



**Local Authorities along
the Channel coastline:
What actions and what resources
to tackle the risk of accidental
maritime pollution?**

SEMINAR PROCEEDINGS

FÉCAMP (HAUTE-NORMANDIE, FRANCE) - 28 JANUARY 2011



Franco-British seminar organised by the CAMIS project and the Channel Arc Manche Assembly in partnership with VIGIPOL and the «Conservatoire du Littoral».

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WELCOME ADDRESS

Patrick JEANNE,
Mayor of Fécamp

It is with great pleasure that I welcome you this morning. Fécamp is in the national news, because we will be the setting for a large-scale sea wind farm off Fécamp. Fécamp has always drawn great riches from the sea, in particular through fishing. Thanks to new renewable energies, the town is beginning a new phase in its existence. This enables us to look to the future with confidence. Nonetheless, the protection of our coastline is our priority, since risks and perils are always present. We must work together to improve all of this. You have important work to do, work which will be fruitful – of that I am certain.



OPENING SPEECH

Dominique GAMBIER,
Member of the Haute-Normandie
Regional Council in charge
of European affairs and
Interregional Cooperation

This meeting is part of two initiatives: the Channel Arc Manche Assembly¹ which organizes annual meetings between the regions and the CAMIS Project², which is trying to develop an integrated strategy across the Channel area.

Following on from meetings on various topics such as climate change, the economy of small coastal towns, etc., we shall address the question of maritime pollution in the Channel area.

This meeting also comes within the context of debates that have been held for a number of years on the definition of a European integrated maritime policy.

We want to have the Channel area recognised as a specific area at the European level, given its particular features in terms of traffic as well as the co-operation that is being developed between French and English regions.

¹/ CF Annex 1 - The Arc Manche.

²/ Cf Annex 2 – The CAMIS project (Channel Arc Manche Integrated Strategy).

Opening session

The aims of this meeting are to:

- raise awareness of challenges posed by maritime pollution risks
- provide information on the responsibilities of various institutions in this field
- open up a shared process of consideration within the Channel Arc Assembly to face up to those risks.

To being with, a two-pronged summary of the current situation will be given on:

- the size of risks and challenges relating to traffic
- the variety of competences in that field, so that all those involved can assess their responsibilities and organise themselves to deal with the situation.

A second phase will be given over to exchanges by means of two round tables covering, respectively, the experience of local officials when maritime pollution has occurred, and the tools that they used to manage the situation.

Maritime pollution – a European concern?

Estelle GRELIER,
President of the Fécamp Grouping of Communes

At European level, I am a member of an inter-group called “Seas and Coastal Areas”, of which I am a founder together with the chairperson, Corinne LEPAGE. The aim of the group is to look at the way in which different uses live side by side on the sea, whilst remaining within a safe environment. An inter-group at European level enables connections to be made between MEPs of all political tendencies who have a common interest in a subject that is close to them. Representatives from all the countries with a maritime façade are present, and we wish to develop it within the European Union.

Maritime pollution is part of the concerns of the European Union, but there is still room for improvement, particularly in respect of implementing resources. The Erika disaster in 1999 called out for a change in mentalities and for maritime concerns to be taken into consideration. Until then, the approach had been based on theory, and we had not equipped ourselves with the resources to take that policy into consideration. The Erika 1, Erika 2, and Erika 3 European packages relating to maritime safety and pollution prevention have been put in place and adapted following the sinking of the Erika. The aim was to strengthen the certification of vessels and the monitoring of inspection chains. This means that those involved had to assume greater levels of responsibility, and that each country had to set up new bodies and resources for the purposes of inspection.

The final strand of that European legislation dates from April 2009, and has just been adopted by France. The three aims of the final Erika 3 package were:

- environmental protection;
- strengthening the safety framework for vessels and for maritime navigation;
- improving living conditions on board ship.

The new measures include:

- setting up checks for all vessels that call at European Union ports, with shipping companies and vessels being required to carry insurance against environmental damage;
- setting up global monitoring of maritime traffic;
- implementing the ILO³ Maritime Labour Convention, guaranteeing “the people of the sea” (1.2 million seafarers around the world) decent living and working conditions on board ship.

The provisions also add to the weight of the European Maritime Safety Agency, which in the future will be equipped with the EUROSUR⁴ system of land and sea border surveillance. The European Commission is already taking part in financing I2C (“Eye-to-Sea”) to ensure that in an area with a perimeter of 400 km, all abnormal vessel movements are identified. The

3/ i.e. International Labour Organization.

4/ i.e. European external border Surveillance system.

European Union is strongly interventionist in those topics. Finally, we have financial arrangements for the modernisation of fleets, leading to greater safety at sea.

In spite of those advances, some differences remain. The new European legislation is ambitious, but a little virtual, since financial and human resources are insufficient, in particular control means. If Europe presents itself as being in the lead on those matters of maritime pollution, it does not have the resources to match its ambitions. The European Union budget is severely constrained; many States want to see it reduced, with greater competence – in the context of the Lisbon Treaty – leading to a difficulty in financing an integrated maritime policy worthy of the name. We must be given additional resources in respect of that policy. For example, I have amended the Meissner Report on integrated maritime policy, expressing my regret that it does not have the financial resources to fulfil its ambitions. I have also amended the draft integrated strategy for the Atlantic region with regard to taking safety into account – once again, budgetary resources are lacking. I alerted the European Commission to British disengagement from existing co-operation with regard to towing on the high seas, a unilateral decision that posed heavy threats. It is a Channel traffic safety tool financed by France and the United Kingdom. One of the first measures taken by Mr. Cameron was to indicate that the



United Kingdom was disengaging from it. Thus, not only does the European Union not have resources to match its ambitions, but in addition, States are disengaging themselves. The European Commission confirmed me that the State remained sovereign in the organisation of maritime safety and that the role of the European Commission was to make sure that the resources allocated were compliant with the aims of the European Union.

The “Sea and Coastal Areas” Inter-group, alerted by that information from Transport Commissioner Kallas, will refer the topic to itself, because one cannot boast of the Channel being one of the most heavily used motorways of the sea without putting in place resources to make it safe. Accordingly, the “Sea and Coastal Areas” inter-group requested monitoring for a number of reasons, particularly because Channel traffic will increase due to the Olympic Games being held in London, and also because we are in a context in which that motorway of the sea is seeing its traffic rise.

We can always nurture the hope of a European policy, particularly through legislation, but equally States must assume their own responsibilities. Without wishing to reduce every debate to budget questions, that policy will be successful if we equip it with sufficient financial resources.

The perception of maritime risk in the United Kingdom

Iain SHEPHERD,
Chairman of Marine South East Ltd

I have worked in the maritime industry for some 37 years and was in the Royal Navy for 22 years. I have worked in the port sector, in oil & gas industry on under-sea exploration and as an independent consultant to the prison ship project. I have also worked in ship building and now run a small defence manufacturing company. I also chair Marine South East, which is a marine cluster based in the South East of England and we were supported by government until recently when funding has gone but we remain an independent body. We have about 2.5 thousand member companies in the South East of England, all operating in the maritime sector. Ms. GRELIER mentioned ageing ships, and it is right to point out that 65% of ships operating purely within the EU waters are 20 years old or older and actually, that is very significant. There was a push by the industry a few years ago to get a ship scrapping scheme. Unfortunately that didn't come to fruition but that is an area that we need to target because these older vessels present most of the pollution problems and perhaps renewing these vessels is quite an important point.

Collisions unfortunately happen too often and I can say as a mariner, that nobody from the marine sector goes to work any day actually intending to collide or run aground. But in Europe a lot of people have the perception that if a ship collides with another ship, it is the captain's error, but when an aircraft crash happens, the

captain is a hero. That is a problem. The professional people work extremely hard and we have to respect their professional abilities and try to understand why accidents happen and try to deal with them but not treat the crew as criminals. Collisions, groundings occur through mechanical and human failures. Ships, like anything else, have them and we have to deal with this. Risk reduction is important as is enforcement particularly Port State Control. This is one of the things we can do when we have ship coming to our harbours we can make sure that they are fit for purpose, fit for sea, safe, and that they don't provide a pollution risk and moreover that they are a safe place for the crews who work on them. Now, it's possible, if it's a European shipping company, and generally that's the case. But we have ships coming from other countries trading within the European zone and sometimes the standards are not that high as in Europe. We should be working with these countries to bring standards up. We should have zero tolerance to traffic lanes infringements. The straits are extremely busy. We do have traffic lanes on separation schemes set up and we shouldn't tolerate people breaking rules.

The international regulations for "prevention of collisions" at sea are a bible for any seafarer and we should expect them to maintain an extremely high standard. We also need to educate the non-professional mariners, the leisure marine people. In the

UK for example, anyone can buy a boat and claim that he is a yachtsman like it is the case in many parts of Europe. An education by the Royal Yachting Association is very good but encouraging an education from an early stage is quite important, because a small yacht is a crisis if it is at the wrong place at the wrong time but most yachtsmen don't necessarily understand that.

Vessels do have power failure or engineering failure, steering failure, any form of failure, somehow we've got to deal with that. But what we can do with a vessel which has failures? Can we anchor it? Whatever we do the important issue is how we manage the situation, how we control communications and ensure that we have system in place. When there is an incident, the key thing is how we respond, how quickly we can respond, how we think that we can respond. If I take the example of the BP oil rig problem in the gulf, they really don't know how much damage that pollution has cost yet, and it is going to be a long time before they know the extent of it. In reality it appears that their initial response was quite poor. If a vessel is breaking up you have to do something with it and you have got to manage the incident to prevent eventually a secondary incident. If you allow a secondary incident to occur you will have a deteriorating situation.

It was mentioned about our emergency towing vessels that there is not one but 3



around the UK. I still can't believe that we have these coastguard vessels; it is not in the UK culture. In the past, we generally used commercial towing, and the industry response to ETV decommissioning is not favourable. But, I see the emergency towing vessels are felt by the government to simply be a cost and they expect to save about 40 million euros over several years. To me it is like house insurance. My house hasn't burnt down yet but that doesn't mean I would stop paying house insurance. So there are some issues here that the industry in the UK is looking at. The government has made the announcement that from the first of September, they will disappear. From an industry point of view, we are looking at saying how can we fund these in other ways, a levy on the offshore wind turbine farms to support towing vessels (insertion photo). The industry doesn't agree with this, we may be looking at some commercial way around it because we would like to see some form of towing vessels service available in the UK. It could be a very different model from the government funding but we will need an insurance policy. That commercial option is being examined at the moment. In fact, we are building Offshore Wind Farms at a phenomenal rate between now and 2020 to meet European targets for renewable energy production. In September last year we opened what is the world largest wind turbine farm which is an area of 100 turbines 3 MW within each, in 4 years that

The perception of maritime risk in the United Kingdom

Iain SHEPHERD,
Président de Marine South East Ltd

will be the 7th largest wind turbine farm off the UK.

The Channel is a very busy and dense shipping area with about 3 ships every minute of 300 tons passing through and we are going to build liquefaction plant, terminals offshore, wind farms, ... So we are generating energy and it is all happening at sea. So, the sea is the key to our survival. We have to protect that and understand the risks in order to make sensible controls. It is not just about pollution it's about damage to infrastructure and the key thing in a wind turbine farm unit of 200 turbines is that the energy produced has to be transferred to shore. The sub-station is the weakest point because when a vessel collides with that you lose the capacity of that farm for a significant period of time.

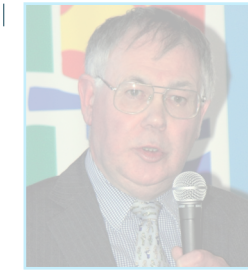
Understanding this is a key to know how we manage our seas going forwards. Another important activity is mining and mineral extraction. Most of the rare earth minerals are in China which controls the price. Some important operations take place in La Réunion or in South Africa. But, regarding the Channel, UK and France already extract aggregates as well, but they will be extracting in deeper and deeper water so there will be installations.

Basically the whole sea industry is becoming more complex and spatial management is going to be a key in the future. So the risk is not just about pollution, tankers colliding... We need to look at this concen-

tration of activities, particularly in harbours, because it can cause problems. The ocean is a new business park, a new industrial estate. We are going to make more use of it as we move through the 21st century as we never done before and therefore it's something that we have to manage.



→ The tug Anglian Monarch, co-chartered by the French and British governments.



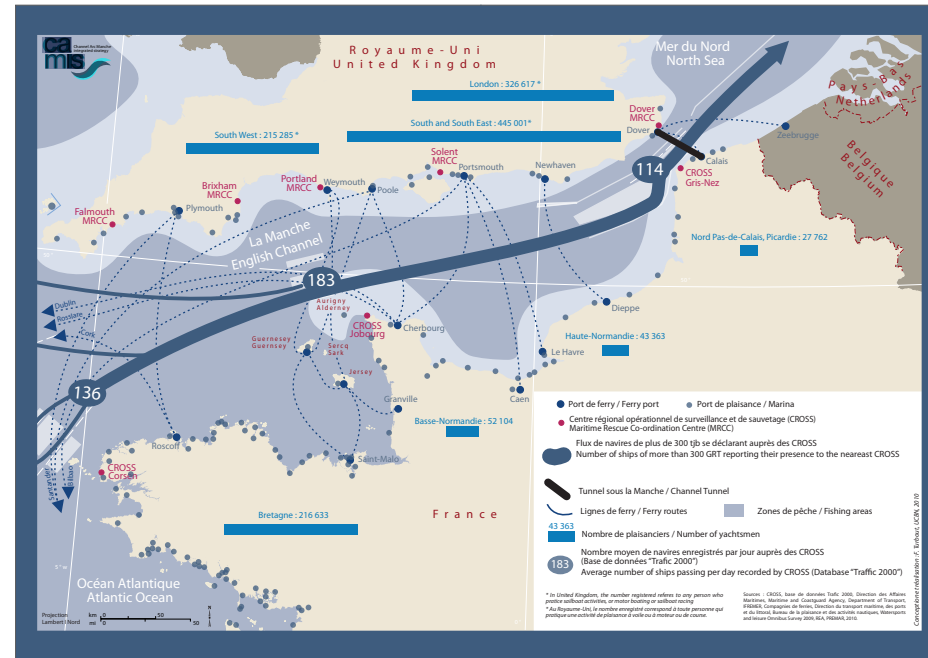
The English Channel: an area of maritime risk

Shipping and pollution incidents in the English Channel since the 1960s



Sophie BAHE, Project manager
on Preparedness and Crisis Management, Vigipol

Elements of framework



→ Activities and uses of the sea in the English Channel.

