Authority and to the Head of the Marine and Coastline Division.

2.2.2 Initial determination of the level of the occurrence (the tier)

Upon receipt of notification of an incident of oil pollution of the sea, the Head of the Marine and Coastline Division and the Head of the Shipping and Ports Authority shall make a decision, in consultation between them, as to the appropriate Tier, in accordance with the following rules (in the event that there are differences of opinion between them the graver view taken shall be the conclusive one):

* Tier 1. A minor occurrence of sea pollution or of local extent which can be dealt with by the local program operator:
  (The Facility Contingency Plan operator and/or the local protection program operator).

* Tier 2. A medium size occurrence of sea pollution or one of inter-local extent and which is beyond the ability of being dealt with by an operator of a local preparedness program at Level 1. Handling of the incident requires the assistance of operators of neighboring local programs (Tier 2a) In the event of the source of

the pollution being unknown, management of the incident will be the responsibility of the Marine and Coastline Division (Tier 2b).

* Tier 3. A major sea pollution incident or one on a regional/national scale requiring mobilization of national or international resources, which will be dealt with by the National Authority, assisted by the operators of local protection programs and with the addition of international resources.

Continuation of the action will be as prescribed for this tier at this stage, as detailed subsequently.

2.3 ACTION STAGES IN TIER 1

2.3.1 Activation of the appropriate local program.

The party with responsibility for matters relating to pollution will deal with the incident in accordance with the relevant local program.

2.3.2 Supervision of the Ministry of Environmental Protection.

The Marine and Coastline Division will closely supervise (through its Regional Inspector at the site of the work) the actions taken in handling the incident. The functions of the Regional Inspector include the following:

* Supervision of action taken to stop the flow of oil into the sea.

* Checking and control of actions being taken to deal with the situation so that they are carried out in the most beneficial manner with the minimum amount of damage to the environment.

* Forwarding of up to date reports to the Head of the Emergency Headquarters.

2.3.3 Decision on transition to Tier 2.

Depending on the reports of the Regional Inspector, and the actions taken to destroy the spillage, it shall be decided whether it is necessary to declare a transition to Tier 2, according to the following criteria:

* Treatment of the identifying source is not proving to be a sufficient solution and it is necessary to activate additional handling resources.

* Treatment of the pollution requires the activation of additional local program resources.

* A situation assessment and decision of the Emergency Headquarters.

2.3.4 Decision as to conclusion of an incident

A tier 1 incident will only be concluded by certification of the Regional Inspector, in consultation with the Emergency Headquarters, when all the oil has been collected, removed and dealt with by the polluting source and there is no risk to natural resources and the environment.

2.4 ACTION STAGES IN TIER 2

Further to the immediate response (receipt of the report and the tier determination) as detailed in Section 2.2 the program differentiates between two situations that dictate the responsibility for management of the incident and the way in which it is handled, as detailed below:

Tier 2 Incident Category	**Party Dealing**	**Incident Manager**	**Function of the National Authority (Marine and Coastline Division - Environmental Protection Ministry or Shipping and Ports Authority)**	**Remarks**
The pollution stems from the area of responsibility of a local program operator (Tier 2a)	The local program operator from whose area of responsibility the pollution has emanated with the assistance of neighboring local program operators (level 1) in coordination with him and at his request.	The Local Program Operator from whose area of authority the pollution has emanated	Overall supervision	
Source of the pollution is unidentified, or it is a source of pollution lacking a program (Tier 2b)	Local Program Operators (Level 1) who have sustained damage or anticipate sustaining damage	The National Authority - the Marine and Coastline Division of the Ministry of Environmental Protection	Full management of the incident + situation room	In accordance with the action stages defined in a Tier 3 incident

2.4.1 Source of the pollution is known

2.4.1.1 Activation of local program

2.4.1.1.1 The Local Program Operator from whose area of authority the pollution has emanated will activate the approved program and will proceed in accordance with the action stages specified in it.

2.4.1.1.2 Depending on the results of the assessment of risks (required under the local program) the local program operator will apply to neighboring program operators and will deal with the event in coordination with them.

2.4.1.2 Supervision of the Ministry of Environmental Protection

The Marine and Coastline Division will closely supervise (through the Regional Inspector at the site of the work) the actions being taken to deal with the incident. The functions of the Regional Manager include the following:

* Supervision of stoppage of the flow of oil into the sea.

* Monitoring the collaboration between the neighboring Local Program Operators

* Control of actions being taken to deal with the situation so that they are carried out in the most beneficial manner with the minimum amount of damage to the environment.

* Forwarding of up to date reports to the Head of the Emergency Headquarters.

