



# RUSSIAN FEDERATION

**COUNTRY PROFILES**  
A Summary of Oil Spill Response Arrangements  
& Resources Worldwide

## SPILL NOTIFICATION POINT

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### COMPETENT NATIONAL AUTHORITY

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### RESPONSE ARRANGEMENTS

The State Marine Pollution Control, Salvage and Rescue Administration (MPCSA), of the Ministry of Transport, is the national authority responsible for responding to marine pollution incidents. The MPCSA initiated the development of a revised national contingency plan in the late 1990s. The "Federal Contingency Plan on Oil Spill Prevention and Response at Sea" was adopted by the Ministry of Transport, the Ministry of Natural Resources and the Ministry of Civil Defence, Emergencies and Disaster Response (EMERCOM) in July 2003. The Plan is in compliance with IMO Guidelines on Contingency Planning. There are three levels of planning: local, regional and federal. Ports, oil terminals and harbours have local contingency plans and capabilities which, if exceeded, can be supplemented by regional plans and resources. The latter are coordinated by MPCSA and Administrations of the Federation.

Parallel to the NOSCP, Russia has participated in the development of plans for the following sea regions: the Baltic Sea, Black Sea, North-West Pacific Ocean and Caspian Sea. Regional plans for the Sakhalin region and the Barents Sea region have also been initiated, but are not yet finalised.

The MPCSA is responsible for the establishment, organisation and operation of the marine rescue and salvage services, including Marine Rescue Coordination Centres (MRCC). These centres serve as the focal point for communication during marine spill incidents. Any oil spill which enters the marine environment should be reported immediately to the nearest MRCC. If the oil spill is beyond the capability of the local or regional resources to deal with, it is the responsibility of the MPCSA and EMERCOM to mobilise the Russian Federation's Tier 2 and Tier 3 capabilities.

EMERCOM is responsible for coordinating the different organisations (emergency and salvage services) involved in oil spill (Tier 3) combating operations (eg the navy, frontier guard, air forces, local authorities) and in particular to take charge of land-based clean-up.



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The MPCSA has overall responsibility for the management of the Basin (Regional) Salvage and Towage Company (BASU). BASU consists of state owned companies providing salvage and towage services when needed in the appropriate marine basin. The companies are the operational arm of the regional spill response set-up and are the owners of dedicated vessels and spill response equipment.

## RESPONSE POLICY

The general oil spill strategy is as follows: Tier 1 spills should be treated by mechanical means if weather conditions allow. For Tier 2 and Tier 3 incidents all response methods are permitted, including dispersant use and in-situ burning, depending on the circumstances. Dispersants must be preapproved by the Ministry of Natural Resources, the Ministry of Health and the Fisheries Committee. In-situ burning is employed on rare occasions and is subject to approval by the same bodies.

## EQUIPMENT

### Government

Ports, oil terminals and harbours hold stocks of oil recovery equipment commensurate with local spill risk. The ports of Murmansk and St Petersburg have specialised pollution response vessels and suitably equipped supply vessels. The ports of Vladivostok and Sakhalin also have equipped supply vessels. Other specific pollution equipment includes offshore booms and skimmers, oil trawls and portable pumps located at various ports.

### Private

The first known commercial contractor was Ecosshelf Ltd, founded in the Russian Far East in June 1997 to service the beginning of oil and gas production on the Sakhalin Shelf. It operates out of a head office in Yuzhno-Sakhalinsk and has support bases and branches in Nogliki, Korsakov, De-Kastri, Vanino, Vladivostok and Moscow. Ecosshelf has a variety of response equipment and vessels. A similar organisation has also been founded in Russian Black Sea Area, Baltic Sea Area and Caspian Sea Area.

## PREVIOUS SPILL EXPERIENCE

Although there have been no major marine oil spills in the last ten years, a number of medium spills (up to 200 tonnes) have occurred. The former USSR collaborated with neighbouring countries under bilateral and regional agreements following two incidents in the Baltic Sea (ANTONIO GRAMSCI, 1987 and VOLGONEFT 263, 1990).

## 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	HNS*	Bunker
✓	✓	✓	✓		✓				✓	✓	✓	✓

\* not yet in force



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## REGIONAL AND BILATERAL AGREEMENTS

Helsinki Agreement (with countries bordering the Baltic Sea).  
Bucharest Convention (with countries bordering the Black Sea).  
Bilateral agreement with the U.S.A. (covering the Bering Sea and Chukchi Sea).  
Bilateral agreement with Norway for the Barents Sea.  
Bilateral agreement with Finland for the Gulf of Finland.  
Framework Convention on the Protection of the Marine Environment of the Caspian Sea (Azerbaijan, I R Iran, Kazakhstan, Russian Federation, Turkmenistan)

Date of issue: December 2009

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