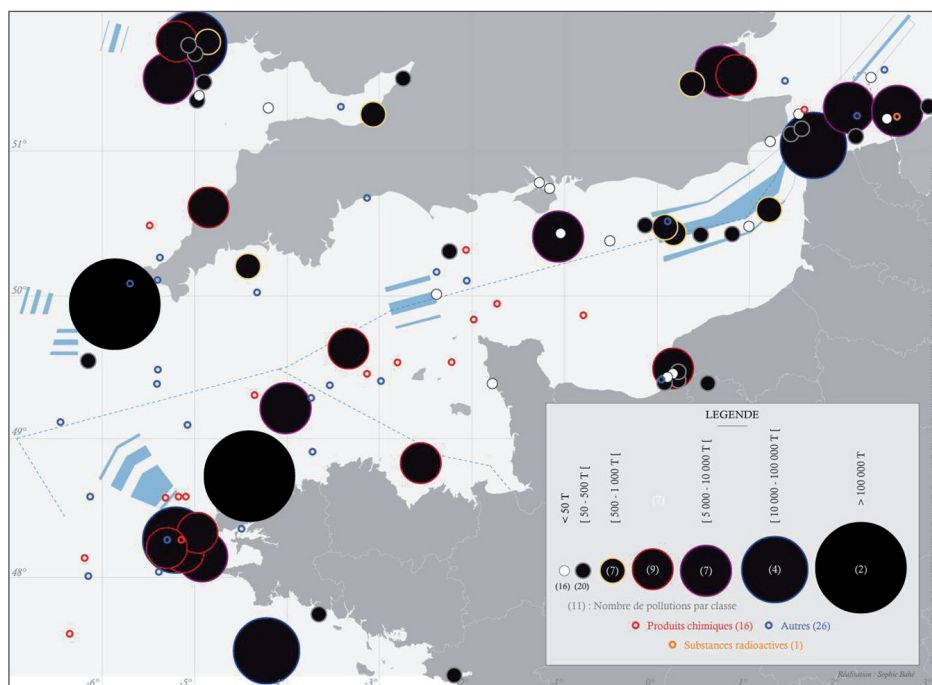
I am currently a member of the “maritime safety” working group of the CAMIS project, and I was previously involved with the EMDI project⁵. Thus, we have been working for almost seven years on questions relating to the risks of marine pollution in the Channel, in the context of Franco-British co-operation. The various documents presented today were initiated in the context of the EMDI project, and have been largely enriched since then. This is a study that we constantly work to take further. It is conducted in partnership with Frédérique Turbout from the University of Caen, who looks after the “maritime traffic analysis” part. I shall present to you a document summarising her work. Thereafter, we shall cover in greater detail major accidents and incidents that have occurred in the Channel since the 1960s, in order to seek what risks are linked to maritime traffic and the potential consequences.

The Channel area represents an area with a high density of longitudinal traffic (from the Atlantic to the main North Sea ports) and transverse traffic (passengers and goods) between the French and British coasts. To this must be added the large numbers of fishing fleets and pleasure craft. Those areas of flows are added to by areas of exploitation of marine aggregates that are planned or in operation, areas containing sea wind

5/ i.e. Espace Manche Development Initiative project.

The English Channel: an area of maritime risk

Shipping and pollution incidents in the English Channel since the 1960s



→ The scale of accidental oil spills which occurred in and around the English Channel (1960-2009).

farms, etc. Our coasts are particularly affected by new sea wind farm sites, which will lead to increase the competition between uses in areas that are already heavily used.

108 pollution incidents have been identified in the Channel and its surrounding areas since the 1960s. Their density is particularly high near traffic separation areas and main ports. Those 108 pollution

incidents include:

- 65 pollution incidents due to hydrocarbons;
- 16 spillages of chemical products;
- 1 spillage of radioactive substances;
- 26 other types of pollution incident (wood, fruit and vegetables, manufactured goods, etc.)

If we list hydrocarbon pollution incidents

by size, we immediately note the two large oil spills: the Torrey Canyon, which ran aground off the tip of Cornwall in 1967, and the Amoco Cadiz, which ran aground off the north-west coast of Bretagne in 1978. As regards hydrocarbon pollution, no area of the Channel has been truly spared. Whether to the east or to the west, the number of pollution incidents is roughly equal, but they vary in size. The western sector has been more largely affected by large-scale pollution incidents. In addition, it must be pointed out that several small-scale pollution incidents in the Channel did not reach the coasts. Of course, pollution that reached the coastline was highly damaging, but given the number of pollutant spillages, the situation could have been far worse.

If we analyse those pollution incidents, we note that causes are distributed by area. The Dover Strait is largely affected by collisions. Off the tip of Bretagne, cargo-shifting incidents are in the majority. Off Cornwall, most pollution incidents are due to groundings. There is a shipwreck area off the Casquet Rocks. Finally, at the entrance to the Bay of Biscay, the main cause is damage.

However, over and above those pollution incidents, some shipwrecks occur without the cargo spilling into the sea. Since a large number of those wrecks are not re-floated, they continue to constitute pollution risks. To those 88 pollution-free shipwrecks, it is important to add 153 major incidents

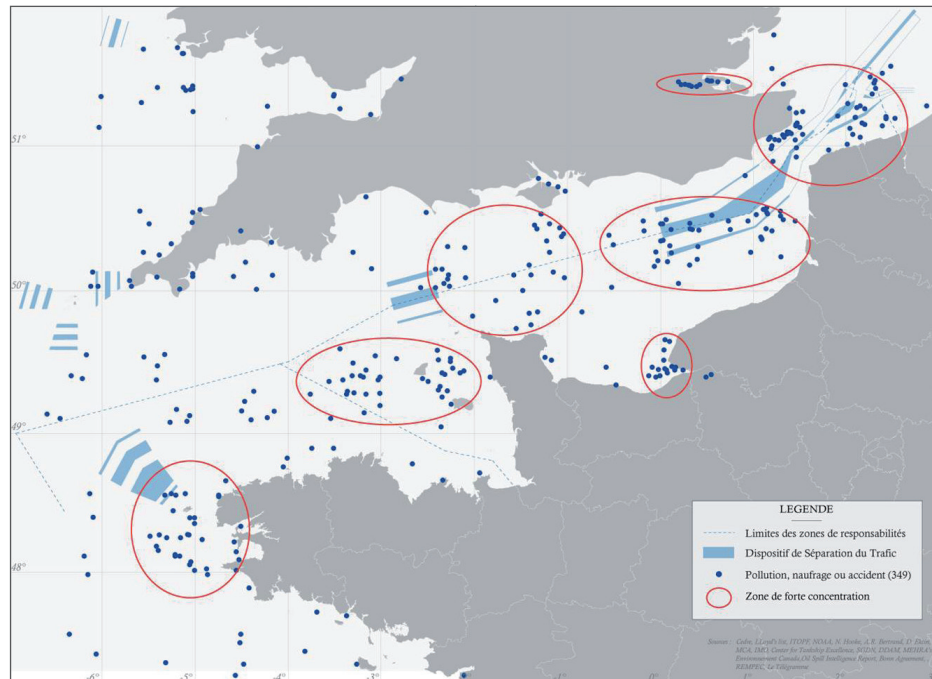
that did not give rise to spillages into the sea, but which could have caused a large amount of damage. In total, therefore, there are 349 serious sea events (pollution incidents, shipwrecks, and pollution-free accidents) that have been identified in the Channel over the last fifty years, i.e. an average of seven sea events and over two pollution incidents per year.

Certain areas give rise to more accidents than others. Bretagne and the area to the west of the Channel Islands are perfect examples of this, but are not the only ones. One could speak of a third area, the Casquets, to the east of the traffic separation scheme; a fourth area at the entrance to the port of Le Havre, and a fifth around the Dover Strait traffic separation scheme. Those accident prone areas are spread along the entire maritime façade. Thus, although Bretagne has been more affected by pollution, other French and British regions are also threatened by that risk.

To explain the density of accidents observed in those areas, one could refer to weather and sea conditions across the area, conditions that bring together high frequencies of strong winds and high seas as well as several days of fog each year. The most dangerous areas in terms of navigation are those with a high concentration of pollution. However, that explanation is insufficient: weather and sea conditions must be combined with traffic density and the multiplicity of uses.

The English Channel: an area of maritime risk

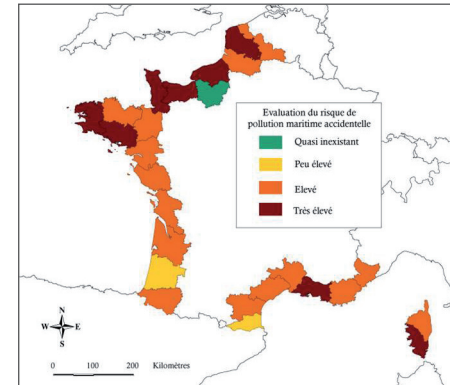
Shipping and pollution incidents in the English Channel since the 1960s



→ **Pollutions, shipwrecks and accidents which occurred in and around the English Channel (1960-2009).**

To the analysis of those hazards, it is important to add the ecological, economic, physical, and demographic vulnerability of a territory to a pollution incident. That vulnerability has been combined with the risk of an accident of those coasts. From this, it emerges that the departments that lie along the Channel coast are the most exposed to the risk of marine pollution. We must note that for now, the

work has been done only on the French side. It is therefore important to henceforth analyse of British coastlines. When we refer to a marine pollution incident, we think immediately of a large oil spill as caused by the Amoco Cadiz and Erika. However, let us take some examples of recent pollution incidents in Bretagne:



→ **Assessment of the risk of accidental marine pollution.**

- pollution caused by the Prestige in the spring of 2003: following its sinking off the coast of Galicia in November 2002, the oil tanker caused an oil spill of very large size in Spain and South-Western France. Part of the pollution also found its way to Northern Europe. In Bretagne, the size of the pollution did not require the POLMAR Terre⁶ plan to be triggered. However, it mobilised the staff of communes that were affected for weeks;
- another case is the pollution from the MSC Napoli in January 2007. The container carrier was damaged off the coast of Bretagne before being taken

6/ i.e. Plan Pollution Maritime - French Marine Pollution Plan. The POLMAR Plan is composed of a maritime part (POLMAR Mer) and a land part (POLMAR Terre).

The English Channel: an area of maritime risk

Shipping and pollution incidents in the English Channel since the 1960s



→ Location of the accidental maritime pollutions which occurred in and around the English Channel (1960-2009).

under tow, and was wrecked on the Devon coast, an incident that required a year and a half of clean-up work. When it was damaged off the coast of Bretagne, the MSC Napoli lost two containers of cake packets, as well as a little oil. The mix of those two products reached our shores, affecting about twenty communes. Yet again, outside the coverage of the POLMAR Terre plan, mayors had to manage that medium-sized pollution incident. They then became aware that they lacked a tool to deal with that type of situation. That was the start of the spread of sub-POLMAR arrangements came to be accepted, and even desired, by Breton elected officials;

- the Honduras Stars in December 2007, again to the east of Finistère and west of the Côtes-d'Armor, lost seven containers of pineapples, which led to thousands of fruit arriving on shore. Within a few hours, beaches were crowded with people who had come to gather up the pineapples. However, there remained the problem of the refrigerated containers, of which some could not be reached from land; a solution had to be found to evacuate them. A pollution incident that appeared to be "inoffensive" and even pleasant for the general public ended up by causing serious management problems for several communes;
- in February 2008, the Horncliff lost 90 containers (including 60 refrigerated containers) in a large storm off the tip

The English Channel: an area of maritime risk

Shipping and pollution incidents in the English Channel since the 1960s



of Bretagne, 60 km from Brest. Some of those containers reached shore. At sea, they constituted a significant hazard to navigation, with a risk of additional accident. Significant container losses are becoming increasingly frequent. The arrival en masse of containers on shore is thus a highly probable scenario that land-based authorities (communes and prefectures on the French side, county councils on the British side) will have to prepare to deal with;

→ finally, in November 2008, two drifting pipes arrived on shore. They were 43 m long and 90 cm in diameter, and weighed over 20 tonnes each. Although there was no large oil spill, there was nonetheless the need to manage and remove those pipes. They could have caused drifting in a marina or in shellfish-cultivation installations.

In conclusion, we must increasingly deal with small- and medium-sized pollution incidents. In consequence:

in France, managing those pollution incidents comes under the responsibility of the mayor, not of the Prefect. Local authorities have an increasing need to prepare themselves to deal with those risks;

small-scale pollution incidents are increasing in frequency and variety, which means that there is a need to adapt the resources used to manage them;

finally, faced with the varied nature of that risk, it is important to hold exchanges on our experiences between local authorities,

particularly as regards preparation, relating to small-scale pollution incidents, in order to react as swiftly as possible.



→ Pineapples cargo washed up on the shore in the French department of «Côtes d'Armor» (Brittany) following the loss of containers at sea.

© Vigipol

The English Channel: an area of maritime risk

The specificities of the Dover Strait

Wulfran DESPICHT, Vice-President of the Nord-Pas-de-Calais Regional Council, responsible for maritime affairs

Major findings are applicable and concentrated on the strait. Those problem areas cover:

- density, since it is the busiest strait in the world, with 800 vessels a day in a sea area of 30 km,
- the variety of traffic and fleets, with large vessels, pleasure craft, fishing vessels, all going from east to west and from north to south, as well as older and newer vessels.

However, care should be taken not to focus solely on age and on the fight against coffin chips by thinking that the problem will be solved just by having newer vessels. As it happens, the last major accident involved the wrecking of the Tricolor in 2004, a vessel that in no way had all the characteristics of a coffin ship.

Accordingly, there is a wide variety of vessels and cargos, concentrated on a sea area of 30 km, giving rise to a concentration of potential risk and pollution.

It is essential to address the specificities of the Dover Strait, and the demonstration is essentially the same for straits around the world. It is not a matter of implementing systems that are specific to the Dover Strait, but of integrating those specific provisions into existing systems. The specificity of the Dover Strait lies in:

- traffic density and variety
- the “double cross-border” dimension of the strait between France and Great

Britain as well as with Belgium, which – although it is not positioned directly on the strait – is a significant user of the waterway (a large part of east-west traffic passes through Benelux ports). In response to that cross-border problem, questions of pooling and co-ordinating resources are essential, given that marine pollution incidents pay no heed to national borders

- It is important to remember, in the European sea-basin naming strategy, the extremities and in particular the straits, whether in the Channel Arc strategy or the North Sea strategy.