2.4.1.3 Decision on transition to Tier 3.

Depending on the reports of the Regional Inspector, and the actions taken to destroy the spillage, a decision will be made as to whether it is necessary to declare a transition to Tier 3, according to the following criteria:

* Treatment of the source of the pollution is not providing a sufficient solution and it is necessary to activate additional handling sources apart from operators of neighboring local programs.

* Treatment of the slick requires the activation of national resources.

* A situation assessment and decision of the Emergency Headquarters.

2.4.1.4 Decision about concluding an incident

A Tier 2a incident (when the source of the pollution is within the area of responsibility of a Local/Facility Contingency Plan) will only be concluded by certification of the Regional Inspector, in consultation with the Head of the Emergency Headquarters, when all the oil has been collected, removed and dealt with by the polluting party and there is no risk to natural resources and the environment.

2.4.2 The source of the pollution is unknown - or it is a source of pollution lacking a program (Tier 2b).

2.4.2.1 The incident will be handled by the operators of local programs who have sustained damage or are expected to sustain damage, under management of the Emergency Headquarters of the National Authority - the Marine and Coastline Division of the Ministry of Environmental Protection.

The stages of dealing with an incident are identical to those defined in a Tier 3 incident (Section 2.5).

2.5 THE ACTION STAGES IN TIER 3 AND IN TIER 2B

The programs are divided into four action stages:

Stage 1: Continuation of immediate response
Stage 2: Initial response steps
Stage 3: Supplementary response steps
Stage 4: Rehabilitation

2.5.1 Stage 1. Immediate response (continuation)

Continuation of the immediate response (receipt of the report and determination of the Tier) as detailed in Section 2.2

2.5.1.1 Assembling the Emergency Headquarters

In the event of a Tier 2b incident or a Tier 3 incident having been decided, the situation room will be activated in the offices of the Shipping and Ports Authority in Haifa and the Emergency Headquarters will be mobilized.

2.5.1.2 Preliminary Assessment of the Situation.

(a) **A safety assessment (the risks of fire and risks of exposure).** Before working on the slick or in its vicinity, the head of the Emergency Headquarters will evaluate the safety risk to the working teams. From then on the instructions of the Head of the Emergency Headquarters will be consistent with the risk. Other organizations that are concerned with safety such as - the Police, the Fire Department, Magen David Adom, and the Dangerous Materials Department in the Ministry of Environmental Protection shall be coordinated and brought under the command of the Emergency Headquarters.

(b) **Assessment of potential pollution.** The Head of the Emergency Headquarters will assess the extent of the slick, the direction in which it is spreading and the risks involved in this. This assessment shall be continually updated throughout the incident.

2.5.2 Stage 2. Initial response steps (according to the situation assessment).

2.5.2.1 A warning to the relevant parties (Ports, Local Authorities, IDF, Plant Facilities) as to the need for activation of the Facility Contingency Plans and the programs for local protection, as necessary.

2.5.2.2 Activation of the program of the Ministry of Environmental Protection for dealing with an extensive major incident and including formulating the actions strategy, and appointment of an Operations Manager on shore and an operations manager at sea.

2.5.2.3 The emergency headquarters will coordinate information as to the state of the sea, the weather and movement of the slick. To the degree that it is possible, help must be provided by an aerial survey or alternatively by sea.

2.5.2.4 The Head of the Emergency Headquarters will use up to date data in order to continually revise the safety situation assessment. To the extent that it is necessary the instructions of the Emergency Headquarters shall be revised accordingly.

2.5.2.5 The Head of the Headquarters will use the up to date data in order to continuously update the assessment of the environmental situation. Such an update facilitates:

* Location of resources at risk and the grading of protection priorities, and a determination of adjacent areas according to the results of "an analysis of sensitivity for dealing with oil pollution and the coastline and beaches".

* Monitoring the effectiveness of dealing with the slick and determining objectives. The slick must be kept as far away as possible from the coast. The preferred method of treatment in the Mediterranean Sea is by dispersants (in accordance with the limitation on the use of dispersants. See also Appendix 9-D).

2.5.2.6 Opening/establishment of an advance command post. Establishment of an advance command post will be done by the manager of the scene of the incident in accordance with considerations weighed by him, as close as possible to the site at which the work is being carried out.

2.5.2.7 Division of work between members of the Emergency Headquarters (management team; technical team, procurement team; environmental team, finance team; legal team; dangerous materials; search and rescue team; communications and computer team; spokespersons and public relations; administration and logistics).

2.5.2.8 In the case of a Tier 3 incident, the relevant international agreements must be invoked.

2.5.3 Stage 3 - Supplementary response steps.

2.5.3.1 Constant updating of the situation assessment in coordination with the operations managers at sea and on shore and receipt of a current situation report.

