EMSA

European
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Agency

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Inventory of national policies regarding the use of oil spill dispersants in the EU Member States

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Summary

The use of dispersants as an oil pollution response method at sea remains a widely discussed issue in the EU. In order to provide accurate and up to date information on the current situation, EMSA has produced an inventory of the national policies regarding the use of oil spill dispersants in the EU Member States. Due to the nature of this document only EU and EFTA coastal states are covered.

The first edition of the *EMSA Inventory of national policies regarding the use of oil spill dispersants in the EU Member States* was published on 25 November 2005. This update is based on information provided by the competent national authorities in each Member State on changes in national policies since 2005. This update shows that while there is a limited amount of new information, due to few changes in Member States policies and capacities, there is still a discussion ongoing in many Member States on whether dispersants could and should be used in their waters.

The Regional Agreements within the EU (the Barcelona Convention, Bonn Agreement, Bucharest Convention, and Helsinki Convention) have also done considerable work on dispersants. This work is further described in the respective country profiles of the contracting parties of each regional agreement.

This inventory contains information for each Member State regarding:

- The usage of oil spill dispersants as an oil spill response method at sea
- The testing and approval procedures for dispersants
- The available means and equipment for dispersant application

A list of dispersants which have been approved for use by various EU/EFTA countries, based on the replies from the Member States, is also provided. It should be emphasised that this list is only for information purposes.

EMSA would like to thank all parties that have contributed to the contents of this document.

Country Profiles

National Policy regarding the Use of Oil Spill Dispersants: **BELGIUM**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Belgium, following prior official authorisation from the Management Unit of the North Sea Mathematical Models department (MUMM) of the Royal Belgian Institute of Natural Sciences.

The decision to use dispersants in Belgian waters is evaluated on a case by case basis and dispersants may be used only under MUMM's control. The use of oil spill dispersants is not described in Belgium's National Contingency Plan, but operational response plans against marine pollution are currently being developed by the Belgian Coast Guard in consultation with the various competent authorities. A subchapter on the response option of dispersant use will be included in these plans, a first draft of which is expected to be discussed this year. No change to the national policy regarding dispersant usage is currently being considered.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No formal dispersant testing or product approval schemes are in place in Belgium. Belgium relies on dispersants that have been tested for their effectiveness and toxicity (by at least two different methods) and have been approved for use by at least two of the contracting parties to the Bonn Agreement. No list of approved dispersants exists in Belgium.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

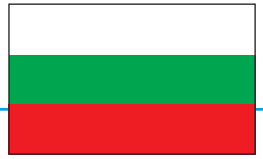
Dispersant stockpiles are available in Belgium: 10,000 l of DASIC SLICKGONE NS and 10,000 l of COREXIT 9527. These stockpiles are stored in Ostend Harbour, and are not being checked on a regular basis. Belgium possesses limited vessel dispersant application capability: Four units of Vicoma Vikospray 2000 stand alone ship mountable spraying arms. No aircraft dispersant application capability is available.

For larger incidents Belgium relies for supplementary resources on neighbouring contracting parties to the Bonn Agreement and if aerial dispersant application is required, aircraft and dispersants would be requested ad hoc from the UK.

National Policy regarding the Use of Oil Spill Dispersants: **BELGIUM**

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Belgium, following prior official authorisation from the Management Unit of the North Sea Mathematical Models department (MUMM) _____ The national contact point regarding dispersant use is MUMM	No standard dispersant testing scheme is in place. Belgium relies on dispersants that have been tested for their effectiveness and toxicity (by at least two different methods) and have been approved for use by at least two of the contracting parties to the Bonn Agreement	No formal dispersant approval scheme is in place. Belgium relies on the dispersants which have been approved for use by at least two of the contracting parties to the Bonn Agreement _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: Vessel dispersant application capability is available in Belgium _____ Aircraft application: None / If aerial dispersant application is required, aircraft application capability would be requested from the UK	The Federal Department of the Environment owns oil response equipment, including dispersant spraying equipment: Four units of Vicoma Vikospray 2000 stand alone ship mountable spraying arms	-10,000 l of DASIC SLICKGONE NS (approved for use in France and the UK) - 10,000 l of COREXIT 9527 (older stock)	Ostend Harbour	Irregular



National Policy regarding the Use of Oil Spill Dispersants: **BULGARIA**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is not allowed. The authorities with overall responsibility for oil pollution response at sea are the Ministry of Transport and the Executive Agency Maritime Administration. While there is still a need for a national policy on dispersants usage, dispersants are clearly described in the national contingency plan.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard dispersant testing or approval schemes are in place, neither does a list of approved dispersants exist. The Ministry of Environment and Waters is the responsible authority to grant permission to use dispersants.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Bulgaria does not hold any dispersant stockpiles, nor does it maintain any vessel or aircraft dispersant application capability.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is not allowed _____ The national contact point for dispersant use are the Ministry of Transport and the Executive Agency Maritime Administration	None / There is no standard dispersant testing scheme in place	None / There is no standard dispersant approval scheme in place _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: None _____ Aircraft application: None	None	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **CYPRUS**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The controlled use of dispersants is allowed in Cyprus, following prior official authorisation from the Director of the Department of Fisheries and Marine Research (DFMR), under the Ministry of Agriculture, Natural Resources and Environment. Dispersants may be used only in water depths of more than 30 metres, outside the boundaries of coastal national parks, marine reserves and specially protected areas identified in the National Contingency Plan. The use of oil spill dispersants is described in Cyprus' National Contingency Plan, in Appendix XII: "The use of dispersants: conditions and limits of dispersants at-sea". No change in the national policy regarding dispersant usage is currently being considered in Cyprus.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

Regarding dispersant testing, the effectiveness and toxicity of dispersants are tested by the State General Laboratory of Cyprus. Dispersants which have been approved for use in other EU countries (particularly the UK and France) may be considered for use in Cypriot waters if accompanied by relevant certificates. A list of dispersants approved for use in the territorial waters of Cyprus exists and is attached to the National Contingency Plan (Appendix XII/2). According to this list, the following dispersants are approved for use in Cyprus (see table below).