The best way of fighting pollution is to avoid it. The problem arising from the high-seas tug shared between France and Great Britain is fundamental. The end of that co-operation is regrettable, for a response to all those specificities and challenges had been found in part, by pooling the charter of an intervention tool. The choices made by Great Britain have led the British to plan the withdrawal of financing for the tug and for land-based safety systems (equivalent to our CROSS (Centre Régional Opérationnel de Surveillance et de Sauvetage - French Regional Operations Centre for Monitoring and Rescue). Even if the posts are on the territory of Great Britain, the problems concern the Channel as a whole. My meeting with the secretary general for maritime affairs, to study France’s position on the subject, was not very fruitful, and the European

position remains undefined. However, the deadline is six months away (with the tug being withdrawn in September), and no response has yet been forthcoming. The Anglian Monarch carries out on average 25 interventions each year. This means that there are seven sea incidents that will not be covered in the last quarter of 2011. Perhaps those seven incidents will be of relative importance, but it may also happen that they turn into major incidents. A certain number of diplomatic, political, and economic interventions now need to take place, so that on 1 September 2011, the Channel basin continues to come under surveillance by a high-seas tug. All prevention systems can be put in place, but there will always be weaknesses arising from the lack of a tug.



→ The ro-ro ship Tricolor.



→ Helicopter overflight of the Tricolor wreck.

© Marine nationale

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The respective roles of the national government and of local authorities

The role of the national government in France and in the United Kingdom

Laurent COURCOL, Director of the Interregional Government Office for the Eastern Channel and the North Sea

The DIRM⁷ were set up on 24 March 2009 with the appointment of their directors. Their role is above all one of preventing accidents and marine pollution. The Channel and North Sea DIRM includes five "vessel safety" centres with about forty inspectors who apply the MARPOL⁸ Convention to prevent pollution incidents. MARPOL is an IMO⁹ Convention that sets out anti-pollution systems and procedures on board ship. Surveillance applies to French vessels as well as to foreign vessels that call at French ports under the provisions of the Paris Memorandum. The second strand of preventive action is carried out by two extremely important DIRM bodies, CROSS Gris Nez and CROSS Jobourg, which supervise traffic separation schemes based on the Casquet Rocks and on the Nord-Pas-de-Calais. That surveillance is important, because it enables the maritime prefect to intervene in a preventive manner when abnormal situations are detected. There are several examples in which the intervention of the maritime prefecture – by lowering a team by helicopter, or by using a tug – led to major accidents being avoided. A point concerning tugs: there are currently contacts between the French and British governments at the highest level to try and induce the British government to

go back on its position. In the event of a pollution incident, damage costs run into billions or even tens of billions of dollars, whereas the cost of tugs across the whole Channel area represents an expenditure of about 20 millions euros for France. DIRM also has a role in preparing for the fight. It intervenes in the service of département prefects, who lead the fight on land, and of the maritime prefect, who leads the fight at sea.

Finally, the land / sea interface was put in place as a result of certain pollution incidents, in particular that involving the Prestige. The principle of the fight along the coastal fringe, in the case of oil slicks of sufficient size, is to collect the waste directly at sea thanks to special devices that resemble trawl nets, by chartering fishing boats. This gives better results, since 80% of what is collected is pollutant product, with 20% made up of water, algæ, etc. DIRM's role will be to draw up chartering contracts with fishing vessels, so that we can quickly bring into action private collection resources. This means that training exercises need to be put in place.

7/ i.e. Direction Inter-Régionale à la Mer (French Interregional Government Office for the Sea).

8/ i.e. Marine Pollution Convention.

9/ i.e. International Maritime Organization.



© Marine nationale

→ Aerial view of the «CROSS Jobourg».



© Marine nationale

→ The assistance and rescue tug Abeille Liberté and its cannons into action.



© Marine nationale

→ A marine pollution response exercise held in front of the headland of Dinan (Brittany, France).

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**Jérémy DRISCH, Sub-Lieutenant (French Navy),
Maritime Prefecture for the Channel and the North Sea**

We are accustomed to saying that after each large-scale catastrophe, the international community reacts and signs an international convention to improve sea-traffic safety. In 1969, following the Torrey Canyon disaster, we signed a convention on States' right to intervene on the high seas. That feedback based on experience is a result of the same dynamic as the organisation and framework of crisis management.

The maritime prefect represents, and is responsible for, action taken by the State at sea; the prefect comes under the prime minister and government. The prefect applies at sea the maritime policy defined by the general secretariat for maritime affairs. She / he also works at moderating and co-ordinating all the administrations that act at sea: maritime affairs, the Navy, the SNSM¹⁰, Customs, the gendarmerie, and civil safety. The maritime prefect is a civil authority, since she / he comes under the government, whilst at the same time being the commanding officer for a maritime area. She / he is a naval officer (with the rank of admiral). The maritime prefect is tasked with executing laws and regulations across the maritime area with general administrative police powers, in particular through prefectural orders, as well as the formal notice, one of her / his main wea-

pons, in order to avoid the occurrence of a catastrophe. The prefect has the power to ask a captain to put an end to the danger presented by a damaged vessel off our coasts. In France, the spearhead of that formal notice are tugs used for intervention, assistance and towing. The prefect's second power concerns the co-ordination of administrations, planning resources as well as directives. She / he is surrounded by an inter-ministerial team, she / he moderates and co-ordinates the States actions at sea whilst allowing administrations to intervene in their respective domains. Nonetheless, she / he co-ordinates that action when it exceeds the competence of each administration.

Since April 2010, POLMAR sea plans, plans to rescue shipwrecked persons, and NUCMAR¹¹ sea plans have disappeared, having been replaced by a single body, the ORSEC¹², in order to determine thematic planning and have an overall approach to crisis management. This is a case of a unique, adjustable, integrator framework that organises the response across the Channel / North Sea area to any event that may arise, regardless of type and intensity, and to provide overall management for a sea incident. For that purpose, we have a global framework with operational centres

that are each responsible for a part of the problem, led by the maritime prefect and her / his general staff.

The system works with units on site, intervention management, teams, and – depending on the extent of the crisis – the maritime prefect may decide to set up a crisis-management team that deals with all phases of the crisis. We are in a position of permanent vigilance, with an “increase in power” system based on a seriousness of events.

The ORSEC system takes account of five problem areas on the Channel / North Sea façade:

- rescuing shipwrecked persons
- fighting sea pollution
- fighting against radioactive leaks
- assisting vessels in difficulty
- traffic disruption.

Finally, using the ORSEC system, a communication circuit has been defined with the land, since the maritime prefect works in close collaboration with land-based authorities. We are currently working on the land / sea interface with département prefectures and with all département services. As regards international cooperation in the Channel / North Sea, we are working closely with the British in the context of the Channel plan. In other words, we are able to call on them when a crisis rises above a certain level. Within the context of the Bonn Agreement, we can also call upon all



our Belgian, Irish, Dutch, etc., neighbours. We are also working with the European Maritime Safety Agency, which pre-characters a large number of vessels along European coasts, for example in order to lighten the load of a vessel before it sinks.

10/ i.e. Société Nationale de Sauvetage en Mer - French National Sea-Rescue Association.

11/ i.e. Plan Nucléaire Maritime - French Marine Nuclear Plan.

12/ i.e. Organisation de la Réponse de Sécurité Civile - French Civil Safety Response Organization.

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**Jean-Yves BREHMER, Project Manager and Expert “POLMAR Terre”,
Interregional Government Office for the Eastern Channel and the North Sea**

There are two systems in existence: sea-based and land-based. We have addressed the sea-based system, and shall now turn to the land-based system set up by the prefect of each département, as well as making available State resources under the aegis of the prefect of the defence area.

Since 2004, when the law on civil safety was modernised, the POLMAR land plan is no longer a specialised one. Nowadays, it is an ORSEC plan, even on land. It adapts itself to the common trunk of all ORSEC plans, and has taken on specificity for the POLMAR land plan.

The French Directorate for Maritime Affairs has the role of acquiring pollution-fighting material that is held by the POLMAR Terre inter-département storage centres. Those storage centres are at Dunkirk and Le Havre for the coastline that concerns us today, with a total of eight in mainland France. DIRM's primary mission is to maintain that material. If prefects trigger a crisis alert, the material will be sent from the storage centres, in line with protection plans covering sites designated as sensitive and protectable. However, just because a site is sensitive that does not make it protectable. Placing anti-pollution material at unprotectable sites is a very expensive option. An anti-pollution barrage brought into use can cost between 800 and 1 000 euros per linear metre.

The mayor's duty is to put an end to

pollution of all types. She / he is director of operations to fight pollution at commune level. When several coastal communes are affected, or if a single commune is affected but lacks the capacity to manage the problem, the prefect takes over management. She / he can bring State resources into play without triggering the ORSEC plan, but those resources are made available subject to payment. The advantage of pre-established conventions on making anti-pollution resources available to communes is that all useful and necessary means to manage the pollution incident are available immediately and ahead of the crisis. For example, the POLMAR storage centre at Le Havre has in place two conventions with the main seaports of Rouen and Le Havre – indeed, those conventions have already been applied on several occasions. The third level is intended for pollution incidents of exceptional size, for example the one involving the Erika. In such a case, the prefect implements the département ORSEC plan. If several départements are affected, the ORSEC zone plan, which is financed by POLMAR intervention funds, is triggered.

DIRM maintains the material. For Dunkerque and Le Havre, this represents 6 km of barrage per centre. The material-maintenance strategy is based on geographic distribution. In other words, the centre at Le Havre is responsible for sending material to the regions of Basse- and Haute-Normandie, whilst the centre at Dunkerque

covers the regions of Nord-Pas-de-Calais and Picardie. This does not mean that in the event of an incident of greater size, material from another centre would not be sent to the affected area. Storage centres have materials for dealing with confinement, for pumping, and for storage. They are initially brought into use by fire fighters, in the context of the ORSEC plan.

DIRM provides commune agents with training that covers techniques for fighting and collecting pollution. In the case of the Erika, every kilogramme of pollution collected brought with it 20 kg of waste (coefficient of expansion), which leads to high clean-up costs. In eight years, with the help of département correspondents, storage centres have implemented material and played a part in training about 1 000 people along the coastline that we are discussing today: commune agents, fire fighters, associations that are targeted and integrated into ORSEC plans, coastal-protection agents, etc. Those persons receive training on an annual basis.



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Annie MOBUCHON,
First Deputy to the Mayor of Paimpol

I would like to speak to you about the role of mayors in managing a marine pollution incident, since I am first deputy to the Mayor of Paimpol, a commune in the north of Bretagne. Sea traffic is experiencing annual growth, and that growth together with the volume indicates the possibility of new catastrophe scenarios. The risks caused by a maritime accident are no longer just a matter of pollution, with its environmental and economic consequences, but also a matter of imperilling populations with the risk of toxic spillages, fire, explosions, etc. When an accident occurs, mayors have to deal with managing a crisis for which they are not well prepared. Now, they are essential players in matters of civil safety, by reason of their closeness to the local population and of their responsibility as defined in article 2212-2 of the General Local Authority Code: "it is for the mayor to prevent and terminate pollution incidents of all types by means of appropriate precautions, and to urgently take all measures relating to assistance and help."

For mayors, the difficulty lies in applying that article. When a pollution incident occurs, all measures must be taken on an urgent basis, regardless of the type and extent of pollution. Local responsible persons have three levels of intervention:

- preparing to manage the crisis
- the role of the mayor in managing the crisis
- the role of the mayor as the situation returns to normal.

For preparation, article 1 of the Civil Safety Modernisation Act of 13 August 2004 states: "The aim of civil safety is to prevent risks of all types, inform and alert the population, as well as the protection of persons, assets, and the environment against accidents, disasters, and catastrophe, by preparing and implementing appropriate measures and resources that come under the purview of the State, of local authorities, and other public or private persons."

We may then ask ourselves what tools mayors have to prepare for pollution incidents. The Civil Safety Modernisation Act has established the PCS¹³ in order to prepare the response of communes to natural and technological risks, thus enabling them to deal with those risks. However, they are not compulsory in all areas. A compliance requirement exists only in respect of communes that are subject to a major risk and that have a PPRN¹⁴ or a PPRI¹⁵. In Bretagne, few communes have put those plans in place, even though they are regularly faced with pollution. Although no compulsion exists, it is strongly recommended that communes should set up one. Some local authorities along the northern coastal strip of Bretagne have

13/ i.e. Plan Communal de Sauvegarde - French Local Protection Plan.

14/ i.e. Plan de Prévention des Risques Naturels - French Natural-Risk Prevention Plan.

15/ i.e. Plan de Prévention des Risques Industriels - French Industrial-Risk Prevention Plan.

been able to combine their PCSs with a part given over to fighting marine pollution, thanks to sub-POLMAR approaches taken in particular by Vigipol. The PCS does not modify the legal basis of the share-out of competences between the mayor and prefect, but it forms the local link in the organisation of civil safety. The challenge is for the PCS to institute rescue planning at communal or inter-communal levels. Links between communal authorities enables a pooling of human and material resources, and often seems to be the most appropriate solution. Pollution rarely affects a single commune. The plan brings together all documents that come under the competence of communal or inter-communal authorities, contributing to preventive information and to protecting the population. The PCS must be tailored to the resources of the commune, but there are great disparities between local authorities. Reality is very different between large towns and cities, which have significant resources, and small villages with few human and material resources, which is what lies behind the significance of inter-communal links for those small communes. The PCS must give prominence to the organisation that provides protection and support to the population, and states: "Internal measures must be taken by the commune so that it is able, at any time, to alert and inform the population, and to receive an alert from the competent authorities".