2.5.3.2 Assessment of the success or non-success of actions to deal with the incident and updating of the means of continuing the treatment accordingly.

2.5.3.3 Continuation of the long-lasting actions at sea and on shore and providing continual logistic support until completion of such actions.

2.5.3.4 Providing a solution for the resources necessary for long-term handling such as: the interim storage of oil, emulsion, and polluted water; storage of polluted sand and so forth.

2.5.4 Stage 4 - Rehabilitation.

2.5.4.1 The Emergency Headquarters shall determine the manner of the handling of waste (liquid, polluted ground etc.).

2.5.4.2 The Emergency Headquarters shall determine the manner in which rehabilitation of the damaged environment (coastline rehabilitation) is to be carried out.

2.5.4.3 Return of equipment

2.5.4.4 Return to fitness

2.5.4.5 Writing reports and drawing conclusions

2.6 SCHEMATIC FLOW CHART FOR THE HANDLING OF A SEA POLLUTION INCIDENT BY THE EMERGENCY HEADQUARTERS

[Chart reproduced in tabulated form only]

		Receipt of Notification			
		Alerting of Head of Emergency Headquarters and his Deputy			
Tier 1	Tier 2	Tier	Tier 2b, tier 3		
Activation of Program - Local/Facility Contingency Plan	Activation of Program - Local/Facility Contingency Plan and neighboring programs No				
Taking over control of the incident?	Taking over control of the incident? No	Assembly of Emergency Headquarters			
Yes	Yes	Preliminary Situation Assessment			
Conclusion of the event	Conclusion of the event	Report to the appropriate parties			
		Formulation of Strategy			
	Local Programs	Marine and Coastline Division Plan for dealing with a Tier 3 incident	Facility Contingency Plan	No	
			Update of situation assessment	Tier 3 ? Yes	Activation of International Programs
		Complete Solution and Rehabilitation			
		Conclusion of Incident			

2.7 FUNCTIONS AND RESPONSIBILITY (FORCES DEPLOYED AND TASKS AS PER STAGES)

2.7.1 Emergency Headquarters

No.	Function	General Task	Immediate Response	Initial Response Step	Supplementary Response Step	Rehabilitation
1.	Head of Emergency Headquarters **Head of the Marine and Coastline Division/Head of the Shipping and Ports Authority**	*Head of the Emergency Headquarters * Responsible for activation of the TALMAT *Head of Shipping and Ports Authority - responsible for salvage and rescue operations * Holding updating meetings once every two hours, with members of the Emergency Headquarters	* Receives the notification * Determines the Tier depending on the details Tier 1, Tier 2a * Sending an Inspector to location of the incident Tier 2b Tier 3 * Assembles the Emergency Headquarters and in the case of a Tier 3 incident activates Tier 3 program * Preliminary situation assessment International Report by the POLREP system Decision as to requesting the addition of International Parties by way of IMO, REMPEC	Tier 1, Tier 2a * Monitoring and receipt of reports Tier 2b, Tier 3 *Warnings to the relevant parties * Appointment of the site managers * Division of work for the Emergency Headquarters * Updating situation assessment and formulation of strategy * Makes a decision as to the need for regional isolation of the incident in coordination with the Shipping Authority * Makes a decision as to transition to Tier 3. * Notification of activation of Facility Contingency Plans, a program for dealing with an extensive major incident and local programs, as necessary	Tier 1, Tier 2a * Decision as to conclusion of the incident Tier 2b, Tier 3 * Continuing management of the incident * Situation assessment and updating the response step strategy * Providing an answer to the aspect connected with lasting treatment of the event Tier 3 *Overseeing coordination with the aid teams from overseas	* Management of the rehabilitation actions * Responsible for return to fitness * Debriefing investigations and reporting to the funding parties * Responsibility as accountable party for actions *vis a vis* the compensation funds

2	Deputy Head of Emergency Headquarters - **Head of Marine and Coastline Division / Head of Shipping and Ports Authority**	* Acting Head of the Headquarters * Assisting in activation of the emergency procedure	* Assisting the Head of Emergency Headquarters	*Assisting the Head of Emergency Headquarters	*Assisting the Head of Emergency Headquarters	*Assisting the Head of Emergency Headquarters
3.	Manager of Situation Room	* Responsible for activation of the procedures * Verification of monitoring of implementation of the TALMAT * verification of performance of instructions of Head of the Headquarters and His Deputy * Verification of maintenance of central record and documentation of the Emergency Headquarters * Ongoing review of status of conduct of the incident and reporting to the Head of the Emergency Headquarters once every hour				
4.	* Logistical coordination **Senior Inspector of Marine and Coastline Division**	* Supervision of coordination of equipment contractors, services and manpower contractors. * Advising the Head of the Emergency Headquarters * Responsible for relocation and transportation of equipment, on request, from location to location	* Warning local and international contractors as to the supply of equipment and auxiliary forces, placing them in a state of readiness * Responsible for mobilization of manpower * Responsible for transfer of supply and designated equipment to the site	* Responsible for notification to waste disposal sites * Responsible for contact with contractors and their assistants * Responsible for coordinating actions of local and international contractors with the ordering parties * Control and	* Responsible for keeping a record and control over resources at all the sites at which the response actions are being carried out * Responsible for forwarding data for the purpose of budgetary monitoring * Providing ongoing solutions in respect of transport and mechanical engineering equipment	* Responsible for the payment of service providers. * Responsible for movement of waste to the authorized sites * Responsible for budgetary summary

