



# The role of the government agencies in overseeing offshore operations

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2016 HEALTH AND ENVIRONMENTAL HAZARD FORUM ROMANIA

**We share a common goal to protect and preserve**, through our actions and common efforts, **the environment** - one of the most fragile and precious assets of mankind.

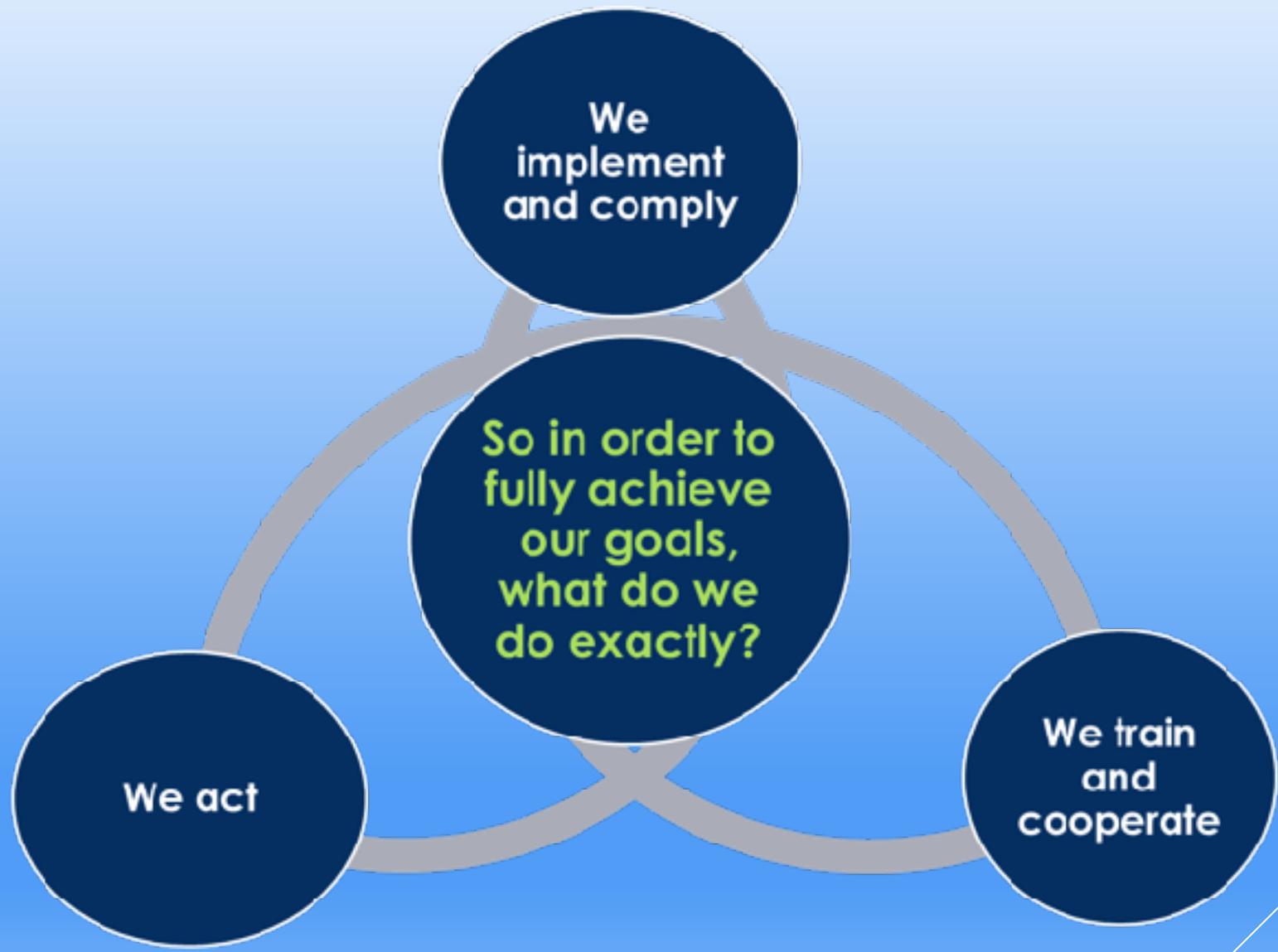
**Romania**, in its three capacities of **International Maritime Organization State Party**, **European country** and **Party of the Black Sea regional cooperation**, safeguards as good as possible a safe and clean and healthy environment, by organizing its activities related to the protection of the marine environment, marine pollution prevention and response, and search and rescue in case of accidents and incidents at sea in compliance with the communitarian acquis, with the IMO conventions and Regional agreements, all implemented by national regulations.



Related to our today main topic of discussion, namely the health and environmental hazards **Romanian Naval Authority** as state authority in the field of safety of navigation, is the only institution authorized by the national legislation to perform the following **tasks**:

- ❑ organizes the assistance and search and rescue system in the national navigable waters;
- ❑ develops the action plans for search and rescue;
- ❑ coordinates the activities of search and rescue of human lives, vessels or any other goods and aircrafts in danger at sea and in the Romanian national navigable waters;
- ❑ organizes the system for preventing, fighting and limiting the pollution effects at sea and in the national navigable waters;
- ❑ coordinates the at-sea intervention actions for de-pollution.