When a civil-safety reserve has been set up, it can be integrated into the PCS, as



is the case at Paimpol. Those reserves – which bring together volunteers drawn from local people or from adjoining communes and able to make themselves swiftly to the mayor – can form a reinforcement for communal and community personnel, as is advocated by the 2004 Civil-Safety Modernisation Act. Training communal technical agents to deal with various types of risk is almost never a priority for local authorities that already have a number of responsibilities and not always with the resources to train those members of staff. The PCS can be added to by creating a post of communal commanding officer appointed by the mayor in case of need. The plan applies across the entire territory of the commune, and comes under the authority of the mayor, who retains legal responsibility for the action taken by the commune. Therefore, the plan is an essential tool for preparation, but it is not the only one. There are also simulation exercises, which are termed crisis exercises in the sub-POLMAR context. Those exercises do not involve a deployment of material, and aim to test the spread of the alert along the chain of command, the responsiveness of various players in the decision-making process, the spread of information between players, the management of waste, and external communication. The mayor's duty is to prepare as well as possible to deal positively with any pollution that may reach the coastline of the commune. The damage suffered by the container carrier MSC Napoli,

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which was the cause of a medium-sized pollution incident affecting the Tregor coast in January 2007, led to raise awareness within local authorities. It served a revelatory purpose. Mayors became aware of the need to prepare at communal and inter-communal levels, whilst the prefectures of Finistère and Côtes-d'Armor realised the importance of encouraging communes to prepare.

Not all communes have a round-the-clock stand-by service, but where one exists, the mayor is very soon alerted. She / he can then immediately take steps: signing orders to close beaches and to protect polluted sites. Thereafter, there is a need to assess the nature and extent of the pollution, an exercise that is sometimes very difficult at the onset of such accidents. The assessment made by the prefecture will affect the various missions undertaken by the mayor. However, regardless of the pollution, the mayor endeavours to protect the population, seaside strollers, and communal agents. If the Prefecture so decides, the services of the State intervene when the consequences lie beyond the capacity of the communes. Once the command post has been set up, the mayor must take a number of parameters into consideration:

- tides
- weather conditions
- the media, which must be managed through press releases, since they can lessen the extent of the catastrophe, or panic the population dramatising matters to extremes.

Safeguarding the population is the primary concern, but safeguarding the environment is also of capital importance. For example, the survival of companies that exploit marine resources depends on the speed with which help is provided.

Upon a return to normal, there is a need to quantify the damage suffered and present claims for compensation. For the mayor, this is the start of procedures that vary in length and effectiveness. The management of recent crises illustrates the growing participation of vessels' representatives in paying compensation for damage – and even, in certain cases, directly bearing de-pollution costs. This role, although an informal one, is strictly dependent on the intentions of the shipping company, the owner, or the charterer concerned, when it has been possible to identify the polluter. The mayor then makes compensation requests in respect of the commune's own assets, as well as taking steps to support affected owners. When the polluter shows goodwill, the mayor enters into wide-ranging negotiations with her / him, negotiations in which Vigipol can intervene, since it is the legitimate representative of neighbouring populations. This consortium of local authorities is authorised to bring a claim for damages for and on behalf of coastline communes, in order to take legal action against those responsible for accidental or intentional pollution, and thus defend the interests of those coastal communes.



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Bryan CURTIS,
Adur and Worthing Councils



To set the scene I am the Principal Engineer for 2 Councils on the coastline of West Sussex between Brighton and Portsmouth on the south coast of England. From what I have heard today although slightly different to France I think the way that we manage and deal with marine pollution in the Channel are very similar. I have 30 years experience of managing coastal defences around the English coastlines and for the last 20 years I have added to this skill dealing and planning for marine pollution the subject of today's conference and debate.

Planning exists around the whole coastline in England for all types of marine pollution incident. The plans set out and explain what and how we should do in the event of a marine pollution incident. We have had many incidents in the past on the coast of West Sussex but none, as yet, particularly hazardous. We have had incidents involving rolls of paper, children's toys, palm oil and timber washed up on our coastline in the past. I will be dealing the worst of these so far, the timber that washed up a few years ago this afternoon.

We operate an integrated emergency management system in England, we try to anticipate problems. I think we have seen so many things here today that could be anticipated so we are already aware of the problems. The amount of oil container ships going up and down the Channel means that the level of our risk is very

high. If we can't reduce the risk but we can prepare for it which is what we all do. Preparation is essential.

We prepare emergency response plans, shared with all our partners. We exercise the plans routinely and we revise them as things change. But no plan could be absolutely foolproof and are limited by our imagination of how bad an event can possibly be. We try to understand the problem and we prepare our plans in consultation with the local councillors who are democratically elected. We have seminars where we try to keep everybody involved and informed.

Everyone from Local to National Government is involved in the emergency incident planning work that we do and we have a system of plans based upon this hierarchy. We have a National Contingency Plan managed by the Marine Coastguard Agency on behalf of the government; we have a County Council level plan at sub-national level. Then we have District or Borough plans which are rather like the plan prepared by the Mayor here in Fécamp. Of particular concern for me is the waste management plan which is part of the emergency incident plan and is fundamental to manage how we dispose of the pollution collected. This is particularly important when are dealing with hazardous materials like oil. We have seen that the cost of collecting pollution is high but the cost of removing or dealing with it is phenomenal and set to increase exponentially.



We share our plans with the ports and harbours nearby because if we have spill in the harbour, we want to help as best we can to deal with it inside the port and not let it get out onto the beaches. We also try to prevent any pollution travelling up the rivers thus affecting the ecology further in land. So as I said the Marine Coastguard Agency (MCA) will lead on all major marine pollution incidents. We rely solely on them to inspect, assess the potential problem and in the case of oil collect or disperse as much at sea and deal with

the problem before it reaches the beach. Their initial role in an incident is advising us when there has been an incident, a collision, a sinking, or something like that; and assess the problem.

To illustrate how we deal with marine pollution, I will speak about a recent pollution incident of timber. Although we knew there had been an incident when we finally get a call to say "we expect 1 500 tons of timber to end up on your beach soon" we simply didn't believe it. I'll explain more later this afternoon. With news like

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this we had to respond quickly. Once we had the initial advice we were able to keep in direct contact and remain informed on the progress of the timber and be ready to do something fast. Because the incident looked potentially quite large the County Council Plan was put into play and they led the shoreline response co-ordination. Effectively they managed the situation away from where the problem was which helped us no end. They helped us because they had a place in a remote control centre for all those involved in the incident to plan what needed to happen next whilst we dealt with the problem on the beach. Someone sent all the information/intelligence that was coming out of that centre. They dealt with the problem at a strategic higher level and left us to deal with resources and response at the tactical level on the beach.

Like here in France at a National level the MCA provide us with heavy plant to help us deal with pollution such as oil. How is it allocated will be dictated by the nature of the response, depending on where the pollution is and what the problem is along the coastline. The local authority will lead on the shoreline response. Although they are at the bottom of the line in terms of planning they are the front line when it comes to the clean-up. Although not a legal responsibility effectively what we have to do is to get whatever pollution is on the beach off it, whatever it is and however much it costs.

So how do we prepare? We break the risk

and hence plans down into Tiers or levels: Tier 1, Tier 2 and Tier 3. We are particularly interested in Tier 3 incidents, the big ones. As an aside just 2 weeks ago we had a Tier 1 incident where 2 tons of palm oil lost from a passing vessel was spreading along the beaches of West Sussex and Hampshire. Our Tier 1 response was very low tech as we simply picked it as the oil formed into little balls.

All our plans try to cover all the anticipated risks so that we can react quickly. It takes a lot of time and effort to prepare good plans because we have to consider so many things including public health, you have to look after the health safety and welfare of the workers and the public that may come to the site of an incident, finance, and the media as they can help by keeping the world informed. In a previous incident, we had so many people come to see the problem that we had to have the police involved to stop them coming into the danger zone. We used the media - the newspapers, radio and the television, to say to the people not to go near the clean up area. It's a real problem.

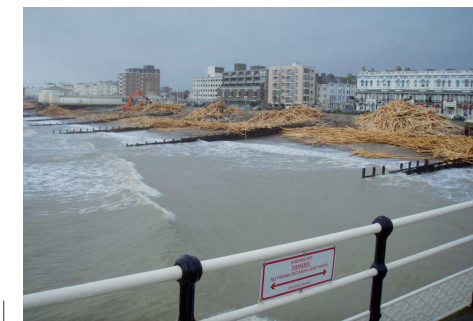
There is a lot of interdependency between the plans. In Sussex we have incorporated 4 different local district plans into 1 for all the districts. The concept is simply that a district writes a plan and the others adopt it and add the appendices with names and contacts specific to their area. All the plans are exactly the same but the appendices

are different because there are different names of different people involved in different local authorities. Now we have one all encompassing plan. This process is quite unique and involves a considerable amount of trust and partnership working for those involved.

Our plans deal with the general management of an incident, like here in France we don't have the staff in place to respond unless the clean up would take less than a few days then refuse collection, Parks Maintenance staff etc could be called away from other duties for a short time. We are very limited on the number of staff that we can call in but we can call in contractors to assist us. It all depends on the kind of problem and how long it will take to deal with. The essence of how we deal with it is to involve people in the offices at different level of management so that we have the skills in place to manage the incident not necessarily deal with it. The idea is to have them available to call to help us when an event happens. We have a mutual arrangement between all the Councils in the area. If the problem washes onto one beach, those officers can go and help the others in dealing with the problem. So far the emergency incidents have been quite short and we have been able to manage them. However for a major incident all our resources would be stretched. In a major long term incident it would be difficult to keep things moving and let people have some rest as work would most likely run

24 hours a day for some time. We practice as much as possible but that's a thing we really do need to improve. We review the plans as a matter of routine; we try to do this as often as we possibly can. In the light of the latest emergency towing vehicle situation we will need to review our plan again as the risk is considerably higher. We keep everybody informed of what we're doing, how we're doing, we have workshops within the Councils. We also develop GIS¹⁶ tools. We have a system where you can have access to map and data fields relative to beaches, telling you what's there, what the restrictions are to getting there and what the access looks like. In fact, we have 80 kilometres of frontage across 8 districts and this GIS tool will help us be better prepared. In summary I think there is a lot of synergy on both sides of the Channel and I thank you for the invitation and opportunity to have shared this with you today.

16/ i.e. Geographic Information System.



Morning's conclusions

Alain LE VERN, President of the Haute-Normandie Region and President of the Channel Arc Manche Assembly



Today is part of a series of meetings that we have already held, and in the course of which we dealt with questions of climate, small coastal towns, and questions relating to conflicts of use. All of those problems are gathered into the Channel Arc Atlas, which has been compiled thanks to the EMDI project, which has now been extended by the CAMIS project. I should like to say that thanks to the joint work done, this area is recognised at political level by Europe, and is taken into consideration in various maritime strategies. That constitutes genuine progress.

In matters of maritime safety as in other subjects, in order to be effective and respected at international level, it is necessary to harmonise and unify our various pieces of legislation, which have all developed in large measure over the last few years. This can only be based on an overall European approach. Each one has a share of responsibility, but we must make a concerted effort.

During the second part of this colloquium, several members will speak to us of their experiences. Must we try to come up with structures other than Vigipol? We can always speculate, but I think that we must rather give priority to a network approach. For example, when we in France transferred a certain number of ports to local authorities, we organised ourselves in association with Channel local ports. By pooling our resources, we save public

money and we free up fresh room for manoeuvre in order to do other things.

The idea is to constitute a network with the primary role of gathering and passing on information, as well as attracting the attention of all elected representatives, the general population, scientists, etc., and that would also be able to work on other pollution incidents, in particular pollution incidents that occur on a daily basis.

An overall awareness is needed to give us the resources to act in a co-ordinated fashion in our sector, so that we are not left lacking when an event occurs. Political life consists of fulfilling responsibilities trying to provide answers. It is my hope that this work may lead to a joint declaration.



OPENING SPEECH

Bruno THENAIL,
CAMIS Project Co-ordinator,
Haute-Normandie Region

CAMIS is funded by the Franco-British INTERREG programme. Its aim is to develop an integrated maritime strategy for the Channel area, with a particular strand covering the prevention and management of marine pollution.

In the first part of this colloquium, we were given an exhaustive look at maritime risks and the competences of stakeholders, States, and local authorities.

The aim was to have a common level of information on those risks and competences, with input from the world of politics. This second part of the colloquium will be divided into two parts:

Stakeholders who have experienced maritime events will give us an explanation of the manner in which those events occurred and the usefulness of the preparation that they received; They will also speak to us of the resources that they had available

the presentation of tools and approaches that enable people to prepare better for this type of event. We shall also address the initiatives that can be adopted to improve the preparation of local authorities, or to take action aimed at improved prevention.

Round table 1

When pollution reaches the coast...

Local experiences and lessons for the future

This will address various strands of experience-based feedback from stakeholders who have experienced marine pollution, their reactions, the way in which they prepared, and the consequences that they drew from the experience.

Situations are similar on both sides of the Channel. A few decades ago, disorganisation reigned in respect of managing marine pollution incidents; matters only became organised over time and with the occurrence of incidents, whether major or not.



© Marine nationale / Ghislain Mirat

Round table 1

When pollution reaches the coast...

Local experiences and lessons for the future

Stephen O'ROURKE,
Devon County Council

Let's talk initially about an instance which I'm sure you are mostly familiar about and have already been mentioned today: the Napoli. It happened on 18th January 2007: the container ship developed cracks as it was sailing in the English Channel facing a storm of 40 foots and 90 mph wind. As a result of that, it started to get into great difficulties. They had to abandon the vessel. 25 of the crew members were actually taken off by helicopter, rescued and the vessel, the Napoli, was actually put under tow by French people. The Napoli itself was a 63,000 ton cargo ship. When it was built in 1992, it was the biggest mixed cargo ship of its time but now it's dwarfed by many vessels.

It was owned by a private company and registered in Antwerp. It was on route from Cape Town to Lisbon before it got into difficulties. There were 2,319 containers on the vessel. There was also 3,500 tons of heavy fuel oil.

The decision was made due to the heavy sea conditions and the wind, that it would be safer to actually take the vessel towards England and then take it off to Southampton. It would have been safer than let it break up in the sea. So the decision was made that the vessel would come towards the English coastline rather than the French. As it was being towed, it got into difficulties and started to break up.

As a result information was given to the

SOSREP¹⁷ who has the power to make decision about ships in the sea.

After consultation, given the difficulties with a boat which may break up offshore he had to make a decision. The resting place was agreed off Beer Head, near Branscombe in Devon, the coastline where I work, where it arrived on Saturday 20th January. Some 20 containers fell off the boat into the sea. The MCA national contingency plan dictates how a ship at sea will be dealt with. Basically, it gives the guidelines and the way they operated from their base in Weymouth. When we were made aware that the ship was given land on the Devon coast, we started the process running. That's the MRCC¹⁸ response process. That is normally led by the Devon and Cornwall Police "gold structure" within the multi agency approach. They stepped up straight away from this and took the responsibility of coordinating the initial response.