				regulation of the equipment and the resources as between the sites in accordance with instructions of the Emergency Headquarters		
5.	Communications Officer **Communications Officer of the Shipping and Ports Authority**	* Responsible for means of communication to the appropriate amount and extent * Activation of the overall communication system in the situation room	*Responsible for checking the proper working order of the means of communication and computerization operations * Responsible for creating and maintaining regular contact with the outside parties at the site of the incident, as well as the supporting and advising parties * In Tier 3, responsibility for setting up communications with international parties			Return to a fit state

No.	Function	General Task	Immediate Response	Initial Response Step	Supplementary Response Step	Rehabilitation
6	Salvage and rescue, nearby port director **Director of Technical Department of the Sipping Authority, Shipping Authority Engineer**	*Conduct of life saving assignments * Rescue of vessels in distress Salvage of maritime equipment	*Responsible for ongoing situation assessment *Assisting the Head of the Emergency Headquarters in undertaking the necessary actions for salvage and rescue			
7.	Fire fighting Fire Department Director at nearby port, or in the Local Authority	Fire fighting readiness at the polluted beaches	Responsible for coordination of actions with fire fighting forces deployed over the beaches (should this be necessary			
8.	Israel Police	*Policing * Law enforcement	Management of the scene from the standpoint of closure of the area, traffic control and enforcement			
9.	Environmental quality coordinator. **An ecologist on behalf of the Marine Coastline Division or Director of the Seas and Lakes Research Cooperation**	Environmental aspects connected with wild life, plant life, nature preservation etc. Effect of oil dispersants. Coordinating with other professional bodies (Chief Scientist, Director General of the Nature Reserves Authority, Environmental Quality Information Center)	* On the basis of information received from the site, analysis and forecast of oil data and its movement in computerized models. * On the basis of information received from the site, making assessments to determine effect of the oil and the dispersants. * Running in of Geographic Information Systems (GIS) * Assessment of risks of damage according to the sensitivities atlas * On the basis of information received from the site, making assessments to determine effect on the environment * Updating assessment of the risks once every hour * Issuing warning to the Dangerous Materials Department as to the need for the location of resources and ability to deal with a substantial quantity of hazardous waste.			Assisting in making a decision as to the manner of rehabilitation of beaches and nature sites. Contact with dangerous materials Department in order to prescribe methods of treatment of the hazardous waste
10.	Legal Advisor **Legal Advisors of the Shipping Authority and the Ministry of Environmental Protection**	Legal and statutory aspects of the incident. Instruction for preparation of documentation in respect of future claims	At the disposal of the Emergency Headquarters. Providing legal solutions. Gathering material, evidence and documentation in relation to future claims			

11.	Financial advice representatives **Financial Controllers of the Ministry of Transport and the Ministry of Environmental Protection**	Control and direction of financial actions and preparation of documentation in relation to all expenses incurred. Summarizing the activity with the Prevention of Pollution Committee, the Ministry of Finance etc. Coordination of activity with the insurance companies	* Management of the finance-related actions. * Division of budgets as necessary * Expenses documentation * Coordinating the action with the insurance companies at all stages of the process (if not joined in the Emergency Headquarters)	
12.	Public Relations and Spokespersons **Representative of the Spokesperson of the Ministry of Environmental Protection (and a representative of the Ministry of Transport Spokesperson)**	Making statements throughout the incident - in full coordination with the Head of the Emergency Headquarters Locating an appropriate site for establishment of a local media center	* Spokespersons and Public Relations statements Activation and supervision and control of functioning and the flow of information to the media center	

3. REPORTING SYSTEM

3.1 INTERNATIONAL REPORT

Notifications of incidents of sea pollution to neighboring states and international organizations are sent through the Pollution Report System (POLREP)

* POLWARN - A warning and initial report of a pollution incident or the potential for a pollution incident.
* POLINF - Detailed report and information about the situation.
* POLFAC - Request for assistance.