Dispersants approved for use in Cyprus

ATLANTOL AT7	AGMA OSD 379 SUPER CONCENTRATE	BP ENERSPERSE	COREXIT 9600	DASIC SLICKGONE LTE	DASIC SLICKGONE NS
EMULGAL C-100	FINASOL OSR 2	FINASOL OSR 4	FINASOL OSR 5 CONCENTRATE	FINASOL OSR 7	FINASOL OSR 12
FINASOL OSR 52	FINASOL OSR 121	GAMLEN OD 4000	GAMLEN OSR 2000	GAMLEN OSR LTL26	OIL SPILL DISPERSANT/ NF
OIL SPILL ELIMINATOR N/T	SHELL DISPERSANT CONCENTRATE	SHELL DISPERSANT LTX	SUPER DISPERSANT 25		

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Limited amounts of dispersant stockpiles (around 22,000 l) are available in Cyprus and are maintained mainly by the Royal Air Force Base in Larnaca and Limassol ports, as well as by the private sector. The following dispersants are kept in stockpiles in Cyprus: DASIC INTERNATIONAL SLICKGONE (high efficiency concentrate oil dispersant), SEAHORSE LIMITED (SEAHORSE SUPER dispersant 25, type 2/3), FINASOL OSR 51 (concentrated, type 2/3), and AGMA (concentrated type 3). Aerial dispersant application capability is not available in Cyprus. The DFMR possesses vessel dispersant spraying capability in various ports of Cyprus. The following dispersant spraying units are available.

Dispersant spraying units:

TYPE	QUANTITY	CHARACTERISTICS	LOCATION	REMARKS
AR.100D Diaphragm Pump with Petter AA1 Diesel Engine	3	Maximum output: 96 l/min Accessories 2 spray 50' delivery hose	Larnaca (1) Limassol (2)	It can be fitted on boat or on truck.
Oil dispersant spraying unit	4	Diesel (Yanmar L40) driven Pump set, Hypro (6500) 6 Roller, 60 LPM@ 30 psi with flow meter and two outlets Two Sprays Arms with hoses.	Larnaca (1) Limassol (2) Paphos (1)	It can be fitted on boat or on truck.
CAT PUMP Model 1010	1	Maximum output: 45 l/min	Limassol	It can be fitted on boat or on truck.
AR.30D Diaphragm Pump with Petter AA1 Diesel Engine	1	Maximum output: 48 l/min Accessories 2 spray 50' delivery hose	Limassol	It can be fitted on boat or on truck.
AR.503D Diaphragm Pump with Petter AA1 Diesel Engine	1	Maximum output: 50 l/min Accessories 2 spray 50' delivery hose	Limassol	It can be fitted on boat or on truck.
Olymbia spraying pump with Petter Engine	1	Maximum output: 60 l/min	Paralimni	It can be fitted on boat or on truck.
Olymbia spraying pump with Petter engine	1	Maximum output: 60 l/min	Limassol	It can be fitted on boat or on truck.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Cyprus, following prior official authorisation from the Director of the Department of Fisheries and Marine Research (DFMR)	The effectiveness and toxicity of dispersants are tested by the State General Laboratory of Cyprus	Dispersants which have been approved for use in other EU countries may be considered for use in Cypriot waters _____	Vessel application: Limited vessel spraying capability is available in Cyprus _____ Aircraft application: None / Aerial	The DFRM possesses shipboard dispersant spraying equipment. See details in the table above	Limited amounts of dispersant stockpiles are available in Cyprus (22,000 l): - DASIC INTERNATIONAL	Limassol and Larnaca ports	Regular

National Policy regarding the Use of Oil Spill Dispersants: **CYPRUS**

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The national contact point for dispersant use is the DFMR		List of approved dispersants: - ATLANTOL AT7 - AGMA OSD 379 SUPER CONCENTRATE - BP ENERSPERSE - COREXIT 9600 - DASIC SLICKGONE LTE - DASIC SLICKGONE NS - EMULGAL C-100 - FINASOL OSR 2 - FINASOL OSR 4 - FINASOL OSR 5 CONCENTRATE - FINASOL OSR 7 - FINASOL OSR 12 - FINASOL OSR 52 - FINASOL OSR 121 - GAMLEN OD 4000 - GAMLEN OSR 2000 - GAMLEN OSR LT126 - OIL SPILL DISPERSANT/ NF - OIL SPILL ELIMINATOR N/T - SHELL DISPERSANT CONCENTRATE - SHELL DISPERSANT LTX - SUPER DISPERSANT 25	dispersant application capability is not available in Cyprus		SLICKGONE - SEAHORSE Super dispersant 25 - FINASOL OSR 51 - AGMA		

National Policy regarding the Use of Oil Spill Dispersants: **DENMARK**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Denmark, following prior official authorisation from the Environmental Protection Agency (EPA), under the Ministry of Environment, on a case-by-case basis. In the Danish North Sea sector, Denmark recognises a limited scope for dispersant use, when mechanical recovery is not possible and when particularly sensitive resources are threatened.

In the Baltic Sea sector, dispersant use is not supported. In practice, oil spill dispersants have not been used in Danish waters for the past ten years. No change in the national policy regarding dispersant usage is being considered, but at regional level Denmark follows the discussions which are currently being undertaken within the framework of the Helsinki Commission (HELCOM), regarding new opportunities for the usage of oil spill dispersants in the Baltic Sea. The use of oil spill dispersants is described in Denmark's National Contingency Plan, in Part II of the Response Manual, Section 3.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard dispersant testing or approval schemes are in place in Denmark, neither does a list of approved dispersants exist. Should there be need for dispersant use Denmark will in general accept dispersants which are approved for use by two to three other Bonn Agreement countries, without further requirements.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Denmark does not hold any dispersant stockpiles. The Danish Navy and Air Force do not maintain vessel or aircraft dispersant application capability.

National Policy regarding the Use of Oil Spill Dispersants: **DENMARK**

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Denmark, following prior official authorisation from the Environmental Protection Agency (EPA), under the Ministry of Environment _____ In practice, oil spill dispersants have not been used in Danish waters for the past ten years _____ The national contact point for dispersant use is the Danish EPA	None / There is no standard dispersant testing scheme in place	None / There is no standard dispersant approval scheme in place, but the Danish EPA allows in general that dispersants approved for use in two to three other Bonn Agreement countries, can also be used in Denmark, without further requirements _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: None _____ Aircraft application: None	None	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **ESTONIA**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. Although the use of dispersants is in principle prohibited in Estonia and dispersants have not been used in its waters for twenty years, case-by-case permits to use dispersants in an oil spill situation may be issued by the Estonian Environment Inspectorate, under the Ministry of Environment. No change in the national policy regarding dispersant usage is currently being considered, but at regional level Estonia closely follows the discussions which are being undertaken within the framework of the Helsinki Commission, regarding new opportunities for the usage of dispersants in the Baltic Sea. A change in the national policy would depend on possible changes in the HELCOM policy. The use of oil spill dispersants is not described in Estonia's National Contingency Plan.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard dispersant testing or approval schemes are in place in Estonia, neither does a list of approved dispersants exist.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Estonia does not hold any dispersant stockpiles, nor does it maintain any vessel or aircraft dispersant application capability.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
Although the use of oil spill dispersants is in principle prohibited in Estonia, case by case permits to use dispersants in an oil spill situation may be issued by the Estonian Environment Inspectorate under the Ministry of Environment _____ Dispersants have not been used in Estonian waters for twenty years _____ The national contact point for the use of dispersants is the Estonian Environment Inspectorate	None / There is no standard dispersant testing scheme in place	None / There is no standard dispersant approval scheme in place _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: None _____ Aircraft application: None	None	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **FINLAND**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. Although the use of dispersants is allowed in Finland following prior official authorisation from the Finnish Environmental Institute (SYKE) under the Ministry of Environment, in practice dispersants have not been used in Finnish waters since 1987. No change in the national policy regarding dispersant usage is currently being considered, but at regional level Finland follows the discussions which are being undertaken within the framework of the Helsinki Commission, regarding new opportunities for the usage of dispersants in the Baltic Sea. The use of dispersants is clearly described in the National Contingency Plan (Decree on Oil-Combating, 1993), paragraph 9. According to this, in each individual case SYKE has to be certain that the use of dispersants would be far better than any other response method to the oil pollution in question and that it would not cause evident water pollution or other damage to human health or the environment.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