There is a command and control structure which was built up for this event and it is quite unique. It has a gold, silver and bronze structure with a private contractor within the silver section who became the salvager for the Napoli. The local authority realized it had to take another look at the plans when it realized the ship was approaching our shores. Our plan to deal

17/ i.e. Secretary of States Representative for Maritime Salvage and Intervention.

18/ i.e. Maritime Rescue Co-ordination Centre.

© Marine nationale/Alain Monot



→ The MSC Napoli, in trouble off Ouessant island (Brittany, France).

with coastal pollution was last reviewed in 2000, although it had already been earmarked for updating. We lead the multi agency tactical response for Devon which has two distinct layers, namely County and District. The districts are split up further into smaller authorities which are each responsible for different parts of the coastline. East Devon was responsible for this section of coast and set up their base in Sidmouth. Dorset Council set up their base in Dorchester as their area of responsibility borders the bay.

What were unusual with the Napoli were

the public order issues once the vessel had beached. This was unexpected and unplanned for. You may remember from media coverage seeing people come from all over the UK and even abroad breaking into containers and taking whatever they found. The police initially believed such action to be legal, and none of us were familiar with the term "receiver of wrecks", i.e. that anyone salvaging goods must declare them for insurance purposes. One of the issues was that we initially probably failed to control the beaches and the roads to the beaches, which then became over-

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crowded with members of the public, thereby preventing emergency and response vehicles getting to the scene. Pollution on this occasion was fortunately not oil but relatively non-toxic items such as nappies, motor parts and other items, the pollution effects of which we were able to contain.

Another special aspect regarding the Napoli was that the owners of the boat took responsibility to clear-up. They took over most of the work by appointing salvers who collected and removed washed up items and containers from the boat. Our response requirements would have been quite different had the 3,500 tons of oil on board been spilt into the sea. It was a complicated salvage process removing items from the ship and taking it apart bit by bit. The salvage company Smit of Rotterdam did an excellent job and was able to contain oil spillages around the vessel and at the shoreline.

Although we did not carry out the clear-up, we still maintained overall responsibility for our beaches and to ensure that the clear-up was carried out to our satisfaction. One of the fears was that the incident would reduce tourism due to the pollution fears, but it actually increased. This could potentially have obstructed the clear-up process.

As part of the multi agency response approach, we brought in some community groups to assist in the process which I believe is important to keep them involved.

Turning to claims and compensation, the

salvers and contractors were paid directly but other groups such as local authorities and "blue light" organizations such as the police were paid around 40%. For us, this represents not a 40% gain but a 60% loss, so we are looking to publish proper audited accounts with a view to taking legal action against an appropriate party to recover our costs.

Finally, I would like to say that it's not how we worked in the past but how we will in the future that is important. Many local authorities in the UK are undergoing restructuring. We have lost civil staff and we have less people than we used to have to beach clear up. We have private contracts now. Local authorities directly pay for private contractors. We have a contract for Tier 2 and Tier 3 pollution clear up. Devon is following the line of our partner Dorset. Because our commitment in the Olympics we are tendering for a contractor to effectively perform that role for us. We don't wash our hands of it. It's the new tool that we will use. They will provide a trained staff to do the clear up. That would be a huge cost. As a result it is necessary to keep records and to have a complete audit structure from day 1. We will send out photographers to the beaches prior to the pollution hits us to photograph it and keep records on that. We were advised to photograph what we were doing. So rather than having the insurers photographing the tractors, we will take a picture of everything and question why we use 3 vehicles when we can only use 2 of them.

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Bernard CABON,
Former Mayor of Guimaëc (Finistère)



At the time of the Torrey Canyon disaster in 1967, Bretons felt that the catastrophe had occurred on the English coast, with Bretagne being a collateral victim. Until then, no incident of that type had occurred, and we thought that it would never be repeated. No-one had ever managed a crisis of that type, so things had to be organised as best as possible. Volunteers, who were largely led by the services of the DDE¹⁹, played a part in de-polluting sites. Military personnel were welcomed – when they arrived. And State services only intervened three weeks later. Disorganisation was total.

In 1978, at the time of the Amoco Cadiz disaster, the annoyance was great: in the intervening period, other pollution incidents had affected Bretagne, but pollution-fighting services had made only a small amount of progress. State services only intervened fifteen days after the incident.

19/ i.e. Direction Départementale de l'Équipement – French Departmental Office of Infrastructure.

The only difference between the two pollution incidents was that there was planned storage for dealing with waste. We had to dig a hole to store oil. Storage was planned on the basis of site accessibility. Whilst digging the oil-storage hole, an unfortunate stroke of the shovel caused a flow of oil (from a previous hole dug for the Torrey Canyon) into the hole being dug for the Amoco Cadiz. That is a good illustration of the level of disorganisation.

The Tanio was wrecked two years later, and led to great anger. Elected officials held a demonstration in front of the Élysée Palace in April 1980. I also lived through the incident involving the MSC Napoli, when we felt that there had been a change in the organisation of services. Less than three days after the pollution alert had been given, civil-safety bodies were present and working efficiently.

With the exception of the MSC Napoli, those events put us in a situation in which a pollution incident largely exceeded the resources of a small commune such as ours. The role of the mayor is therefore limited to giving the pollution alert and to arrange matters so that State services intervene as swiftly as possible. We left the field free for technicians. We were the interface between them and the general population, who – even though the number of volunteers had fallen – was ready to lend a hand. Appeals were put out through the press in order to ask volunteers not to

intervene, and our role was to make sure that the field remained free for others.

Since then, specialist companies with a genuine level of know-how have been set up to improve the fight against pollution. The downside is that those companies are few in number. It is difficult to invite them to submit bids, since putting out a call for tender when we are faced with an emergency is not easy. It would be good to help to have emergency systems in place that would enable that bidding to take place.



→ Oil pellets.

© Marine nationale

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Bryan CURTIS,
Adur and Worthing Councils



The “Ice Prince” timber pollution incident wasn’t a usual beach emergency. We were very lucky. It was a wake-up call for us because instead of timber it could have been oil. We didn’t have the same situation as they had in Devon and the Napoli ours was quite different and had its own particular problems. We had the advantage of having seen what had happened with the Napoli incident. Fortunately for us we had just practiced our emergency plan with an accelerated desk top exercise when the Ice Prince sank and lost its cargo of timber.

This happened on a Thursday. I had the report that the Ice Prince was in trouble a couple of a hundred miles away from where we were so I was thinking “that’s not a problem”. The next day we got information from the MCA, the timber was floating and we thought it was going to France. But it changed direction. On the Saturday, the timber began to run aground on the beach. This happened at night, more precisely, Saturday night. We knew it was coming but we didn’t know when exactly.

Within hours of the timber being washed ashore the Receiver of Wreck advised that the owner of the vessel still wanted it and asked us to keep the timber that we recovered from the sea. The MCA gave us advice on how we should deal with the Media as the interviewers and reporters were everywhere demanding information. It was really difficult. Sunday morning, the main collection of the timber began. The main bulk of the timber washed up was in a very small area, much like here in Fé-camp. Our primary aim was to get the timber out of the sea as quickly as we could to prevent it floating along the beach to other areas and spreading the problem. The Ship’s Insurance Agent was quick to advise that the owner wanted to cargo recovered and that he would work with us and provide a Contractor to remove the timber. I thought “great” because it took the immediate problem of who pays the bill away. We worked closely with the Insurer. All our beach structures could be damaged if the timber was not collected quickly. We had to move the timber very quickly and the contractors at the request of the Insurer were on site on the Saturday evening. The Contractor was prepared to work 24 hours 7 days a week to get as much as timber secured on the beach and high as possibly but it wasn’t necessary as there were problems with working close to residential properties at night. We were also lucky with regard to the timber coming in on the highest of a series of

spring tides which meant that the majority of the timber was moved above the high tide line quite quickly and could not be refloated.

The timber covered quite a small length of beach but in great quantities. The sheer spectacle did cause a problem with people coming to look at it. At the worse case we had 8 km of beach to secure with fencing. It was a nightmare because we didn’t have the possibility to fence it all. In the end we had volunteers from the MCA and the police working on the top of the beach stopping and warning people of the danger. In the initial stages some people collected the timber as they thought it was flotsam and nobody wanted it. This was the Insurer’s problem (it was his timber) and we helped him advise the public via the media that taking it was actually theft. To this day we don’t know how much timber was taken.

Once we had collected the timber on the top of the beach we had to put it somewhere. Ultimately we picked a quieter area to stock pile it which was not in the town centre area.

It was great at the beginning but then people began to climb on it and finally set light to it so we had to secure it with fencing. The whole top section of the beach off was finally fenced off. This was a real problem but stopped any further problems. We used something like 4 km of security fence to keep people away from the timber.

Although not a major incident it was a logistical nightmare for us. All this additional work needed to be dealt with as we continued to do our normal daily work. Please be aware that this was not a team that was doing this, it was myself and few colleagues.

Once we had this big pile collected, we had to get rid off of it. At this point the Insurer said that it had got no value for him and he didn’t want it any longer. We then set about finding a way to dispose of the timber and fortunately found a contractor that could take the timber as a bio fuel for power generation. The timber was chipped in an industrial chipper put into lorries and taken away for storage. The beaches were hoped to reopen in April. There was much noise and inconvenience to residents living on the other side of the road to the beach so we had to do something to reduce this. We tried baffles and restricted working hours but this was not enough. Ultimately we were able to negotiate a deal whereby the timber was removed and chipped away from the beach so that we could open them in time for April.

Special note: because we had a platform on the pier, we had a place to allow the media to photograph and film the event in safety.[Image 45] Moreover we got good press coverage thanks to the MCA public relations Officer who attended the incident on the first night. We were lucky everybo-

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dy could see what was going on which is why we were so media friendly. We were getting reports on the incident from as far away as Japan and we also got requests for interviews from Japan, Australia ... We were positive in dealing with the closure of the beach and put up public information notices advising what we were doing and why. We also posted similar letters to all who lived in the area so that they knew what we were doing and how we were dealing with it.

The Mayor shared everything during the whole process and dealt with a lot of the initial media interviews. As the work progressed he just wanted updates.

For me this was a wake-up call. The timber could easily have been oil. As with all emergency incidents it is really important to keep records. From the beginning of the incident we kept records on what we did, why we did it and how much it was going to cost. We also recorded to whom we spoke to, for how long and what we said. We learnt that from the Napoli. We kept all records on computer as well. Plus, when you have got something like oil pollution, there is a national stock of tanks that we can call upon. The Ice Prince incident we had was very small and didn't need this resource as it was not hazardous oil but it could easily have been and the problem much worse and more expensive to deal with.



→ Wood washed up on Worthing Beach.

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Jean EVEN,
Former Mayor of Ploulec'h (Côtes-d'Armor)

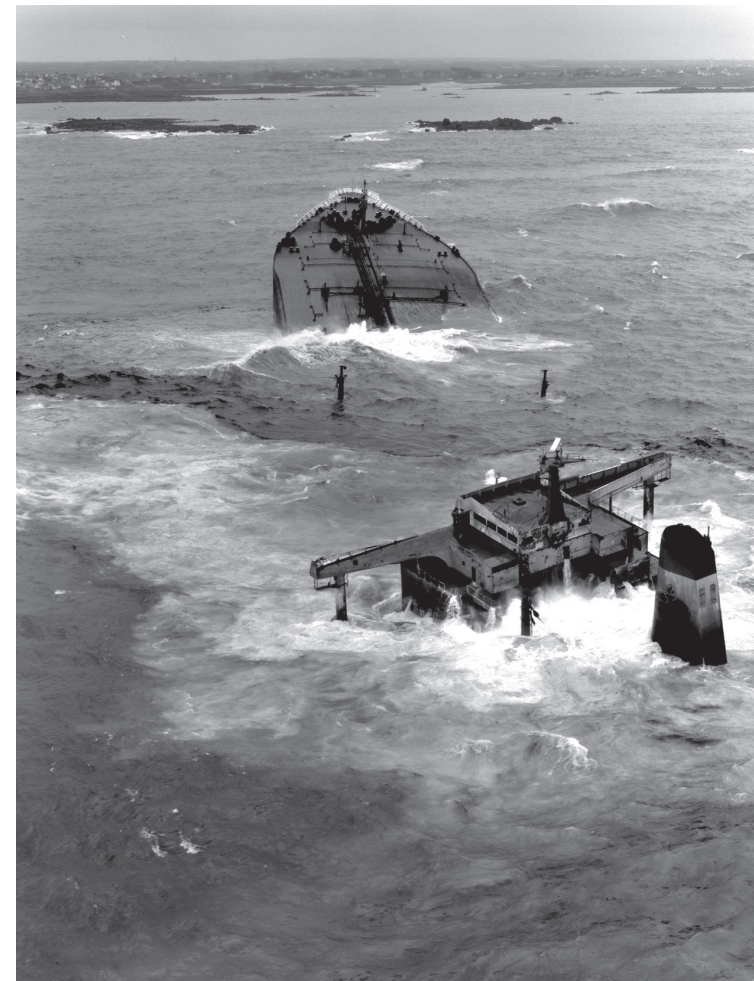
The interaction between elected officials and technicians was almost non-existent at the time of the first disasters. We became aware of non-preparation on the part of State services in the face of such a disaster. In the beginning, we scraped up oil and tried to fill bins. Thereafter, someone had the idea to dig trenches perpendicular to the slope of the beach, then scrape the oil into those trenches, then empty them. Liquid-manure tanks proved to be the most suitable tools, because they could reach areas that could not be reached by pump lorries. We had to find the liquid-manure tanks, and then make contact with the Chamber of Agriculture to set up conventions in order to insure and compensate farmers.

When an event of such a type occurs, it is important to make note of everything in order to compile the case and to be able to advance a certain amount of money. If you have five communal employees who are tasked with cleaning your beach, do not write that there are six. During the legal action, the opposing party in the Amoco Cadiz case asked for the 76 mayors to appear before the Chicago court, with the aim of wearing them down financially.

I shall now tell you an anecdote about something that happened to me during the case. Before appearing before the judge, we met our lawyers to prepare together for the hearing. My lawyer informed me that an item from my case was being contested

by the opposing party. Indeed, the slope down to my beach was rather steep, and had suffered significant degradation by the machinery. Because of this, it was re-surfaced after the oil slick. The invoice was challenged by the experts, since we used asphalt instead of the double-layer surface that we had before. In that way, the opposing party wanted to convince the judge that if we were cheating over small amounts, we were also cheating over larger ones.