The reporting format under this system is detailed in Appendix 6-E.

3.2 LIST OF ADDRESSEES FOR RECEIPT OF REPORTS

This table summarizes the reports that are necessary depending on the stage of the incident and the level of the response to it. The table will serve as an aid to the situation room manager for the purpose of monitoring and checking the forwarding of the requisite report.

	The Event	**Responsibility for the Report**	**The Addressee**
	Initial report of discovery of sea pollution	An employee in the Marine and Coastline Division and/or in the Shipping Authority	*Head of the Shipping Authority *Head of the Marine and Coastline Division
	Activation of the set of actions under tier 2 or tier 3	Head of the Emergency Headquarters	*The Minister and Director General of the Ministry of Environmental Protection *The Minister and Director General of the Ministry of Transport *The Israel Police *Directors of the relevant Districts (mixed)/Deputy Directors General of the Ministry of Environmental Protection *Sites and resources at risk (which are supposed to activate the local programs) *The Ministry of Defense, the Navy
	Identification of the source of the pollution	Head of the Emergency Headquarters	*The Minister and Director General of the Ministry of Environmental Protection *The Minister and Director General of the Ministry of Transport *Legal Department of the Ministry of Environmental Protection *P & I

	Activation of the system of operation under tier 1, tier 2 or tier 3	Head of the Emergency Headquarters (in tier 1 only, the Head of the Headquarters will exercise discretion as to the time of the notification to the Management).	*Deputy Director General Enforcement in the Ministry of Environmental Protection *Deputy Director General in the Ministry of Transport
	Activation of the system of operation under tier 2 or tier 3	Logistics Coordinator	Auxiliary forces that are likely to be mobilized
	Activation of the system of operation under tier 2 or tier 3	Head of the Emergency Headquarters	ITOPF, REMPEC, neighboring states (should this be necessary in tier 3 incidents)
	Ongoing updates (frequency depending on gravity of the situation)	Head of the Emergency Headquarters	*The Minister and Director General of the Ministry of Environmental Protection *The Ministry and Director General of the Ministry of Transport
	Conclusion of the event	Head of the Emergency Headquarters	*The Ministers and Directors General of the Ministry of Environmental Protection and the Ministry of Transport *Relevant Regional Directors in the Ministry of Environmental Protection *ITOPF, REMPEC *Neighboring states (as necessary)

4.4 STATEMENTS OF SPOKESPERSONS AT THE SCENE OF THE INCIDENT

4.3.1 A local media center will be established by the operator of the relevant local program in the premises of the local authority, in the maritime facility, the port facilities, or in a hotel near to the area of the incident, as necessary, in co-ordination with the police.

4.3.2 In relation to incidents being managed by local program operators (tier 1 and tier 2 (a) incidents) statements about the incident are the responsibility of the local program operator.

4.3.3 In relation to incidents in which a situation room is opened, tier 3 and tier 2(b), statements at the scene of the incident will be made by a representative of the spokesperson at the Ministry of Environmental Protection who will liaise between the local spokespersons and of the Ministry.

4 PUBLIC RELATIONS

4.1 GENERAL

4.1.1 Representatives of the spokespersons' department of the Shipping and Ports Authority and/or of the Ministry of Environmental Protection are members of the National Emergency Headquarters.

4.1.2 The work of the Emergency Headquarters in the control room (the situation room) will be closed to the media.

4.1.3 In the event of an emergency incident the spokesperson's set-up will be divided between the Shipping and Ports Authority and the Ministry of Environmental Protection depending on the stage of the incident and according to the Head of the Emergency Headquarters: when the incident is being managed by the Director of the Shipping and Ports Authority the incident will be covered by a representative of the Shipping and Ports Authority, and when the incident is being managed by the Head of the Marine and Coastline Division, explanation of the incident and statements about it will be the responsibility of the spokesperson of the Ministry of Environmental Protection.

4.2 MEDIA ROOM

In the case of a national emergency incident a media room will be set up in close proximity to the situation. The room will facilitate the work of approximately 4 spokespersons and will be equipped with resources that are essential for the receipt of data, updating of the data and their presentation through the media, and including:

* Computer positions that are connected to the computer network of the Ministry of Environmental Protection, and including a possibility of being connected to the electronic mail system.
* Telephone, facsimile, computer.
* Means of, and software programs for, the presentation of data on an ongoing basis.
* A workplace for journalists, correspondents, and representatives of the various media outlets (including computer connection).
* A possibility of connection to a coastal radio station (which is currently being established and which will provide ongoing services for ships and vessels including in time of distress, by communications personnel and a maritime commissioned officer).