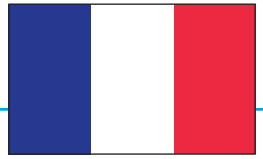
Since dispersant use is purely a theoretical possibility at the moment in Finland, no standard dispersant testing or approval schemes are in place, neither does a list of approved dispersants exist.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Finland does not hold any dispersant stockpiles, nor does it maintain any vessel or aircraft dispersant application capability.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Finland, following prior official authorisation from the Finnish Environmental Institute (SYKE) _____ Dispersants have not been used in Finnish waters since 1987 _____ The national contact point for the use of dispersants is the Environmental Damage Division of the Finnish Environment Institute	None / There is no standard dispersant testing scheme in place	None / There is no standard dispersant approval scheme in place _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: None _____ Aircraft application: None	None	None	N/A	N/A



I. USAGE OF OIL SPILL DISPERSANTS

The use of dispersants is allowed in France, since dispersants are considered one of the response options to oil spills at sea. There exists no preferential oil spill response option and dispersants are used when appropriate. No prior official authorisation is required for the use of dispersants, since maps have been drawn defining offshore areas where dispersants can be used without major risk; more specifically, the use of dispersants along the French coast is the subject of three geographical limits which have been defined for three oil release scenarios: 10, 100 and 1 000 tons of oil to be treated.

The Maritime Préfet, who is responsible for the response at sea during incidents, decides in each case whether or not to use dispersants. The appropriateness of the dispersant use depends on the characteristics of the pollutant and the location of the spill, in relation to the three geographical limits which have been calculated for set quantities of oil, as described above.

These limits have been defined so as the larger the amount of oil to be dispersed, the greater the distance from the coast required, in order to ensure that the water depth is sufficient for the dilution of dispersed oil below harmful levels. Beyond these limits, the use of dispersants can be contemplated without major risks to the marine environment. The use of dispersants is clearly described in France's National Contingency Plan. All three Plans dedicated to the Channel, the Atlantic Ocean and the Mediterranean Sea refer to specialised technical documents, such as the Cedre Guidelines on dispersant use. No change in the national policy regarding dispersant usage is currently being considered.

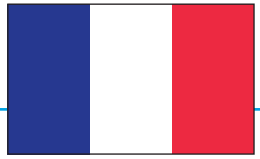
II. DISPERSANT TESTING AND APPROVAL PROCEDURES

Standard dispersant testing and approval procedures exist in France. Tests measuring the effectiveness, determining the acute toxicity and assessing the biodegradability of the dispersants are performed. Effectiveness tests are performed by Cedre, which uses the standard test method NF T 90-345, with selection criteria: E>=60%. Tests determining the intrinsic acute toxicity of the dispersant are performed according to the standard method NF T 90-348 with the following selection criteria: the dispersant toxicity must be at least ten times lower than the toxicity of a reference toxicant (Noramium DA50). Biodegradability tests are performed by INERIS (Institut National de l'Environnement Industriel et des Risques) and for the assessment of the dispersant's biodegradability the standard method NF T 90-346 is used, with the following selection criteria: the biodegradability of the dispersant should be at least 50%. The approval procedure for dispersant products in France is designed by Cedre (Centre for Documentation, Research and Experimentation on Accidental Water Pollution).

According to this approval procedure, all dispersant products have to pass successfully all three tests step by step: effectiveness first, toxicity and then biodegradability in order to be approved; if a product fails in one of these tests the procedure is interrupted. Each approval which is granted is valid for a period of five years.

A regularly updated list of dispersants approved for use at sea is available on the Cedre website (http://www.le-cedre.fr). According to this list, the following dispersants have been submitted to the effectiveness, toxicity and biodegradability tests which were undertaken according to the protocols deriving from the norms NF T 90-345, NF T 90-348 and NF T 90-346 and have been approved for use in France (see table below).

National Policy regarding the Use of Oil Spill Dispersants: **FRANCE**



Dispersants approved for use in France (list updated in October 2007)

BIOREICO R93	COREXIT 9500	DASIC SLICKGONE NS	DISPEREP 12	DISPER M	DISPOLENE 36S
EMULGAL C-100	FINASOL OSR 52	FINASOL OSR 61	FINASOL OSR 62	OD 4000 (PE 998)	INIPOL IP 80
INIPOL IP 90	INIPOL IPC	NEUTRALEX C	NU CRU	OCEANIA 1000	RADIAGREEN OSD
O.S.D-2B					

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

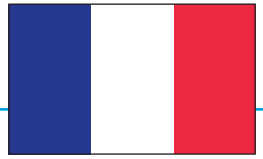
France maintains dispersant stockpiles in various depots along the country's seaboards: 300 t for the Channel, 200 t for the Atlantic Ocean, 410 t for the Mediterranean Sea, and 5 x 50 t in the overseas districts and territories. French dispersant stockpiles are owned by the French Navy, FOST (Force Océanique Stratégique) in Marseilles and possibly by some harbours. The Navy stockpiles contain the following dispersants: DISPOLENE 36 S, FINASOL OSR 52, FINASOL OSR 62, INIPOL IP 80, OCEANIA 1000, GAMLEN OD 4000.

The FOST stockpile contains the dispersant: INIPOL IP 90. Each batch of dispersant is checked periodically (five years after being purchased and then every two years).

The French Navy has available resources of dispersant spraying equipment, upon which the Maritime Préfets rely (shipboard dispersant application equipment and helicopter spraying buckets). In some cases the resource to external spraying capability may also be considered, e.g. dispersant application equipment from OSRL and the MCA in the UK. France has four sea-going pollution recovery vessels (Alcyon, Ailette, Mérou and Argonaute) specially equipped with pollution response equipment, including dispersant spraying arms. The French Navy owns other shipboard dispersant spraying sets which can equip other vessels of opportunity, such as training vessels and tug boats.