Finally, after 1978 and the Amoco Cadiz incident, we no longer concerned ourselves with the eventuality that such an incident might recur. We were with our "heads stuck in the process", we did not improve intervention tools, and we did not sign long-lasting agreements with professionals such as farmers. On the other hand, the former consortium of local authorities formed to represent the victims became Vigipol. All the mayors turn to that body if a problem arises, and are no longer alone in this type of incident.



© Marine nationale

→ The shipwreck of the Amoco Cadiz in 1978.

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How to prepare for managing maritime pollution? What tools to use?

Various presentations of tools and approaches aimed at better preparing local elected officials in the face of marine pollution incidents will be mentioned in the course of accounts given by players. Mention will also be made of initiatives that may be adopted in order to improve the preparation of local authorities, or in order to work toward improved prevention.

The “Maritime Pollution and Coastline operational Network”

Stéphane RENARD, Head of the Heritage Management Department, Normandie Delegation of the “Conservatoire du Littoral”

The “Marine and Coastal Pollution” operational network is a tool that will be additional to the existing one.

In the Normandie region, the Normandie coastal consortium is made up of the regions and the conservatoire du littoral. Acting jointly with the regions, it is responsible for preserving the coast.

The lessons that it has been possible to draw from pollution episodes have already been mentioned, that is to say that the clean-up process gives rise to collateral damage which is not only due to pollution. Anticipation and implementation to protect and restore natural environments is a complex process. Knowledge of natural heritage, the conditions of access to the sea for the purpose of cleaning up, as well as co-ordination between participants are more than necessary.

The conservatoire has enlarged its field of action, for it is responsible for managing the natural heritage for which it has been given responsibility, but also because it has been called upon by the various elected officials in relation to those questions and to its actions outside the POLMAR plan. This is what lies behind its wish to develop such a system.

The Basse-Normandie ATRACTIV plan, led by the Normandie delegation of the Conservatoire du Littoral in 2006-2007 and covering the matter of risk, led the

conservatoire to consider the topic of hydrocarbon pollution. Two elements had been developed:

a reference state for the natural heritage of the coastline

defining an operational framework.

In order to establish the reference state, all available data were gathered, supplemented, and cross-referenced in order to establish a vulnerability state for the coastline in respect of the various biological compartments when they are exposed to marine pollution. Certain sectors contained natural heritage, marine birdlife, as well as bird feeding areas. Places that were biological “hotspots” were placed in sectors. If they are affected by pollution, the response must be tailored to avoid further accidents and de-pollution using methods that are not tailored to preserving and restoring the natural heritage.

The important coastal-guard network, good knowledge of natural heritage along the Normandie coast, as well as closeness to local authorities (taking account of the pooled management of that heritage), have enabled the setting up of correspondents at a certain scale, by emphasising the preservation of natural surroundings.

It was necessary to remind elected officials that a State system was already present, when it had been possible to

speak of shortcomings. The network is intentionally set at a sub-POLMAR level in order to give elected officials a start on managing marine pollution incidents, in the absence of State services and of the ORSEC plan being triggered. It is solely at that level that the conservatoire du littoral intervenes. That operational framework has been developed through a network of correspondents, annual meetings, a web site, and a contact sheet. The network of correspondents is set up in pairs based on geographical sectors. It is made up of correspondents of the department for the management of natural heritage, and of technical correspondents.

Further to experience-based feedback concerning the Erika and the way in which that pollution incident was handled, it was possible to note a marked difference in the organisation of operational sites in the field. One of the many items of experience-based feedback highlighted the fact that when people with a good knowledge of natural surroundings communicated with people who used mechanical methods for de-pollution, less damage was observed at the site, thanks to a good level of communication.

The idea of working as a pair arose from that item of experience-based feedback. Correspondents provide a watch in the field, an alert, and an information relay in

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the network, as well as recognising pollution. In addition, they provide advice to decision makers without taking decision in the place of elected officials. The idea is to provide a consultancy service for de-pollution from the point of view of managing natural surroundings, thus avoiding a further accident. The added value of that system comes from the presence of a network that enables the conservatoire prevent the occurrence of pollution that could spread from one commune to another.

This operational framework is made up of a charter with local authorities. In this case, all the communities of communes are concerned, because of questions that arise in respect of their competences. Managing marine pollution incidents only appears rarely in the range of competences of communities of communes. Thought must be given to that point in order to make progress in the situation. Similarly, it is necessary to set up genuine pooling efforts to respond to the lack of financial, technical, and human resources of those local authorities.

Using the charter, local authorities commit themselves to putting forward a correspondent, in other words someone whom elected officials appoint to take part in the network. The Charter constitutes a declaration of interests between two stakeholders, the community of communes and the conservatoire, in order to make a contribution to the network. However, there

is no question of the local authority making a financial contribution. The local authority makes its available to help deal with the problem at the appropriate moment. It will make a note of the pollution, pass on the information, etc. For its part, the conservatoire commits itself to moderating the network and to provide a link to the State.

The network is perfectible; a meeting point remains to be found between the network and State services. Feedback is always variable from the various exchanges that take place between prefectures. The DREAL²⁰ supports the conservatoire on the subject, but the approach needs to be strengthened to provide consistency between the various resources contributed. The conservatoire is in addition to what already exists.

Pre-existing agreements with each of the coastal officers working in the areas covered by the conservatoires make it easier to organise the network. Those agreements indicate that the network guards are competent to provide consultancy services to elected officials. In addition, a département reference point is present within the network.

The annual meeting is another tool that permits exchanges to be held between network pairs and network members, information to be updated, and a reminder to

20/ i.e. Direction Régionale de l'Environnement, de l'Aménagement et du Logement - French Regional Office for the Environment, Planning and Housing.

be issued of the coverage of the network as well as the role of participants, so as to avoid any confusion with existing systems. Similarly, a systematic reminder has been put in place concerning the recognition sheet of the CEDRE²¹, which takes part in all training work. Amongst other matters, that sheet enables the volume of pollution to be assessed (information that is very important for the mayor in order to determine the resources to be implemented), and the information to be passed to State services.

The last tool put in place is a contact sheet, which is still at a provisional stage and requiring improvement in collaboration with State services. Some communes have PCSs, thus they have contact sheets. We must pool resources that are implemented, out of a concern to simplify matters with elected officials.

Optimising the network in 2011 consists of extending it and action outside the period of intervention by the Conservatoire du littoral. The network is due to be extended to Dieppe, but beyond that lies territory that does not come under the competence of the Normandie delegation of the Conservatoire du littoral. Accordingly, it is also a matter for consideration in conjunction with other delegations.

21/ i.e Centre de documentation, de recherche et d'expérimentations sur les pollutions accidentelles des eaux – French Centre of Documentation, Research and Experimentation on Accidental Water Pollution.

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How to prepare for managing maritime pollution? What tools to use?

Actions led by Vigipol

Joël LE JEUNE, President of Vigipol, Mayor of Trédrez-Locquémeau,
President of Lannion Trégor "Agglomération"



Vigipol is the result of a story, the story of a local authorities' consortium for protecting the northern coast of Bretagne. The consortium was set up in 1980, when the two local vigilance committees, which were set up by local elected officials immediately after the Amoco Cadiz disaster, decided to join forces out of a desire to bring a claim for damages against the State and against those who were truly responsible for the pollution. It is the story of the Chicago court case. That story is fairly extraordinary in its aim. Until then, elected officials from coastal areas had never joined forces to attack those who were truly responsible for a pollution incident. It was a big first, especially given the size of the case, but also because it was taken to its very source, in other words: the USA. In the early years of the new millennium, at the end of the court case, the consortium widened its missions to cover the overall defence of the interests of coastal local authorities faced with the risk of maritime pollution (prevention, preparation, crisis management, and compensation).

Vigipol currently brings together 108 coastal communes in the north of Bretagne: the départements of Côtes-d'Armor, Finistère, and La Manche, and the Brittany region. The consortium is based on coastal communes, joined by the départements and the Brittany region.

Vigipol has several missions. To begin with, it brings a claim for damages in respect of any pollution incident affecting the coast directly or indirectly, by attacking those responsible for illegal dumping at sea – even though it is very difficult to provide proof to a court that the dumping causes coastal damage. From then on, responsible parties have sought to have matters examined by courts in their home countries, which constitutes a major difficulty, especially since sanctions are often not as severe as they are in France.

Vigipol also goes to court when no direct or indirect damage has occurred. For example, in the Erika court case, Vigipol brought a claim for damages, and obtained 300 000 euros. Finally, the organisation advises communes, large and small alike, so that it can be known whether or not it is in the communes' interests to go to court.

The sub-POLMAR approach is the fruit of awareness of the need to prepare and to have in place an organisation that permits swift effectiveness when any type of pollution occurs. The first sub-POLMAR step was taken in 2005, towards Saint Pol de Léon in North Finistère, and served

as a pilot experiment. That approach was greatly appreciated, which led Vigipol to formalise it and to extend it to all the area under its coverage. The Trégor-Goëlo area, that is to say the north of Bretagne (from Finistère to the Paimpol area), thus came under a sub-POLMAR plan last year. On that occasion, stock was taken of the entire administrative, local, departemental, regional, and national context, and aspects of the coast were studied in order to know where to go, where to store waste, and what resources were available to communes and to inter-communal bodies (competence for "the environment" and for "waste management" are increasingly being transferred to them) when a pollution incident occurs. That work led to the drawing up of a rescue plan (called a "sub-POLMAR plan" or "maritime strand of the communal safety plan", where one exists) to be found in each town hall and enabling the mayor, when a problem arises, to know whom to contact first, what orders should be implemented for the safety of persons and property, and to trigger all procedures. That approach was continued for the Morlaix area and is due to be extended to the west to reach Brest – and that is without taking into consideration the requests from several other territories in Bretagne. There then arises the question of the territory of action: how far can the body go, and what is it able to provide by way of services. There is also the question of the role of Vigipol in implementing sub-POLMAR

plans. Let us not forget that we are a small structure (three agents), so we are unable to take a series of measures. For my part, I would advocate that our role is essentially one of engineering, of providing local authorities with all the methodology needed to implement the plan, and providing them with advice and support whilst letting them get on with the process of collecting information.

Vigipol must now formalise relationships on a larger scale. Five years ago, a common declaration was made with the Côte d'Opale, and it would be of interest to reactivate it in order to share our experiences with our neighbours.

The context has changed greatly since the body came into being in 1980, difficulties are now apparent with regard to relationships between the various territories. When Vigipol was set up, the principal interlocutors were the communes, the départements, and more especially the State, which oversaw local authorities. The position of inter-communal structures is now greater, with regions having acquired much greater importance, particularly in the maritime sector. The structures that can be set up vary in the current context. Vigipol remains attached to the communes at the base of the pyramid, since mayors have police powers, but appropriate partnerships must be entered into with the administration as it exists today, knowing that we are in a global context of transfer

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of responsibilities from the State to local authorities.

The various actions taken have led to progress being made over time. It was previously shown that between the experience of the Torrey Canyon and that of the Amoco Cadiz, the situation was little changed, so the IOPC fund²² was set up. Following the Amoco Cadiz, the Channel traffic separation scheme was also implemented. The CEDRE was also set up in order to provide assistance to State services and to local authorities when a fresh pollution incident occurs. The IOPC has increased in great measure during that period. That progress is due to each stakeholder being mobilised. POLMAR plans have also been improved, and we are now working towards a sub-POLMAR approach, with synergy between POLMAR Terre and sub-POLMAR, that is to say between the preparation of State services and that of local-authority services. We are responsible for our coast and for our territory, we must be prepared, and we must be able to weigh down on institutions in order to make progress in the field of maritime law.

The spirit of the declaration of intent that we wish to take during this conference sets out the commitments that must be made to that end. Its aim is to work in much closer co-operation on various aspects:

- informing elected officials of the coastal and Channel areas on the risks of maritime pollution and the resources to prepare for those risks in the best conditions
- training for elected officials and for staff
- defending the interests of local authorities that fall victim to maritime pollution
- associating local authorities with organising resources for the fight against pollution
- carrying out common work between representatives of local authorities and State representatives as regards the risks, the prevention, and the management of maritime pollution
- Franco-British co-operation across the whole Channel area in respect of maritime safety as well as the prevention and management of maritime pollution incidents
- any action that contributes to improving local authorities' and maritime organisations' ability to take co-ordinated action.



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- **POLMAR exercise in the department of «Côtes d'Armor» (Brittany, France).**

22/ i.e. International Oil Pollution Compensation fund.

Round table 2

How to prepare for managing maritime pollution? What tools to use? A coordinated approach from British local authorities

Stephen O'ROURKE, Devon County Council and for and on behalf of the Local Government Association's Coastal Issues Special Interest Group

A quick brief on how local government in the UK works. We have got central government. We have county councils and district councils that work below and in line with the county. They are responsible for rural areas. They also work directly with the county but county oversees it. We have unitaries such as Plymouth and Torbay that work very similarly to a county but they have no district. They stand alone. Then you have parish councils below the district councils.

We have got a local government association which is an association formed nationally. Local government officers have this association they can go to and develop plans, techniques, and systems within the UK. It can be shared with all the local authorities. It works with the government authority and lobbies as well for issues to be pushed forward through government.

After what happened with the Napoli the Chief Executive and Executive Councillors believed there would be a public enquiry led by the government and that is what they asked for. But the government refused. We had issues and we decided to make a local enquiry. It was led by an eminent local professor. A panel was made of local councillors and legal, maritime and technical expert advisors. There were written submissions, witnesses but without the participation of

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→ The MSC Napoli towed by the tug Abeille Liberté and, in the background, the Anglian Princess.

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MCA which ran its own enquiry. In fact the question was raised why it was decided to park the Napoli on the Devon coastline. The report we had from that came back with quite a lot of recommendations. Communication: in any emergency response we get in the UK communication is always an issue. We can always do it better.

As I mentioned before we had a coastal pollution plan dated 2000. It's clear we had to update it. We came up with a plan in 2008 which actually covers the all of Devon County and the coastal pollution plan as well.

Local authorities in the UK are required to set up plans against the risks. In our case it explains how we would respond to an incident on our coasts. So we updated the plan in June 2008 and we are in the process of updating it again.