4.3 INTERNATIONAL EXCHANGES OF INFORMATION

In a case in which an incident occurs which has international implications - such as, the spread of pollution outside the territorial waters of the State of Israel, statements about the incident will be made by the relevant spokesperson as stated in Section 4.1.3, in conjunction with the spokespersons' statements system of the Foreign Ministry.

5 KEEPING RECORDS

5.1 PURPOSE OF KEEPING RECORDS

5.1.1 Information and understanding of what is occurring at any given time.

5.1.2 Decision making in accordance with the documented material.

5.1.3 Drawing conclusions

5.1.4 Preparation of financial claims

5.2 DOCUMENTATION NECESSARY FOR DETERMINATION OF A HANDLING STRATEGY/DRAWING CONCLUSIONS

Control over the completion of records will be exercised by the Manager of the Situation Room at the time of the event. The documentation will be kept at least until completion of the compensation claims procedures and other legal procedures.

No.	Documentation Required	Place where documentation kept
1.	The type of fuel	Incidents Log.
2.	Meteorological conditions	Incidents Log.
3.	Oceanographic conditions	Incidents Log.
4.	Records of the observation aircraft	Incidents Log.
5.	Report as to state of the coastline in the incident	Incidents Log..
6.	Incidents Journal	Situation Room
7.	Report of pumping actions at sea	Incidents Log.
8.	Report of beach cleanup actions	Incidents Log.
9.	Assessment of effectiveness of the response actions	Incidents Log.
10.	Manpower management at beach cleanup site/pumping actions in the sea.	Incidents Log l.

5.3 DOCUMENTATION NECESSARY FOR PREPARATION OF A COMPENSATION CLAIM BEING SUBMITTED TO THE INSURANCE COMPANY

No.	Documentation Required	Place where documentation kept
1.	The Work Orders	National Situation Room, Local Authorities, Plant Facilities.
2.	Receipts for the purchase of equipment such as: personal protection, food, spare parts etc.	National Situation Room, Local Authorities, Plant Facilities
3.	Use of manpower/hours of work	National Situation Room, Local Authorities, Plant Facilities
4.	Hours of work of mechanical engineering equipment, spokespersons' statements, boats and special equipment for dealing with sea pollution.	National Situation Room, Local Authorities, Plant Facilities
5.	Documents that are evidence of damage to property (photographs, assessor's evaluation)	National Situation Room, Local Authorities, Plant Facilities
6.	Medical documents that are evidence of physical injury.	National Situation Room, Local Authorities, Plant Facilities
7.	Incidents Journal of the Emergency Headquarters.	The National Emergency Headquarters/Local Authorities
8.	Additional data required by the Insurance Companies	National Situation Room, Local Authorities, Plant Facilities

6 FUNDING AND MONEYS

6.1 RESPONSIBILITY

6.1.1 Responsibility for incidents of sea pollution at all levels lies with the polluter. Funding of the treatment is done by the **Polluter** through the Insurer and/or the Compensation Fund, as he decides and according to the level of the incident.

6.1.2 In cases in which the source of the pollution is unknown, funding of the treatment shall be the responsibility of the State by the means specified below in Section 6.2.

6.2 SOURCES OF FUNDING OF THE MINISTRY OF ENVIRONMENTAL PROTECTION

6.2.1 **The budget of the Ministry of Environmental Protection.**

6.2.1.1 **Immediate funding.** The Financial Controller of the Ministry of Environmental Protection directs the financial activity of the Headquarters and is responsible for the financial commitments that are made by the Head of the Emergency Headquarters.

6.2.1.2 **Activation of the Prevention of Sea Pollution Fund.** With the agreement of the Director General and the Financial Controller of the Ministry of Environmental Protection, the Fund will issue an undertaking to finance the initial essential actions, in accordance with its financial ability at that time. Should greater commitment be necessary, this will be done by a decision of an *ad hoc* committee comprising Directors General of the Ministry of Finance, the Ministry of Transport, the Ministry of Environmental Protection, and the Ministry of the Interior.

6.2.2 **Activation of the Insurance and the Compensation Funds.**

6.2.2.1 The Director of the Emergency Headquarters in co-ordination with and in consultation with the Ministry's legal adviser, will be required to intervene with the polluter, the owners or their insurers at the earliest possible moment, and to elicit from them an undertaking to take the necessary actions and will also apply requesting the involvement of the P&I Clubs.

6.2.2.2 **The Compensation Funds (IOPC Fund).** The Fund grants compensation to victims in the member states who have suffered damage from pollution the source of which is durable oil carried in oil tankers. See Section 6.3 below.