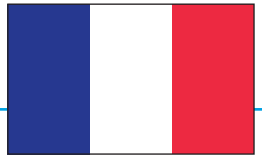
Regarding aircraft dispersant application equipment, the French Navy owns three SOKAF 3000 helicopter buckets, each of 3 m^2 capacity, which are stored close to Brest (2) and Toulon (1). In addition, two helicopter buckets SIMPLEX type, are owned by oil companies close to Marseille in the stockpile of FOST. Aerial dispersant application is performed in France using National Navy Super Frelon heavy helicopters with the above mentioned SOKAF 3000 spraying systems. The helicopters can operate from improvised landing zones set on the coast line, as close as possible to the incident.

If necessary, aircraft dispersant application capability would be requested from neighbouring countries through regional cooperation agreements, for example British MCA aircraft would be requested through the Bonn Agreement.



IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in France. No prior official authorisation is required for dispersant use, since three geographical limits have been set along the French coast defining areas where dispersants can be used without major risk. These limits have been defined for three oil release scenarios: 10, 100 and 1 000 tons of oil to be treated, the larger the amount of oil to be dispersed, the greater the distance from the coast required. Beyond these limits, the use of dispersants can be contemplated without major risks to the marine environment. _____ The national contact point for dispersant use is Cedre	1) Effectiveness tests are performed by Cedre, using the NF T 90-345 test method and with selection criteria: E>=60% _____ 2) Acute toxicity tests are using the NF T 90-348 test method and with the following selection criteria: the dispersant toxicity must be at least ten times lower than the toxicity of a reference toxicant (Noramium DA50) _____ 3) Biodegradability tests are performed by INERIS, using the NF T 90-346 test method, with the following selection criteria: the biodegradability of the dispersant should be at least 50%	The approval procedure for dispersants is designed by Cedre and each approval is valid for a period of five years. In order for dispersant products to be approved, they have to pass all the three tests: effectiveness first, toxicity and then biodegradability; if a product fails in one of these tests the procedure is interrupted. _____ List of approved dispersants: Yes / Cedre maintains a regularly updated list of approved dispersants: - BIOREICO R93 - COREXIT 9500 - DASIC SLICKGONE NS - DISPEREP 12 - DISPER M - DISPOLENE 36S - EMULGAL C-100 - FINASOL OSR 52	Vessel application: France has 4 sea-going pollution recovery vessels, which are specially equipped with dispersant spraying arms: Alcyon, Ailette, Mérou and Argonaute. The French Navy owns other shipboard dispersant spraying sets which can equip other vessels of opportunity, such as training vessels and tug boats. _____ Aircraft application: Aerial dispersant application is performed in France using National Navy Super Frelon heavy helicopters.	Government-owned: The French Navy owns three SOKAF 3000 helicopter buckets (3 m^2 capacity each), stored close to Brest (2) and Toulon (1), as well as shipboard dispersant spraying sets. _____ Private resources: Two helicopter buckets (SIMPLEX type) are owned by oil companies (close to Marseille)	France maintains around 1160 t of dispersant stockpiles: - 300 t for the Channel; - 200 t for the Atlantic Ocean; - 410 t for the Mediterranean - 5 x 50 t in the overseas districts and territories The following dispersants are kept in the French Navy's stockpiles: - DISPOLENE 36 S - FINASOL OSR 52 - FINASOL OSR 62 - GAMLEN OD 4000 - INIPOL IP 80 - OCEANIA 1000 The FOST stockpile contains the dispersant: - INIPOL IP 90	In various depots along the country's seaboards: Channel, Atlantic Ocean, and Mediterranean Sea	Five years after being purchased and then every two years



National Policy regarding the Use of Oil Spill Dispersants: **FRANCE**

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
		- FINASOL OSR 52 - FINASOL OSR 61 - FINASOL OSR 62 - OD 4000 (PE998) - INIPOL IP 80 - INIPOL IP 90 - INIPOL IPC - NEUTRALEX C - NU CRU - OCEANIA 1000 - RADIAGREEN OSD - O.S.D-2B					

National Policy regarding the Use of Oil Spill Dispersants: **GERMANY**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea includes observation, mechanical containment and recovery. The use of dispersants is allowed in Germany, following prior official authorisation from the Central Command for Maritime Emergencies (CCME), under the Federal Ministry of Transport, Building and Urban Affairs. Dispersants are used as a last response option in the North Sea area and suitable criteria for their use are still under examination in Germany and have to be harmonised with those of neighbouring countries. Currently, dispersant application is prohibited within shallow coastal areas (less than 10 m depth) and in locations with limited water exchange, and can be used restrictively in depths of between 10 and 20 m, whereas new generation dispersants may be used offshore in "spot" spraying. Germany does not use dispersants in the Baltic Sea and Wadden Sea areas. No change in the national policy regarding dispersant usage is currently being considered, but a working group of experts is closely following the latest developments on this issue. At regional level Germany follows the discussions which are being undertaken within the framework of the Helsinki Commission, regarding new opportunities for the usage of dispersants in the Baltic Sea. The use of dispersants is not described in Germany's National Contingency Plan.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

Dispersants are currently not being tested in Germany and therefore no list of approved dispersants exists. Dispersants which have been successfully tested and approved for use in the UK or France may also be applied in Germany.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Germany does not hold any dispersant stockpiles. If dispersants were to be required, UK or industry resources would be called upon, within the Bonn Agreement framework. The preferred platform for dispersant application for small spills in Germany is from helicopters. Dispersant application by fixed wing aircraft is subject to scepticism due to the lack of accuracy and consequent over-application of the dispersant.

National Policy regarding the Use of Oil Spill Dispersants: **GERMANY**

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Germany, following prior official authorisation from the CCME _____ The national contact point for the use of dispersants is MLZ Cuxhaven – Maritime Reporting and Situation Assessment Centre	None / Dispersants are currently not being tested in Germany	None / Products that are approved for use in the UK or France may also be applied in Germany _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: N/A _____ Aircraft application: The preferred platform for dispersant application in Germany is from helicopters	None / If dispersant use were to be required, UK or industry resources would be called upon, within the Bonn Agreement framework	None	N/A	N/A

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Greece, following prior official authorisation from the Marine Environment Protection Division (MEPD) within the Ministry of Mercantile Marine, Aegean & Island Policy. Oil spill dispersants are used only in the open sea, when the containment of the spill and the mechanical recovery of the oil are not feasible, always under the control of MEPD and away from enclosed and sensitive areas (shallow waters, coastal marine reserves and SPAs).

Dispersant application is only considered as an oil spill response option, provided that the general environmental conditions and the relevant permanent national orders (Permanent Circulars issued on Marine Environment Protection) are taken into account. The use of oil spill dispersants is clearly described in Greece's National Contingency Plan, in paragraphs 6.30 to 6.34. No change in the national policy regarding dispersant usage is currently being considered in Greece, but the Ministry of Mercantile Marine, Aegean & Island Policy has constituted a Working Group of Experts of relative Public Authorities regarding the issue of dispersant usage.