I mentioned previously the national contingency plan on the MCA hold. It was written for all shipping incidents we have got within the UK. It crosses borders on to the land response. All over the years, the MCA have assisted local authorities. It probably goes a little bit beyond the extent of their duty. They have provided a lot more assistance they needed of should have done. This plan as well is being reviewed or refreshed from November last year. They will certainly enclosed recommendations coming from the Napoli enquiry.

The next step after the local enquiry was a debate within the Local Resilience Forum. There are Devon County Council, Plymouth and Torbay, and our neighbours: Cornwall, Dorset, Gloucester, Avon and Somerset. All of those come together as a region. We work as a local forum, as a group with Cornwall, Torbay, Plymouth and Devon. Those 4 neighbours work very closely together. We consistently review. We have meetings and have a shoreline coastal pollution group.

The LGA²³ has formed a special interest group after the Napoli to look into shipping incidents. The results of that group are shared with the LGA and our partners in France. Sophie Bahé from Vigipol is a member of the group. It was decided that we will fund a separate report. We employed a legal firm to look at that. As a result, we came up with 29 separate recommendations that have been reviewed by local authorities nationally. Some of them are not feasible and we have looked at them. As regards other recommendations we are lobbying through the LGA direct to the UK government but also to the European government. It is a slow process as you can imagine, time and finance consuming. I will just mention the first recommendation which is a legislative framework to pursue claims if necessary through the courts. I have picked up that a number of you already went through

23/ i.e. Local Government Association.

the court system to try and chase claims, try and chase compensations. We have been very lax in the UK on doing that. We should rely on the MCA to pursue our claims. But it is an inadequate process. For the Napoli we had only 40% returned. Devon County dropped over the process as it was wrongly advised. We are looking for an exit strategy and looking for chasing our money. My view is that we should target 60% not only the 40% that we generally get.

We already addressed the issues that we raised within the recommendations. We should identify clearly the leadership, be flexible in our approach - this was certainly needed for the Napoli in the way the beaches were dealt with the public and the outside salvors - ensure the participation of key partners bringing everyone on board. Part of the new plan already rectified that. It's to try and make sure everyone's need has been looked at or addressed. So as regards the colleagues here from the fishing industry we would certainly be looking at making sure they will come into a recovery group with representation from the start and not only during the claim.

The plan must cover all forms of pollution. The previous plan was based on oil but we realize that the costs for other pollution could be prohibitive as well and the authorities have to deal with that. I must point out that in UK the local authorities

have no legal responsibility to clean the beaches. However we would be very much looked upon to do that clear up, to take the lead and we obviously would take the lead if only for the recovery back to our community and area for the tourism.

Round table 2

How to prepare for managing maritime pollution? What tools to use?

The need for coordination from French local authorities

Annick Benoît, Vice-President of the Haute-Normandie Regional Economic, Social and Environmental Council



The Haute-Normandie CESER²⁴ deals with regional council's budgets, employment, and inter-regional relationships between Great Britain and France. In September 2007, an EMDI project conference was held in Saint-Brieuc. I became aware of the existence of Vigipol, a highly appropriate and pragmatic initiative that Bretons were able to implement in the face of maritime pollution incidents and their consequences. The mayors of small communes are not necessarily hardened to dealing with such catastrophes, especially when State systems do not come into action and they then find themselves alone to deal with the pollution.

Following that meeting, I alerted the councillors of our CESER to the opportunity for giving regional elected officials points to consider. Even though very constructive work had already been done within the Channel Arc Manche, maritime safety did not seem to me to be one of the more developed subjects. That is behind the desire within CESER to hear Vigipol and to draw upon its experience. We gradually prepared a think tank on an initiative with the aim of raising awareness amongst communes, the communities of communes established along the coast, and those bordering the estuary and the Seine up to Paris, with a concentration of "Seveso" sites.

Since then, from one think tank to another and following multiple initiatives, we have made progress in order to help the public who form our concern, in other words the mayors of communes and of small communes. Even though we have not currently brought together as many local elected officials as we would have liked to, it is a good start. I should like to contribute to what has been said by Mr. Le Vern, Chairperson of the Haute-Normandie Region, by saying that we must concern ourselves with the coast between Calvados, Seine-Maritime, and Picardie, where nothing akin to Vigipol (in Bretagne) really exists.

Today, we need to concern ourselves with sectors in which awareness has not yet been raised. In the text of the common declaration put forward today, we once again see proposals regarding maritime risks that appear in the document produced by Basse-Normandie CESER on major risks in its region²⁵.

Nowadays, the challenge lies in training local elected officials and their staff. We ought to make Vigipol available for training in communes, and to all the associations that are called upon to act in case of catastrophe.

24/ i.e Conseil Economique, Social et Environnemental Régional - French Regional Economic, Social and Environmental Council.

25/ Cf Annex 3 – « Fécamp Declaration », 28 January 2011.

Christian Fougeray, Member of the Basse-Normandie Regional Economic, Social and Environmental Council



The study carried out on major technological risks in Basse-Normandie contains seven strands:

- mining risk
- risks from combat equipment
- industrial risk
- risks linked to transporting dangerous material
- nuclear risk
- the risk of barrage rupture
- maritime risk.

The most significant risks concerned nuclear risk and combat-equipment risk, taking into account the Normandie Landings. In the first working group to be held on that study of major technological risks, not all the members took the maritime aspect into account. In my capacity as rapporteur, I asked for that aspect to be added. I come from Honfleur, and I am therefore a little more affected than the others. However, the fact remains that they do not see the maritime aspect as being important. Why? Because the risks of marine pollution seemed minimal, given that the region had never been affected – unlike Bretagne. During a survey that we carried out, mayors along the coast who were interviewed were not truly aware of that risk, and knew even less how to manage such a risk if one should arise. And yet, that maritime risk was and remains very real. Human, financial, and technical resources are insufficient for such a significant length

of coastline. 85% of coastal communes have populations of about 1 000 to 1 300 inhabitants, and few resources. With the exception of Caen-la-Mer and Cherbourg, inter-communal groupings are also relatively small in size and with only small amounts of material. Finally, there are very few people trained in case of a problem. And yet, pollution can be dramatic for the tourist sector of the Basse-Normandie coast, a sector that provides a living for a significant proportion of the population. For example, in the Pays d'Auge, 18% of the population depend on tourism. One can imagine the impact of a pollution incident on those populations, starting with fisherfolk. We are not at all prepared to deal with that type of event, and it would seem to be the time to get ready. In our proposals to the CESER, we suggested either working more closely with Vigipol, or the setting up of an equivalent consortium, that is to say a consortium of local authorities that would work in co-operation with Vigipol along the entire Normandie coast and on the Côte d'Opale.

Interventions from the audience

Claude BARBAY,
Haute-Normandie Administrator
for Nature and the Environment

The watershed committee and the “Coast and Sea” commission of which I am a member have received a communication on setting up façade committees with the aim of implementing the European Marine Strategy Directive. That marine strategy must take all risks – and not just immediate pollution – into account. It is important for all involved to push the Ministry to set up those façade commissions to link us from Brest to the Belgian border, for the maritime arc that concerns us.

Claude CHICHERIE,
Deputy Head of Port
and Maritime Affairs, Honfleur

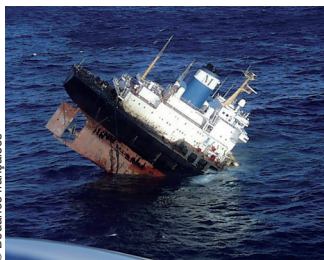
I shall intervene on the subject of the commune de Pennedepie having suffered a minor pollution incident, but illustrative of small communes. Madam Mayor was made aware of pollution affecting her stretch of coastline, made up of greasy yellow balls with a diameter of between 5 and 10 cm. The Conservatoire du Littoral gave her confirmation of her competence to manage the pollution incident. She made a complaint, in respect of which no further action was taken. The problem with small communes is that they are not equipped to deal with that type of pollution incident. Several days passed between the onset of the pollution and the time when it was made known. It is therefore very difficult to identify the polluter in order to start proceedings. Thanks to an integration association, we were able to clean the beach, but the problem lay in finding financing to process and transport the waste, in other words over €6 000. Acting on a collective basis, we helped the commune to handle that expense, but the experience showed that the mayor was ill-equipped from a regulatory point of view. Furthermore, I deplore the possible withdrawal of the tug based in the Pas-de-Calais. I had occasion to play a role in de-pollution work and to take under tow vessels that were in difficulty, and I think that we must do everything that we can in order to retain that support vessel.

Iain SHEPHERD
Chairman of Marine South East

One of the things Vigipol has done is an excellent piece of work. The Danes and the Swedes looking at the Skagerrak – Kattegat area did the same exercise. Instead of looking inside the box and deciding on what to do when a spill happens, they have taken a census of 120 navigation marks which has reduced the number of oil spills by 23%. Moreover, that was a fairly low cost exercise. You have got to think outside the box and use the excellent data you have got in a different way and analyse it differently to improve that.

Jean-Yves SORET,
Mayor of Vattetot-sur-Mer

In 2003, I was the victim of a small pollution incident: hundreds of kilos of fuel oil. I made a complaint, and the gendarmerie came to take samples. The pollution was identified as having come from the Prestige, which sank off the Spanish coast in 2003. To take my complaint further, I was given a hearing by the department of maritime affairs in Brest. I brought a claim for damages, and the matter went to court in Spain. We had our case dismissed for procedural irregularities, and the matter was not taken any further. I had just three communal employees, and we had to go and collect the fuel oil ourselves. During the case proceedings, I was asked to supply invoices, invoices that I did not have because the damage was minimal. I made a complaint not in a bid to recover any money, but to avoid such a situation arising in the future. I found myself alone to deal with the problem, because no other commune affected by the pollution had made a complaint.



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Alexis MAHEUT,
Chairman of the Haute-Normandie CRPME
(Regional Committee for Sea-Fishing and Marine Cultivation)

Chaque fois que l'on parle de pollution, les marins-pêcheurs sont visés en premier. Je vais vous donner un exemple de non-organisation malgré le fait que nous soyons un grand port. Je suis un ancien Marin-pêcheur au Havre. Il y a 14 ans, le Kadjin a perdu 100 m³ de fioul. Le choix politique a été de fermer le port du Havre. L'incident est survenu à 22 heures le soir et le plan POLMAR a été déclenché à 7 heures le matin. De ce fait, la pollution était sortie du port. Le matin, nous avons sorti les barrages, mais la mer était basse et les barrages de pleine mer donc inutiles. Nous ne savions pas qui est compétent pour ce genre de problème, le maire ou le Préfet Maritime, puisque le port du Havre était encore à l'époque un port autonome. La pollution est sortie du port pour aller se loger sur la plage du Havre et à Deauville. Autant la population n'a pas été informée au Havre et la dynamique a été lente à s'amorcer, autant pour Deauville, il y a eu un véritable « branle-bas-de combat », la destination étant touristique. Résultat, nous n'avons pu vendre nos produits pendant une quinzaine de jours. De plus, je demande que dans les grands ports pétroliers nous ayons des remorqueurs de sécurité pour ces bateaux pétroliers. Je trouve anormal que l'on transfère du pétrole sans aucune sécurité. Quand aux essais pour associer les pêcheurs en cas de pollution, la Haute-Normandie et la profession n'ont jamais pu se mettre d'accord sur les tarifs. Il est grand temps de faire quelque chose afin de redorer l'image de la Haute-Normandie, victime d'une image négative relative à la pollution. Je suis conscient que cela demande certains moyens financiers. Cependant, ce n'est rien par rapport à la pollution.

Sylvie BARBIER,
Deputy Chairperson of the
“Ecologie pour Le Havre”
 (“Ecology for Le Havre”) Association

In Le Havre, we have a lot to do with the port, and we have not spoken of main ports receiving new environmental competences.

Iain SHEPHERD
Chairman of Marine South East

The thing I would say is we are talking about oil spill and about how to deal with it. Actually we never want to deal with oil spill, it's an awful thing, and it ruins communities. We must of course be prepared for it, but I think we have got to work hand in hand. The politicians on the regional level must put this pressure on the European commission, on the IMO through national governments. To improve the standards of seafarers and the officers of ships, they must be well trained. But there is an increasing number of them who have a dubious training. We have to raise the standards; we have got to lobby with industry and also the politicians and local communities. We should ask to the European commission to drive the high standards.

List of Acronyms and Abbreviations

CAMIS	Channel Arc Manche Integrated Strategy
CEDRE	Centre de Documentation, de Recherche et d'Expérimentations sur les pollutions accidentelles des eaux (Centre of Documentation, Research and Experimentation on Accidental Water Pollution)
CESER	Conseil Economique, Social et Environnemental Régional (French Regional Economic, Social, and Environmental Council)
CROSS	Centre Régional Opérationnel de Surveillance et de Sauvetage (French Regional Operations Centre for Monitoring and Rescue)
DDE	Direction Départementale de l'Équipement (French Departmental Office of Infrastructure)
DIRM	Direction Inter-Régionale à la Mer (French Interregional Government Office for the Sea)
DREAL	Direction Régionale de l'Environnement, de l'Aménagement et du Logement (French Regional Office for Environment, Planning and Housing)
EMDI	Espace Manche Development Initiative
EMSA	European Maritime Safety Agency
EUROSUR	European external border Surveillance system
GIS	Geographic Information System
ILO	International Labour Organization
IMO	International Maritime Organization
IOPC	International Oil Pollution Compensation fund
LGA	Local Government Association
MARPOL	Marine Pollution Convention
MCA	Maritime and Coastguard Agency
MRCC	Maritime Rescue Co-ordination Centre
NUCMAR	Plan Nucléaire Maritime (French Marine Nuclear Plan)
ORSEC	Organisation de la Réponse de Sécurité Civile (French Civil Safety Response Organization)
PCS	Plan Communal de Sauvegarde (French Local Protection Plan)
POLMAR	Plan Pollution Maritime (French Marine Pollution Plan). The POLMAR Plan is composed of a maritime part (POLMAR Mer) and a land part (POLMAR Terre).
PPRI	Plan de Prévention des Risques Industriels (French Industrial-Risk Prevention Plan)
PPRN	Plan de Prévention des Risques Naturels (French Natural-Risk Prevention Plan)
SNSM	Société Nationale de Sauvetage en Mer (French National Sea-Rescue Association)
SOSREP	Secretary of State's Representative for Maritime Salvage and Intervention

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The CAMIS project (Channel Arc Manche Integrated Strategy)

CAMIS

A Strategy for the Channel area

Approved in June 2009, within the framework of the INTERREG IV A France (Channel) – England programme, the CAMIS Project aims at developing and implementing an integrated maritime strategy for the Channel area whilst fostering concrete co-operation between stakeholders.

