



## SPILL NOTIFICATION POINT

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## COMPETENT NATIONAL AUTHORITY

Details as above.

## RESPONSE ARRANGEMENTS

The principality of Monaco is bordered on three sides by France with a coastline approximately two miles in length. Spill response within the principality is the responsibility of the Port Authorities in Monte Carlo, a part of the Department of Public Works and Social Affairs.

Plans are afoot to develop a separate Contingency Plan for Monaco, but currently the area is included in the French National Contingency POLMAR plans and the RAMOGEPOL plan (which details response arrangements between France, Monaco and Italy). In the event of an incident the Monaco authorities would collaborate closely with the French under these plans. Implementation of the RAMOGEPOL plan would involve additional collaboration with the Italian authorities if applicable. Under this plan, contact between the three countries would be maintained in all circumstances and in the event of a large spill, either the French or the Italian Authorities would take the leading role, depending on the location of the oil. Monaco would collaborate when necessary but is unlikely to lead the response operations.

## RESPONSE POLICY

No specific response techniques are described in the RAMOGEPOL plan and it is therefore expected that the response strategies described in the French POLMAR contingency plans would apply.

French clean-up policy advocates at sea mechanical recovery of spilled oil as the preferable response. However, the use of chemical dispersants is permitted in certain areas, with consideration being given to effective dissipation of the oil/dispersant mixture. Although definition of areas where spraying is authorised may be present in the POLMAR plans, final authorisation to spray can be obtained after consultation with CEDRE (Centre of Documentation, Research and Development on Accidental Water Pollution) and IFREMER (French Institute of Research into Exploitation of the Sea) who provide technical advice to the French authorities and hold a list of approved dispersants.

Any involved shoreline cleanup will be conducted by manpower from the French Ministry of Equipment with help from local fire brigades and military personnel, if necessary.

## EQUIPMENT

### Government

Because of the size of the perceived risk, only limited resources exist to combat an incident. The Port Authority has some boom, temporary storage facilities, dispersant, sorbent and vessels. Initial manpower amounts to five persons with the possibility of mobilising larger numbers if necessary. During an incident, it is likely that the fire brigade would also be involved, although they would probably be limited to shoreline cleanup.



# MONACO

French stockpiles of equipment, established for the POLMAR plans, are also located nearby. The closest is based in Marseilles whilst the nearest Italian stockpile is based in Genoa.

## Private

There are no known privately operated resources in Monaco.

## PREVIOUS SPILL EXPERIENCE

Following the HAVEN incident in 1991, some oil reached the coastal waters and shorelines of the principality. The resultant response was organised by the French authorities.

## CONVENTIONS

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

\* not yet in force

## REGIONAL AND BILATERAL AGREEMENTS

Barcelona Convention (with states bordering the Mediterranean).  
RAMOGE (a trilateral agreement with France and Italy).

*For further information see REMPEC (Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea) Country Profile ([www.rempec.org/index.asp](http://www.rempec.org/index.asp))*

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