The main tasks of this Working Group are:

- The modification of the method identifying the effectiveness indicator of dispersants.
- The examination and determination of the conditions and methods of the sampling procedures, taking into consideration the existing distribution of dispersant stockpiles and the management and monitoring of sampling procedures, that will be brought into effect.
- The proposal for the handling/destruction of dispersants of 2nd and 3rd generation, which are considered inappropriate.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

Dispersant testing and approval schemes are in place in Greece. The State Chemical Laboratory in collaboration with the Hellenic Centre for Marine Research is responsible for the control, testing and approval of oil spill dispersants. Acute toxicity and effectiveness tests are performed on the dispersants. The Ministerial Decree No 5219 (2000) defines the requirements for oil spill dispersant control, testing and approval procedures, and is currently under revision. According to this Decree the State Chemical Laboratory is responsible for certifying 3rd generation oil spill dispersants. Each "approval" certification which is issued is notified to the Ministry of Mercantile Marine, Aegean & Island Policy and is valid for a period of seven years.

The dispersants that have been granted this certification may be used in an oil spill response operation (see list below). In order to obtain this certification, the interested party has to submit to the State Chemical Laboratory an application including relevant information such as the trade name of the product, its use and implementation field, information regarding the product's producer and the product's composition, and a non-toxicity report acquired from the Hellenic Centre for Marine Research or another research institute within the EU.

Dispersants which have been approved for use in other EU Member States may also be considered for use in Greece, following certification by the State Chemical Laboratory. The use of 3rd generation dispersants (types 2 and 3) that are not yet certified is prohibited, until the State Chemical Laboratory in collaboration with the Hellenic Centre for Marine Research provides the appropriate certificate verifying non toxicity and other crucial specifications. The use of 2nd generation dispersants is prohibited until the State Chemical Laboratory in collaboration with the Hellenic Centre for Marine Research provides the appropriate certificate verifying non toxicity, effectiveness and other crucial specifications. Having obtained this certificate, their use is only allowed in exceptional circumstances following MEPD's approval.

National Policy regarding the Use of Oil Spill Dispersants: **GREECE**

Dispersants approved for use in Greece

SUPER DISPERSANT 25 (types 2 and 3)	OILER 60 (types 2 and 3)	MARICHEM OIL SPILL DISPERSANT (types 2 and 3)	UNICLEAN OSD ENVIRO (concentrated type)

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Greece possesses stockpiles of 2nd and 3rd generation dispersants, allocated to various port authorities, port stations and antipollution vessels around the country. The following dispersants can be found in Greece's stockpiles: 2nd generation: FINASOL, 3rd generation: SEA HORSE, SUPER DISPERSANT, SEA WASH, OIL SPILL ELIMINATOR, CHEMO. In total, 230,076 k of 2nd generation dispersants and 247,800 l of 3rd generation dispersants are available in Greece. These stockpiles are checked at least once a year, through an annual report from each Port Authority of the remaining stockpiles per type of available antipollution means and equipment, including dispersants. The above mentioned Ministerial Decree No 5219 (2000) also defines the requirements for dispersant storage and packaging.

The Greek government owns 10 multi-purpose oil spill combating vessels with dispersant spraying capability and 48 portable dispersant spraying systems with spraying arms for dispersant application from vessels. In addition, Environmental Protection Engineering S.A. (EPE-private contractor) maintains two units of PSEKA seaborne dispersant spraying systems and one COOPER PEGLER CP 178 seaborne dispersant spraying unit, in its main station at Piraeus. No aircraft dispersant application capability is available in Greece.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Greece, following prior official authorisation from the Marine Environment Protection Division (MEPD) of the Ministry of Mercantile Marine, Aegean & Island Policy _____ The national contact point for dispersant use is the MEPD	The State Chemical Laboratory in collaboration with the Hellenic Centre for Marine Research is responsible for the control and testing of oil spill dispersants. Toxicity and effectiveness tests are performed on the dispersants	Dispersants which pass the relevant toxicity and effectiveness tests are approved for use in Greece. _____ List of approved dispersants: Greece has a list of certified oil spill dispersants approved for use: - SUPER DISPERSANT 25 (types 2 and 3) - OILER 60 (types 2 and 3) - MARICHEM OIL SPILL DISPERSANT (types 2 and 3) - UNICLEAN OSD ENVIRO (concentrated type)	Vessel application: The Greek government owns 10 multi-purpose oil spill combating vessels with dispersant spraying capability _____ Aircraft application: No aircraft dispersant application capability is available in Greece	Government-owned: 48 portable dispersant spraying systems with spraying arms for dispersant application from vessels _____ Private sector: The EPE company maintains two units of PSEKA seaborne dispersant spraying systems and one COOPER PEGLER CP 178 seaborne dispersant spraying unit	Greece possesses stockpiles of 2nd and 3rd generation dispersants: 2nd generation: FINASOL 3rd generation: - SEA HORSE - SUPER DISPERSANT - SEA WASH - OIL SPILL ELIMINATOR - CHEMO In total, 230,076 k of 2nd generation dispersants and 247,800 l of 3rd generation dispersants are available in Greece	Dispersant stockpiles are allocated to various port authorities, port stations and anti-pollution vessels around the country	Annually, through a report of each port authority regarding the remaining stock of oil pollution response equipment

National Policy regarding the Use of Oil Spill Dispersants: **ICELAND**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response methods to oil spill at sea are mechanical containment and recovery. The use of dispersants is allowed in Iceland following official authorisation, from the Environmental and Food Agency. More information is currently not available.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard dispersant testing or approval schemes are in place, neither does a list of approved dispersants exist.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Iceland does not hold any dispersant stockpiles, nor does it maintain any vessel or aircraft dispersant application capability.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed following official authorisation from the Environmental and Food Agency _____ The national contact point for dispersant use is the Environmental and Food Agency	None / There is no standard dispersant testing scheme in place	None / There is no standard dispersant approval scheme in place _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: None _____ Aircraft application: None	None	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **IRELAND**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The policy on dispersants is that the use of dispersants in Irish waters is forbidden unless authorised by the Department of Transport, Sea Pollution Act 1991 sect 11 (C). The Irish Coast Guard has the delegated authority of the Department of Transport to authorise and control the use of dispersants in Irish waters. The decision to use dispersants will be made on a case-by-case basis. It will be based on the real time evaluation of the likely fate of the oil and on the possible impact of the dispersed oil. Oil spill dispersant may not be used without the authorisation of the Irish Coast Guard unless it is deemed that the immediate situation requires its use to prevent or reduce substantially hazards to human life or limb or to reduce substantially explosion or fire hazards to property. Where any dispersant is used the Irish Coast Guard should be notified immediately.