Covering a period of 4 years (2009-2013), the project brings together 19 French and British partners.

FROM EMDI TO CAMIS...

Funded within the INTERREG IIIB North West Europe programme, the EMDI (Espace Manche Development Initiative) Project strongly contributed to the development of the Channel Arc Manche Co-operation between 2004 and 2008 :

- Working-out a strategic vision for the Channel area ;
- Testing new co-operation avenues in various fields ;
- Developing greater knowledge of the Channel area and issues at stake, in particular through the development of a common electronic platform and the creation of a cross-channel atlas, entitled « Channel Spaces, a world within Europe ».

This first project brought some convincing arguments for the recognition of the Channel Arc Manche as a coherent co-operation area in Europe. It also highlighted the opportunity for the Channel area to positioning itself as a demonstration maritime basin of the integrated maritime policy championed by the European Commission.

Launched in October 2009, the new CAMIS (Channel Arc Manche Integrated Strategy) Project seeks to confirm this position whilst taking into account the recent developments in the European and national policies.

CAMIS PROJECT STRATEGY

The CAMIS Project strategy centres on 4 main strands :

- Setting up the conditions for a concerted and sustainable development of the Channel area
- Testing tools and organisations for a maritime governance
- Federating initiatives at the scale of this maritime basin
- Falling within the scope of European and national policies

To meet these objectives, the project will consider some other projects developing scientific knowledge (such as the CHARM project) or sector-based strategies for the Channel area (ports and transport, maritime strategy...).

The project will consider the whole Channel area as well as its interaction with the Atlantic and the North Sea area whenever it is relevant.

CAMIS WORK STRANDS

Maritime Governance

To develop a framework for the governance of the Channel area :

- Drafting of a « Integrated Maritime Strategy » analyzing current and future issues and defining short, medium and long-term actions to be undertaken ;
- Setting up of a « Cross-Channel Forum » gathering all the stakeholders who are interested in the development and the management of the English Channel basin.

Channel area Resource Centre

To improve the knowledge of the Channel area and mutualise information :

- Setting up of a website which could serve as an information platform for stakeholders and the general public but as well as a tool for decision-makers ;
- Development of an electronic Cross-Channel atlas ;
- Setting up of a « Scientific Committee for the Channel area » ;
- Inventory and analysis of stakeholders, organisations, projects and knowledge tools (atlas, observatories...).

Workforce development

To exchange good practice and develop cross-border actions and projects.

Innovation and maritime clusters

To exchange good practice in innovation support policies and measures and identify opportunities for cross-border clusters in 4 sectors:

- Renewable marine energies
- Marinas and water activities
- Sustainable marine operations
- Marine environment

Maritime transport maritime and intermodality

To improve maritime transport and intermodality in the Channel area :

- Analysis of current and future transport infrastructure and traffic flows in the Channel area ;
- Drawing up of a cross-border strategy and recommendations.

Maritime safety

To improve the capability of local authorities to manage maritime pollution risk :

- Analysis of maritime pollution risk in the Channel area ;
- Awareness-raising actions targeted at local authorities and setting up of a Franco-British network ;

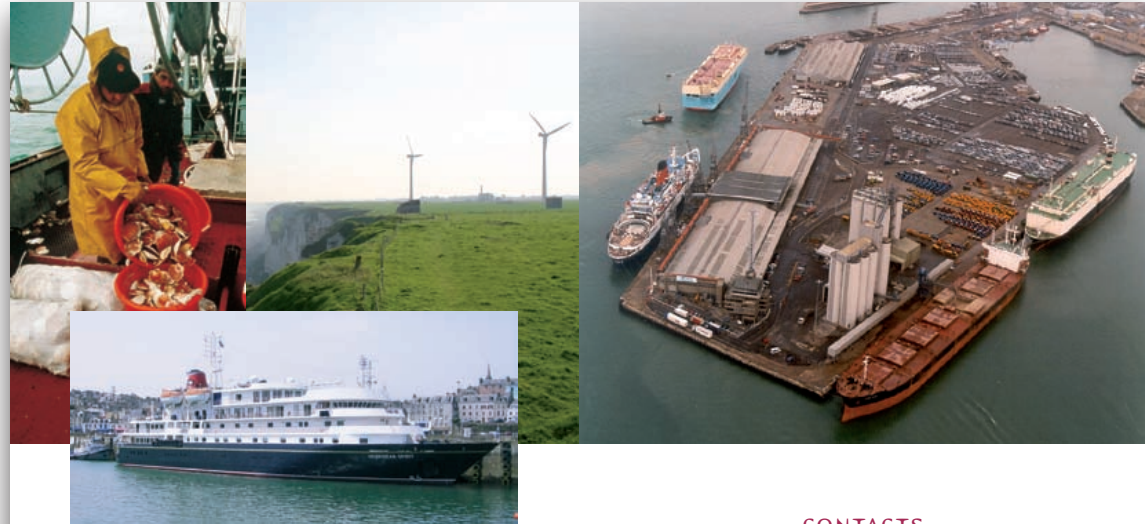
19 partners sharing the same vision and common objectives

Haute-Normandie Region (lead partner)
West Sussex County Council
Bretagne Region
Cornwall Council
Basse-Normandie Region
Devon County Council
Picardie Region
Kent County Council
CRITT Transport et Logistique
Nord-Pas de Calais Region
University of Caen – Basse-Normandie
Marine South East
IFREMER Boulogne
South East England Development Agency (SEEDA)
Bretagne Prospective
University of Chichester
VIGIPOL
Hampshire County Council

The Arc Manche



Arc Manche,
a common area,
a shared future



The Arc Manche Assembly

The Assembly comprises 5 French Regions and 7 British local authorities bordering the English Channel. The Arc Manche Assembly engages in dialogue, reflection and initiates proposals. The Assembly's two main objectives are:

- Representing the interests and the uniqueness of Arc Manche as a **coherent co-operation area in the European Union;**
- **Strengthening the partnerships in the Channel area** by facilitating the setting-up of joint projects of varying sizes and with different categories of stakeholders.

The Arc Manche Assembly has an Executive Committee and a

President and a Vice-President elected for two years (French and English and vice-versa).

The Assembly organises an Arc Manche Conference each year, which is an opportunity for exchange and debate with stakeholders interested in contributing towards achieving the objectives of the Assembly and the development of Franco-British partnerships.

1. Région Nord-Pas-de-Calais, Région Picardie, Région Haute-Normandie, Région Basse-Normandie, Région Bretagne.
2. Kent County Council, Brighton & Hove City Council, West Sussex County Council, Hampshire County Council, Southampton City Council, East Sussex County Council, Isle of Wight Council.

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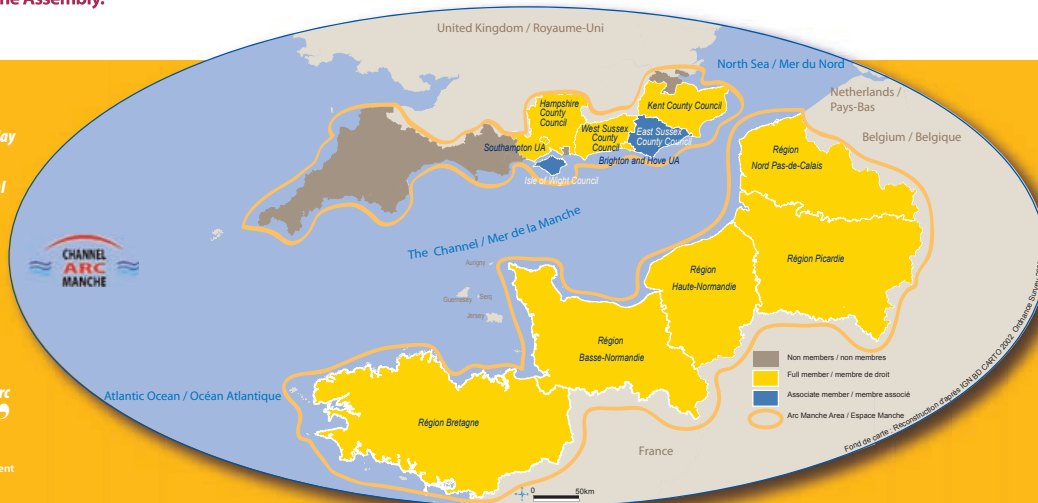


Arc Manche, a geographical and political area in Europe

Arc Manche is a geographical area made up of the British and French territories bordering or in the English Channel. Since 2003 the Arc Manche is also a political project, strengthened in October 2005 by the creation of the Arc Manche Assembly.

“The big issues facing the world today do not always take account of territorial and administrative borders. The need is for the relevant areas to seek suitable responses and implement policies – a modern day solution is the Arc Manche Assembly”

Atain La Vorn et Brad Watson, president and vice-president of Arc Manche Assembly



Why Arc Manche?

The English Channel is one of the busiest maritime thoroughfares in the world and it has strong characteristics:

- a gateway to Europe;
- a maritime canal between the Atlantic Ocean, the North Sea and the Baltic Sea;
- an area of interacting and overlapping economic,

environmental and logistical activities producing a

concentration of maritime opportunities and risks;

- a vital thoroughfare for **high volumes** of people and goods;
- an area that promotes **European integration and exchange** between the UK, France and the rest of continental Europe.

What are the common issues on both sides of the Channel?

Arc Manche is concerned with and active on issues such as transport, port development and maritime safety, innovation, preservation

of natural and coastal environments, achieving a balance between economic and environmental interests and taking advantage of the position of the Channel in Europe.

Achievements and projects

The Arc Manche Assembly has been successful in calling for the eligibility of the whole Arc Manche area to be included in the next **Cross-border European Programme(s), which is a sign of its improved European recognition.** The aim of this programme is to promote and support common projects across borders.

Arc Manche is actively engaged in the debate on the creation of a **European Maritime Policy**, an issue of considerable importance on both sides of the Channel.

The **Espace Manche Development Initiative (EMDI)** (2004-2007) has been the Arc Manche's main ongoing project. The EMDI project's central aim is to increase Franco-British co-operation within the Channel area. The concrete outcomes of the project will

be the creation of a database of relevant information on the Channel area (statistics, maps...), production of a Strategic Vision, and implementation of pilot actions on five themes (tourism, maritime safety and transport intermodality, fisheries and fishing resources, research and development, and integrated coastal zone management). More information available at www.emdi.certic.unicaen.fr



Arc Manche Facts and figures

- ▶ Coastline length : 5,500 km
- ▶ 19,220,000 inhabitants in 2002, of which 7,162,000 on the British side and 12,058,000 on the French side
- ▶ GDP of the area: 395,200 million euros in 2002
- ▶ 33.8 millions of tourists in 2004
- ▶ Between 500 and 600 vessel movements through the Channel every day
- ▶ 1,000 fishing vessels movements recorded every day
- ▶ 275 million tons of dangerous products are transported every year on the Channel

Accidental Maritime Pollution and Local Authorities Joint Declaration

28 JANUARY 2011 – FECAMP, HAUTE-NORMANDIE

The Channel, a major axis of the European transport system, is one of the most heavily-used sea areas in the world.

Each day, an average of almost 500 vessels carrying over 300 tonnes of goods pass through (a rate of one vessel every three minutes), in addition to several cross-Channel journeys involving passengers and goods. Those figures are added to by fishing (almost 4 000 fishing vessels in service, drawn from the French and British fleets as well as the fleets of other countries) and by pleasure-boating (350 000 vessels registered, divided in to roughly equal parts between France and Great Britain).

Maritime activity in the Channel is significant, being particularly intense in the Dover Strait, and continues to grow. To this must be added the development of other uses of the sea area: exploitation of the undersea depths, and marine energy.

However, in spite of the intensity of those activities, the Channel has – happily – suffered few cases of accidental maritime pollution of any significance. It is also

important to consider the entirety of illegal dumping amongst the sources of maritime pollution along the French and British coasts, even if their number has fallen over the last few years thanks to the prevention and curbing policy followed in France and the United Kingdom.

In the face of all those risks, few local authorities along the Channel coast are currently sufficiently prepared to face up to or to deal with cases of maritime pollution. We ought to remember that in France, the management of land-based operations is shared between the Prefect and the Mayor, depending on the extent of the pollution, and that the Départements and Regions are most often called upon to provide material and / or financial support.

Except in Bretagne, most communes or groups of communes have not had to face up to maritime pollution in their territory, so they do not have in place communal protection plans, training plans for elected officials and for staff, tailored management of materials that may be needed in case of pollution, and sufficient knowledge of

procedures for seeking compensation.

Sharing this finding, representatives of the Local authorities' consortium for the Protection of the Bretagne Coastline, Vigipol, the Local authorities' consortium of the Côte d'Opale, the Nord-Pas-de-Calais Region, the Picardy Region, the Brittany Region, the Basse-Normandie Region, and the Haute-Normandie Region, meeting in Fécamp, have decided to extend the co-operation that they have begun in the context of the CAMIS (Channel Arc Manche Integrated Strategy – Une stratégie intégrée pour la Manche) project, on questions linked to maritime safety and to the management of maritime pollution.

That co-operation is carried out in the framework of the competences of the various regions, and in the context of implementing a European maritime policy on which the regions pin their hopes. They wish for that strengthened co-operation to be carried out in partnership with the other stakeholders affected by Channel coastline protection, and that it should cover exchanges of information and joint actions aimed at promoting:

- information for elected officials of the Channel coastal area on the risks of maritime pollution and the ways of preparing for those risks in the best conditions,
- training for elected officials and members of staff,
- defending the interests of local authorities that have fallen victim to maritime pollution,
- local authorities coming together to organise resources in the fight against pollution,
- joint working between representative of local authorities and national authorities as regards the risks, the prevention, and the management of maritime pollution,
- Franco-British co-operation at Channel level in respect of maritime safety, as well as the prevention and management of maritime pollution,
- any action that contributes to improving the ability for co-ordinated intervention on the part of local authorities and maritime organisations.

Vigipol



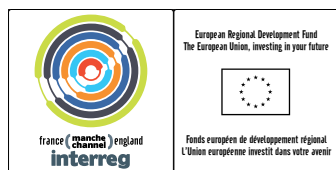
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