We  
implement  
and comply

So in order to  
fully achieve  
our goals,  
what do we  
do exactly?

We act

We train  
and  
cooperate



## OPRC Convention

- adopted in 1990, entered in force in 1995, adopted in Romania by Law 160/2000 and transposed by Governmental Decision 1593/2002, as amended.
- Requires ships to carry a shipboard oil pollution emergency plan
- Requires operators of offshore units under the jurisdiction of Parties to have oil pollution emergency plans or similar arrangements which must be coordinated with national systems for responding promptly and effectively to oil pollution incidents.
- Calls for the establishment of stockpiles of oil spill combating equipment, the holding of oil spill combating exercises and the development of detailed plans for dealing with pollution incidents.

## DIRECTIVE 2013/30/EU

- There are currently over 1000 offshore operations in European waters, according to EU statistics.
- Accidents such as the 2010 Deepwater Horizon disaster in the Gulf of Mexico illustrate the need for more comprehensive safety measures that are established by the OPRC Convention.
- EU has put in place a set of rules to help prevent accidents, as well as respond promptly and efficiently should one occur.
- While safety is the primary responsibility of operators and individual countries, EU rules are important as they seek for coverage and cooperation of more than one country, driven by the fact that an accident in one country can cause environmental and economic damage to its neighbors as well.
- It is transposed into the Romanian legislation by the Law 165/2016 setting up the minimum requirements for prevention of major accidents and limitation of a major accident consequences for possible oil operations in the Romanian sector of the Black Sea.

## Romanian Law 165/2016

- In case of a major pollution incident, and by a major pollution incident we understand over 700 t discharged oil, the National Contingency Plan is activated.
- Romanian Naval Authority, as the coordinator of the Maritime Division, coordinates from Constanta MRCC all the vessels involved in the at-sea response.
- Romanian Naval Authority is involved in collecting the evidences collected for the investigation.
- This goes for major pollution incidents but what about minor or medium pollution incidents, under 700 t discharged oil? We strongly believe that when it comes to pollution one is not allowed to make a difference therefore all the measures taken in case of a minor or medium pollution incident should be in accordance with the National Contingency Plan.

**Generally speaking about emergencies, it has to be mentioned that starting with August 2016, national regulations regarding the types of risk management entered into force, providing for the development of regulations for managing emergencies at national level.**



SOLAS Convention  
SAR Convention  
IAMSAR Manual

- provides requirements and guidelines for a common maritime approach to organizing and providing search and rescue (SAR) services.
- In case of an incident produced at an offshore platform within Romania's area of responsibility and requiring for search and rescue operations, RNA through MRCC, coordinates the search and rescue of human life at sea activities.
- each SAR mission is performed in accordance with the provisions of the Inter ministerial cooperation plan for unitary intervention in case of emergency for search and rescue of human life in coastal and sea area, signed by representatives of the Ministry of National Defense, Ministry of Interior and Ministry of Transport, in December 2013.

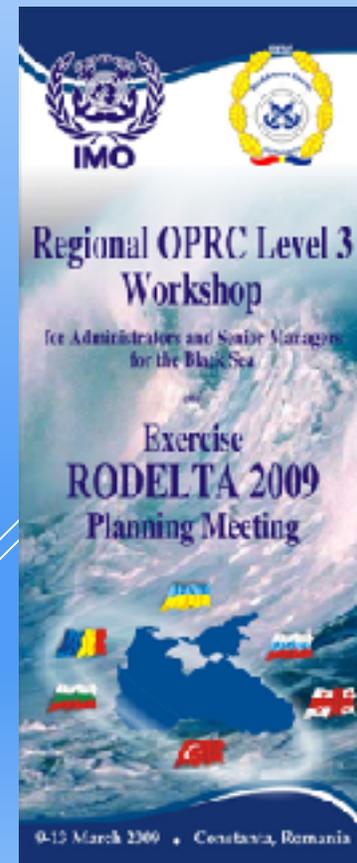


Statistics show that maritime accidents leading to massive pollution are decreasing but regrettably accidents will still occur, in spite of our efforts to prevent them. We must be prepared to deal with these incidents and experience has shown that **training and cooperation is an integral part of the process.**

**RNA performs periodic testing of the capacity preparedness** to respond effectively to major accidents in cooperation with potentially affected Member States authorities, relevant agencies of the European Union and based on reciprocity with third country authorities potentially affected.

**RNA is involved in all types of exercises** that test the preparedness for organizing an efficient response to marine pollution

**Romania has signed two regional cooperation agreements** concerning the protection of the Black Sea against various hazards, namely the Black Sea Search and Rescue Convention - Ankara Convention, 1998 and the Black Sea Pollution Prevention Convention - Bucharest Convention, 1992





At regional level, communication type BRAVO exercises are organized 3 times a year between the Black Sea MRCCs, and on-scene DELTA type exercises, every 2 years.