Dispersant spraying must be authorised by Irish Coast Guard. The Coast Guard must consult with nominated State bodies before authorising dispersant use in the following areas:

- Water depth less than 30 metres
- Inside the straight base lines and the mainland
- Within one nautical mile of charted banks

The decision to use dispersants will be on a case-by-case basis. The use of dispersants in shallow waters, bays, harbours and inlets may not be authorised except in exceptional circumstances.

The use of dispersants may be considered as a response option to an oil spill mainly offshore, if the spilled oil is amenable to dispersion and suitable dispersants are available. No change in the national policy regarding dispersant usage is currently being considered. The use of oil spill dispersants is expected to be clearly described in Ireland's National Contingency Plan which is currently being drafted.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

There exist no standard Irish regulations or formal evaluation procedures for the testing and approval of dispersants. Dispersants which have been tested and approved for use in the UK may be considered for use in Ireland. No list of approved dispersants exists in Ireland.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Dispersant stockpiles are not available in Ireland, neither is vessel or aircraft dispersant application capability. When used, dispersants and aircraft dispersant spraying resources are brought in from other European countries (e.g. the UK).

Aircraft dispersant application is also possible through Ireland's arrangements with OSRL, based in the UK. The Irish Coast Guard is an associate member of the OSRL, which maintains a large inventory of oil pollution response equipment, including dispersant spraying capability.

National Policy regarding the Use of Oil Spill Dispersants: **IRELAND**

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is forbidden unless authorised by the Irish Coast Guard _____ The national contact point for the use of dispersants is the Marine Rescue Co-ordination Centre (MRCC) Dublin	None / Dispersants which have been tested and approved for use in the UK may be considered for use in Ireland	None / Dispersants which have been approved for use in the UK may be considered for use in Ireland _____ List of approved dispersants: None / No list of approved dispersants	Ireland does not have its own vessel or aircraft dispersant application capabilities. When used, dispersants and aircraft dispersant spraying resources are brought in from other European countries (e.g. the UK). Aircraft application of dispersants is also possible through Ireland's arrangements with OSRL	The Irish Coast Guard is an associate member of the OSRL based in the UK, which maintains a large inventory of oil pollution response equipment, including dispersant spraying capability	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **ITALY**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Italy, following prior official authorisation from the Ministry for Environment and Territory and Sea. The use of dispersants may be considered as a response option to an oil spill when mechanical recovery is impossible and sensitive ecological resources are at risk. Dispersant use is decided on a case-by-case basis. No change in the national policy regarding dispersant usage is currently being considered. The use of dispersants is clearly described in Italy's National Contingency Plan.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

A standard approval scheme for marine depolluting products was defined by the Italian Ministry for Environment and Territory and Sea. A Decree Law defining procedures for recognising the suitability of dispersant and absorbent products to be used at sea for the clearance of contamination by hydrocarbon oils was issued in December 2002. These procedures had been prepared by a group of experts belonging to the main Italian research institutions: ICRAM (Central Insitute for the scientific Research Applied to the Sea), APAT (Agency for Environmental Protection and Technical Services), ISS (Istituto Superiore di Sanità), IRSA-CNR (Water Research Insitute of the National Research Council) and include analyses on the effectiveness, toxicity, stability, bioaccumulation and biodegradability of depolluting products with dispersant or absorbent action.

The analytical methods to be used for performance of the tests concerning the effectiveness, stability, toxicity, bioaccumulation and biodegradability of the dispersant or absorbent products are provided as an annex to the Decree Law issued on December 2002. The analyses were carried out by private or public laboratories authorised by the General Directorate for Nature Protection of the Italian Ministry for Environment and Territory and Sea, the list of which is published on the Ministry's website (http:\\www.minambiente.it). Laboratories currently authorised to carry out analyses to determine the suitability for use in the sea of depolluting products operate in accordance with UNI CE1 EN ISOIIEC 17025 and are accredited by organisations in compliance with UNI CE1 EN 45003 for the tests and relative analytical methods referred to in the annexes to the decree. The list of depolluting products recognised as suitable for use in Italian seas is published and regularly updated on the Ministry's website. At the moment, only one depolluting product with dispersant action has been recognised suitable to be used at sea for the clearance of contamination by hydrocarbon oils.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Stockpiles of dispersants are available in Italy (around 28,000 l) through arrangements with the private sector (Castalia Ecolmar) and are being checked annually. No further information regarding which dispersants are kept in stock has been made available. Vessel dispersant application capability (shipboard spraying equipment and specialised response vessels) is available to the Italian Government through arrangements with the private sector (Castalia Ecolmar) and is allocated to various ports around the country. Aircraft dispersant application capability is not available in Italy.

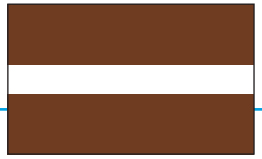
National Policy regarding the Use of Oil Spill Dispersants: **ITALY**

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Italy, following prior official authorisation from the Ministry for Environment and Territory and Sea _____ The national contact point for the use of dispersants is the Antipollution Emergency Centre, GD for Nature Protection of the Ministry for Environment and Territory and Sea	Dispersant testing procedures are drawn up and approved by a group of technical experts from the following institutes: ICRAM, APAT, ISS and IRSA and they include: -effectiveness, -toxicity, -stability, -bioaccumulation & -biodegradability tests of the dispersants properties _____ The testing procedures are carried out by public and private laboratories authorised by the Ministry for Environment and Territory	There exists a Decree Law defining procedures for recognising the suitability of dispersant and absorbent products to be used at sea for the clearance of contamination by hydrocarbon oils was issued in December 2002. Dispersants have to pass several tests before they can be approved for use _____ List of approved dispersants: Yes, a regularly updated list of dispersants approved for use in Italian waters is published by the Ministry for Environment and Territory: SEL (2501, B5, B8, BR, 1836, 512, 9620, 4820, F-1, 100, S100, 50, 200, R19, R38); Bioversal HC; BIODISPERDENTE EPS 2003; Ecostar Ecotextil (E 200, E 143/96, E 145/48, E 100, E 144/96, E 146/48, E 138, E 138B, E 140, E 140 B; E 810SN, E 100, E 200, E 50, E 22,	Vessel application: Vessel dispersant application capability (specialised response vessels) is available to the Italian Government through arrangements with the private sector (Castalia Ecolmar) _____ Aircraft application: None	Shipboard spraying equipment (dispersant spraying arms) is available to the Italian government through arrangements with the private sector (Castalia Ecolmar)	28,000 l of dispersants are available to the Italian government through arrangements with the private sector (Castalia Ecolmar). Information on which dispersants are kept in stocks is not available	In seven warehouses located in various Italian ports	Annual

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
		E 344, E 344/s, E150, E 348p, E 18";ZENIT PULP (OP, 048 - 20, 100, L100, 150, 150S, 150 - 200, 150S -200, 200, 510, 520, 810, 820, 1900 e E112); Panna Assorbente Galleggiante ASG; 3M OIL SORBENT; PANNO OIL (100, 200, 203, 50), PANNO ENV (100, 200), SALSICCIOTTO OIL (412, 430, 124, 806, 401, 510, 516, 810, 810-10, 816), SALSICCIOTTO ENV (510, 810), CUSCINO OIL (99, 1818), SALAMI OIL (10, 518), ROTOLO 150, ROTOLO OIL (152, 155, 155/2, 1900), ROTOLO ENV (150, 152)				

National Policy regarding the Use of Oil Spill Dispersants: **LATVIA**



I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is in general prohibited in Latvian waters. If necessary, dispersants could be used restrictively in exceptional cases as the last response option to an oil spill.