6.3 PREPARATION OF CLAIMS TO THE INTERNATIONAL IOPC FUND

Those adversely affected by incidents of sea pollution by oil may submit claims against those responsible for the pollution and/or their insurers. The claims are direct against

those responsible/the insurers, or they may be civil claims brought before a Court. They include cover for all the costs and damage caused by the pollution, including economic losses and the costs of repairing and replacing equipment.

Bodies who have participated in actions in dealing with the pollution may also submit claims for reimbursement of expenses and/or damage arising from their response actions and cleaning up.

Every claim shall contain fully listed details of -

* Name and address of the claimant
* Date of the occurrence which is the subject of the claim and its location
* Identity of the source of the pollution - the defendant (including name and address).
* The type of damage, the expenditure (qualitative and quantitative).
* Proof (laboratory examination) of the source of the oil and the connection to the claim.
* Summary of the incident, including response actions that were taken and the damage that was caused.
* A detailed breakdown of the costs.
* The comparative numbers of past and present revenues, if the claim includes loss of income.
* Maps and photographs.

The claims against the polluters are generally speaking submitted by the P&I Clubs representative in Israel.
The State of Israel is a signatory of the Compensation Conventions (the Civil Liability Convention CLC and the Fund-92 Convention).
For the full format, and explanation of the manner of and eligibility for the submission of claims to the Fund - see Appendix 8-A.
IOPCF (International Oil Pollution Compensation Fund), 'Claims Manual', 2005.
For a brief summary as to submission of claims to the Fund, see Appendix 8-B.
Instructions for submission of a claim to the Fund - see Appendix 8-C.

7 COORDINATION WITH OTHER PROGRAMS

7.1 LIST OF FACILITY CONTINGENCY PLANS

The Facility Contingency Plans are in the hands of the following organizations:

* Eilat Ashkelon Oil Pipeline, EAPC(Ashkelon)
* Eilat Ashkelon Oil Pipeline, . EAPC(Eilat Terminal)
* The Israel Electric Corporation - Haifa Power Station
* The Israel Electric Corporation - Orot Rabin (Hadera) Power Station
* The Israel Electric Corporation - Reading Power Station (Tel Aviv)
* The Israel Electric Corporation - Eshkol Power Station (Ashdod)
* The Israel Electric Corporation - Rutenberg Power Station (Ashkelon)
* Oil and Energy Infrastructures - Kiryat Haim (Haifa) Connector Terminal
* Oil and Energy Infrastructures - The Oil Port
* Haifa Oil Refineries
* Ashdod Oil Refineries
* Haifa Port Company.*
* Ashdod Port Company*
* Eilat Port Company*

*The preparatory structure in the Port Companies has still not been completed *vis-à-vis* the Ministry of Transport and the Port Companies.

7.2 LIST OF LOCAL PROGRAMS

7.2.1 Local Authorities

* Herzliya
* Netanya Municipality
* Acre
* Atlit
* Kiryat Yam
* Rishon Lezion
* Tel Aviv - Jaffa
* Hadera
* Ashkelon
* Hof Ashkelon
* Hof Hacarmel
* Hof Hasharon
* Hof Gaza
* Haifa
* Tiberius
* Tirat Hacarmel
* Nahariya
* Or Akiva

* Eilat
* Ashdod
* Beer Tuvia
* Bat Yam
* Gan Raveh
* Jisr a Zaka
* Hevel Yavneh
* Hadera

7.2.2 Other Organizations

* Electric Corporation
* IDF (The Air Force, the Navy)
* The Nature Reserves Authority
* Weapons Development Authority (Rafael)
* AEPC
* Haifa Port
* Ashdod Port
* Eilat Port
* Desalination Plants
* Anchorages (Acre, Herzliya, Tel Aviv, Jaffa, Ashkelon)

7.3 PROGRAM FOR DEALING WITH A MAJOR EVENT OF SEA POLLUTION FROM OIL (TIER 3)

This program is the operative program of the Marine and Coastline Division of the Ministry of Environmental Protection for dealing with incidents of oil pollution of the sea which are not dealt with in the framework of local handling (Authorities/Facilities /Installations). In the case of a Tier 3 event this program will be operated in accordance with instructions of the Emergency Headquarters.

7.4 INTERNATIONAL/REGIONAL PROGRAMS

The State of Israel is integrated into two regional projects for international collaboration for protection of the environment against grave cases of sea pollution. The existing regional agreements are as follows:

The Mediterranean Sea. The Sub-Regional Agreement for co-operation in preparedness and response to grave incidents of sea pollution in the eastern Mediterranean, between Cyprus, Egypt and Israel, which operates under the aegis of the Barcelona Convention. The REMPEC organization, the Mediterranean Sea Center of UNEP and of IMO in Malta acts in the function of 'the Active Secretariat' of the project.