Romania thorough RNA, MRCC, has initiated BRAVO type exercises in 2006, 2008, 2010, 2012, 2014 and in 2009 has hosted a DELTA type exercise.

The scenarios for the exercises organized in 2008, 2011, 2013, 2014, were based on pollution incidents at off shore platforms, all the factors and actors were involved and all of them had the search and rescue of human lives at sea component.

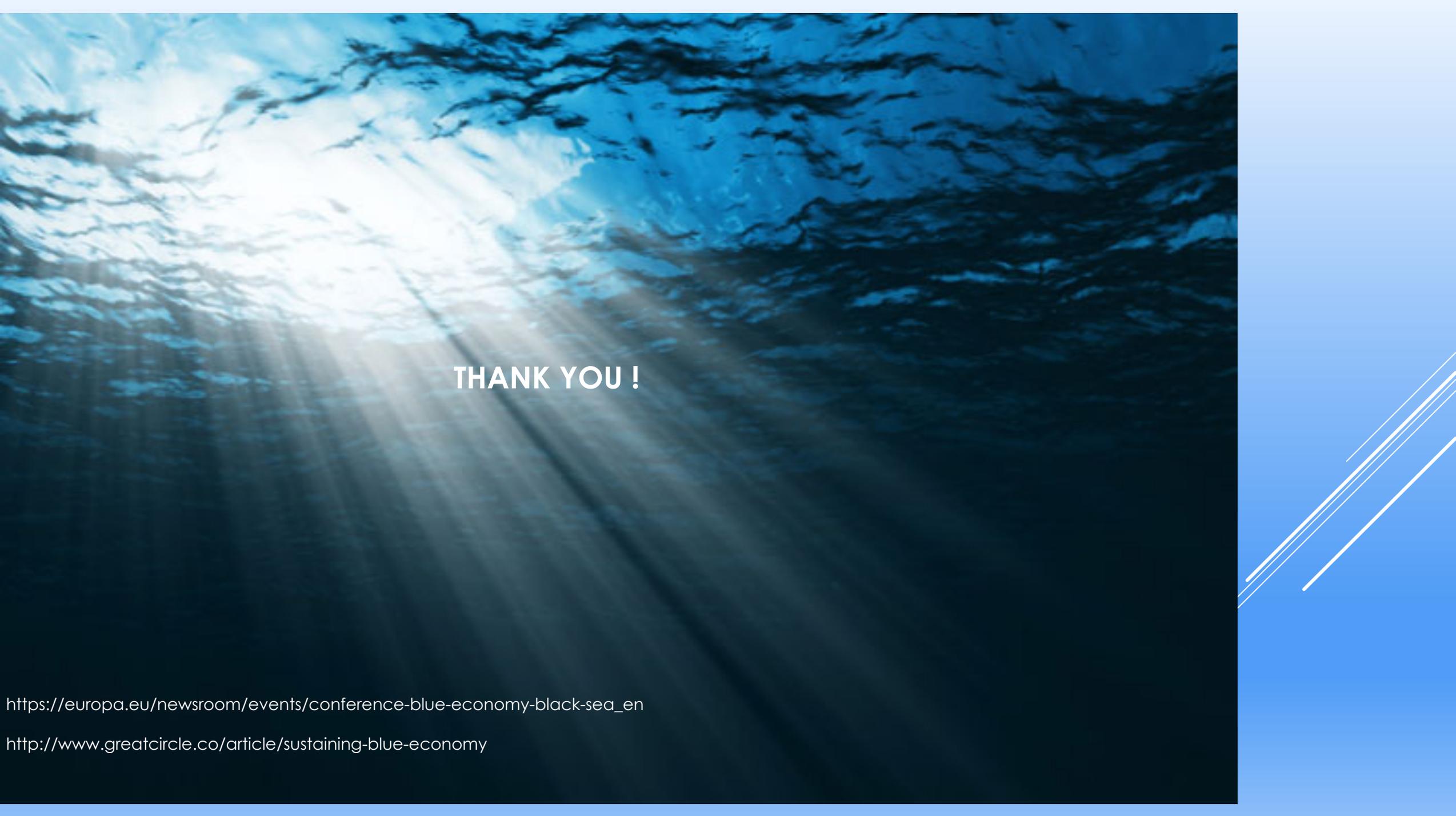




- Over the last decade the rise of new issues has placed the protection of the oceans and seas in a different perspective.
- The impact of all ship-related activities on a coastal state must be recognized, and proper partnerships among governments, industry and international organizations are essential in arranging effective mechanisms for pollution preparedness.

- Today, our seas and coasts are seeing more and new types of economic activity. Europe's maritime economy already employs around 5 million people. This contributes greatly to the global economic development. We must appreciate and support the progress, the innovation and acknowledge the speed of the world changing vector.
- Environmental protection and economic growth go hand in hand.
- The more activities, the more hazards, the more hazards, the more prepared we have to be to face them.
- Healthy seas and coasts are the precondition for a healthy blue economy.





**THANK YOU !**

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