In such case the Marine and Inland Waters Administration of the State Environmental Service under the Ministry of Environment is responsible for issuing a permit (approval) for dispersant use, in accordance with the MRCC (Maritime Rescue Control Centre of Latvia) Committee's decision convened under the Latvian Naval Forces Coast Guard Service and the HELCOM Recommendation 22/2 regarding Restricted Use of Chemical Agents and Other Non-Mechanical Means in Oil Combating Operations in the Baltic Sea Area.

No change in the national policy regarding dispersant usage is currently being considered. At regional level, Latvia is following the discussions that are being undertaken within the framework of the Helsinki Commission regarding new opportunities for the usage of dispersants in the Baltic Sea. The use of dispersants is clearly described in Latvia's National Oil Spill Contingency Plan, in section 2.4.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

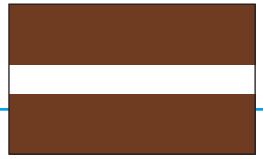
No standard dispersant testing or approval scheme is in place in Latvia. Nevertheless, the testing of hazards to human health is in place. The Laboratory of the Latvian Environment, Geology and Meteorology Agency is responsible for testing dispersants.

Since dispersants are not being used in Latvia no list of approved dispersants exists. Should dispersants be used, dispersants available in the national stockpile would be considered first. If an additional amount is required, dispersants approved in other HELCOM Member States would have priority. In each case the use of a particular dispersant would be elaborated at the MRCC Committee.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

A limited amount of dispersant stock located at the port of Liepaja is available to the Latvian Coast Guard: 2,000 l of DASIC SLICKGONE NS, Type 2/3. The mechanical condition of dispersant stockpiles is regularly checked by the responsible officer of the Latvian Naval Forces. As dispersants were purchased in 2002, the manufacturer's guarantee is still in force regarding the substance's chemical properties.

Limited vessel dispersant application equipment (diesel driven dispersant spraying system, with max. dispersant rate in flow: 100 l/m) is available to the Coast Guard. This dispersant spray system is designed for any vessel of opportunity. It can be installed on any Coast Guard vessel, such as search and rescue vessel KA-14 Astra, call sign YLON, (length: 25 m, breadth: 6 m, draught: 1,2 m, power: 3 x 600 kW, max speed: 25 knots, speed during recovering operation: 2 knots, crew: 5). Latvia has no aerial dispersant spraying capability.



IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is in general prohibited in Latvian waters _____ The national contact point for dispersant use is the Marine and Inland Waters Administration of the State Environmental Service, Ministry of Environment	None / No standard dispersant testing scheme is in place. Testing of hazards to human health is performed by the laboratory of the Latvian Environment, Geology and Meteorology Agency	None / No standard dispersant approval scheme is in place _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: Limited vessel dispersant application capability is available. As the available dispersant spraying equipment is designed for a vessel of opportunity, it can be installed on any vessel of the Latvian Coast Guard _____ Aircraft application: No aircraft dispersant application capability is available in Latvia	Limited shipboard dispersant spraying equipment is available: a diesel driven dispersant spraying system, with max dispersant rate in flow: 100 l/m. As the spraying equipment is designed for a vessel of opportunity, it can be installed on any vessel of the Latvian Coast Guard	Limited dispersant stockpiles are available in Latvia: 2,000 l of DASIC SLICKGONE NS (type 2/3)	Port of Liepaja, Latvian Coast Guard	Regular, by the responsible officer of the Latvian Naval Forces

National Policy regarding the Use of Oil Spill Dispersants: **LITHUANIA**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Lithuania, following official authorisation from the Environmental Protection Department, under the Ministry of Environment. In practice, oil spill dispersants may be used exceptionally and only after a special permission has been issued from the Klaipeda Regional Environmental Protection Department.

No change in the national policy regarding dispersant usage is currently being considered, but at regional level Lithuania is following the discussions which are being undertaken within the framework of the Helsinki Commission, regarding new opportunities for the usage of dispersants in the Baltic Sea. The use of dispersants is clearly described in Lithuania's National Contingency Plan.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard dispersant approval scheme is in place in Lithuania. The procedure which is usually followed is that the company selling the dispersant has to provide the Environmental Protection Department of the Ministry of Environment with the exact description of the product, including a sanitary certificate, a safety data sheet of the product and other relevant information, against which the decision on the dispersant approval is made on a case by case basis. Laboratory testing of dispersants is not being performed in Lithuania, which uses relevant information on laboratory dispersant testing performed in other countries. No list of approved dispersants exists in Lithuania.

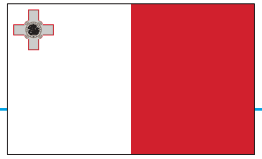
III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Limited dispersant stockpiles are available to the Maritime Administration of Lithuania (1,800 l of SIMPLE GREEN), but no specific requirements are in place for checking the existing stockpiles, which are being checked together with the other oil pollution response equipment. Vessel dispersant application platforms are used in Lithuania and two sets of dispersant spraying system "Simple Green" are available. No aerial dispersant application capability is available in Lithuania.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Lithuania, following official authorisation from the Environmental Protection Department of the Ministry of Environment _____ The Water Division of the Ministry of Environment is the national contact point for the use of dispersants	None / Laboratory testing of dispersants is not being performed in Lithuania, which uses relevant information on laboratory dispersant testing performed in other countries	No standard dispersant approval scheme is in place. Usually, the company selling the dispersant has to provide the Environmental Protection Department of the Ministry of Environment with the exact description of the product, including a sanitary certificate, a safety data sheet of the product and other relevant information, against which the decision on the dispersant's approval is made, on a case by case basis _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: Lithuania uses vessels to apply dispersants, but no further information is available _____ Aircraft application: No aircraft dispersant application capability is available in Lithuania	Shipboard dispersant spraying equipment is available to the Maritime Administration: Two sets of "Simple Green" dispersant spraying equipment	1,800 l of SIMPLE GREEN dispersant are available to the Lithuanian Maritime Administration	N/A	The dispersant stockpiles are being checked together with the other oil pollution response equipment