The Gulf of Eilat. An arrangement and agreement for co-operation in preparedness and response to incidents of sea pollution in the Gulf of Eilat (Aqaba) between Jordan, Egypt and Israel. At this stage the arrangement and agreement have not yet been expressed in

terms of a formal binding agreement but they are in operation as part of understandings reached between the three States. The function of the Active Secretariat of the project is performed by a private Danish Consulting company (on behalf of the European Union).

Detailed information about these programs is attached in Appendix 9-A.

Activation of the international programs at the time of an incident is carried out in accordance with a decision of the Emergency Headquarters.

8. PRIOR PREPAREDNESS

8.1 MANPOWER TRAINING

8.1.1 Specially Designated Teams

Training of specially designated teams and beach teams

In order for the level of preparedness and response capability to be appropriate, a training program has been prepared on several levels, for the response teams:

* The Emergency Headquarters
* The Managers at the Scene of the Incident
* The Team Leaders working on site (managers of the teams handling the beach clean up operation)
* The technical and operational activators of the sea cleaning operations
* The technical and operational activators of the beach cleaning operations

The training program is attached to the file of appendices, Appendix No.5

8.1.2 Training of Volunteers

When an emergency situation occurs, manpower must be mobilized in order to reinforce the routinely existing teams. There must be additional volunteers for beach cleaning. The volunteers will undergo preliminary training in the field by the Local Authorities (according to the contents of the Local Program).

8.1.3 Practice Drills

The following types of practice drills must be carried out:

Frequency (in Months)	Detail	Practice Drill
24	This drill tests the procedures for warning, alarm and mobilization of the response forces. It is done by telephone and by other means of communication. The drill also acts as a test of the means of communication, and of the ability to forward information speedily and accurately and the availability of the necessary personnel and means of transportation. The duration of a practice drill of this kind is approximately two hours and it can be carried out at any time of the day or night.	Call up
1	This is a methodical drill which tests the TALMAT, the organizational set up, work of the headquarters, etc.	Desk
6.	A technical drill for the dispersion of equipment and its use; the purpose of the drill is to test the Facility Contingency Plans and the local programs.	Technical
12	The purpose of the drill is to test and practice the local programs	Beach cleaning
12	The purpose of the drill is to test all the aspects of a sea pollution incident and principally the aspect of activation of several programs simultaneously (local, Facility Contingency, the Ministry of Environmental Protection)	Full
12	The purpose of the drill is to test the level of cooperation between the neighboring States (Cyprus, Egypt and Israel the signatories of a regional agreement; Jordan, Egypt and Israel who are cooperating in the Gulf of Eilat) and other international parties (REMPEC, ITOPF, others)	International

The instruction and training programs at the local level are detailed in the local programs.

8.2 EARLY PLANNING OF AVAILABILITY OF LOGISTIC RESOURCES

Planning of the necessary logistic resources is done according to whatever body is supposed to act in relation to the incident, in accordance with the local /plant-related plan or the program dealing with an extensive major incident (Tier 3). International programs are in actual fact derived from the activation of a Tier 3 program.

8.2.1 Facility Contingency Plans

Facility Contingency Plans are derived from the requirement that every plant will be prepared for the extent of a specific spillage. Availability of the logistical resources of each plant is therefore as follows:

Tier 1. Immediate activation of all necessary resources up to the specific extent (of the polluting plant).

Tier 2a. Immediate activation of all the necessary resources up to the specific extent (of the polluting plant and of the operators of neighboring programs, at the request of the polluting plant and in coordination with operators of neighboring programs).

Tier 2b. Immediate activation of all the necessary resources up to the specific extent of operators of local protection programs (level 1) who have sustained damage or are expected to sustain damage.

Tier 3. Placement of all the resources up to the specific extent (of the polluting plant) at the disposal of the Emergency Headquarters.

8.2.2 Local Protection Programs

Immediate activation of all the resources that are necessary for protection, treatment and cleaning of the beaches for which they are responsible in accordance with what is specified in the local programs.

As a general rule, the local programs are supposed to provide a solution for the whole of that part of the coastline for which a particular Local Authority is responsible.

8.2.3 Tier 3 Program

Activation of a Tier 3 program places at the disposal of the National Emergency Headquarters, all the local and international resources necessary in order to deal with the incident.

8.3 PRESCRIBING A METHOD OF DEALING WITH HAZARDOUS WASTE

8.3.1 Sites for temporary storage of solid waste (received from treatment of the beaches) will be prescribed in the local programs.

8.3.2 The treatment of hazardous waste in the course of an incident will be coordinated with the Dangerous Materials Department in the Ministry of Environmental Protection.

9. APPENDICES FILE

The Appendices File is attached as a separate file.