National Policy regarding the Use of Oil Spill Dispersants: **MALTA**



I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants may be allowed in certain cases prior to authorisation/consultation with the Malta Environment and Planning Authority (MEPA). The use of oil spill dispersants is generally not allowed within: ports, a 3 mile limit offshore and in any area with less than 60 m depth as determined by the National Marine Pollution Contingency Plan (NMPCP). No change in the national policy regarding dispersant usage is currently being considered. The use of dispersants is clearly described in Malta's NMPCP.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

A standard approval scheme for dispersants exists and is described in Malta's NMPCP, but no further information has been made available. Laboratory testing of dispersants is performed by the University of Malta according to standard criteria as required. Malta endeavours to utilise dispersants approved within the framework of the Bonn Agreement.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Available dispersant stockpiles are stored in the warehouse of the Oil Pollution Response Module (OPRM), in close proximity of the Valletta Harbour. Malta may make use of vessels such as tugs, patrol craft, workboats and Civil Protection craft to apply dispersants.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed according to the NMPCP, following prior official authorisation from the Malta Environment and Planning Authority _____ The national contact point for dispersant use is the Director General of the Malta Environment and Planning Authority	Testing of dispersants is carried out by the University of Malta according to standard criteria.	A standard approval scheme for dispersants exists and is described in Malta's National Marine Pollution Contingency Plan _____ List of approved dispersants: Yes / A list of approved dispersants exists and is published in the NMPCP	Vessel application: Tugs, patrol craft, workboats & Civil Protection craft are available to the Maltese authorities for dispersant application at sea _____ Aircraft application: None	Maltese authorities maintain limited shipboard dispersant spraying equipment	N/A	Available dispersants are kept in the warehouse of the Oil Pollution Response Module (OPRM), 3 km from Valetta Harbour	Checks of the existing stockpiles are being undertaken according to manufacturer recommendations

National Policy regarding the Use of Oil Spill Dispersants: THE NETHERLANDS

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The revised Contingency Plan allows for the use of dispersants under strict conditions. These conditions are currently subject for discussion that will result in a decision tree later 2007.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

The Netherlands uses the approval procedures applicable in other countries, like France and the UK. The list of approved dispersants included in the Bonn Agreement Manual. As in case of an oil pollution that would preferably be combated by applying dispersant, NL would contract the UK aerial spraying including the products UK has in stock provided they appear on the list in Bonn Agreement.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Dispersants and dispersant application equipment will be requested from other countries within the framework of the Bonn Agreement.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The application of dispersants is considered to be one of the response options. Conditions are defined based on sensitivity maps and seasonal data. _____ The national contact point regarding the use of dispersants is the RWS -North Sea, Netherlands Coast Guard Centre	In Bonn Agreement two contracting parties have test systems in place, UK and France. Moreover through the REACH programme suppliers of dispersants should test their products	N/A _____ List of approved dispersants: None / No list of approved dispersants exists	None, in case of response by applying dispersant NL will contact the UK to make use of their arrangements	None	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **NORWAY**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Norway, where all companies in charge of oil operations (oil terminals, refineries, offshore oil fields) are obliged to consider and document dispersants as an oil spill response method in their contingency plans; the use of dispersants must be documented as a combat strategy in pre-approved oil spill contingency plans before an incident occurs.

The procedure regarding authorisation for dispersant use in an emergency situation is the following: a checklist (an operational report form) is used as an aide to decision making for the on-scene commander, when deciding to use dispersant or not. During an actual oil spill situation, the user fills in this form and sends it to the authorities before the dispersant application operation begins. Decisions and inquiries regarding this issue are always inserted into the logbook of the Norwegian Coastal Administration (NCA) duty watch. The Norwegian Pollution Control Authority (SFT), under the Ministry of Environment, is responsible for approving all of the contingency plans and also authorises dispersant use in situations where dispersants would be beneficial but have not been laid out in a pre-approved contingency plan. In an actual spill situation there is close cooperation between NCA and SFT.

Oil spill dispersants are used in Norway when it can be demonstrated that they provide environmental results preferable to mechanical recovery and when the weather does not allow mechanical response. Their use should always be based on a prior Net Environmental Benefit Analysis (NEBA approach: analysis of whether or not the use of dispersants is the best overall response method for the environment). The rule of thumb is that dispersants should be used where water exchange is good, simplified by a water depth of at least 20 m and a minimum distance of 200 m from shore. New Norwegian Regulations for Dispersant Use entered into force in 2002 and no change in the national policy regarding dispersant usage is currently being considered.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

A dispersant testing scheme is in place in Norway. Dispersants shall undergo algae toxicity and effectiveness testing and only if they pass these tests can they be approved for use. Regarding the effectiveness testing, a separation is being made: for activities that are producing, handling or dealing with oil, the IFP (1) test method is being used, whereas for activities which are not producing or dealing with oil, the WSL (2) test method is used. SINTEF in Trondheim is the organisation/laboratory that performs dispersant testing in Norway. Following the implementation of the new regulations, no list of approved dispersants is maintained by the authorities in Norway.

The actual user of the dispersants has to ensure that the dispersants are tested both for toxicity and effectiveness, and keep records of these in case of inspection from the authorities (this is based on the internal control principle). It is foreseen that these dispersants are environmentally friendly and suited for the type of oil that shall be dispersed.

(1) The Institut Français du Pétrole (IFP) test is a low energy dispersibility test: energy is applied to oil on the surface by a submerged beater-ring and dispersed oil is collected from the bottom of the vessel.

(2) The Warren Spring Laboratory (WSL) test is a high energy test, using rotating flasks.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Dispersant stockpiles are available in Norway, mostly through private sector resources. More specifically, NOFO (the Norwegian Clean Seas Association for Operating Companies) maintains dispersant stock (300,000 l of DASIC SLICKGONE NS), which are stored as follows: approx 120,000 l in the Halten area (distributed on shore at "Vestbase" in

Kristiansund, onboard emergency response vessels and on the Draugen and Heidrun offshore installations) and approx. 90,000 l on board vessels in the Troll/Oseberg offshore area. At other offshore installations smaller quantities are stored (typically 10,000 - 15,000 l), but the total amount of DASIC SLICKGONEl NS in Norway is approx 410,000 l.

In addition the oil refineries and oil terminals maintain minor quantities of dispersants, as follows: dispersants are kept at Statoil Mongstad Refinery, at Hydro Stureterminalen (together approx 10,000 l, both just north of Bergen) and at ExxonMobile refinery at Slagentangen (approx 20,000 l of COREXIT 9527, in the Oslofjord). Furthermore, some of the operating companies themselves have minor quantities of dispersants as part of their "Tier 1" response on stand-by vessels. The dispersant stockpiles are being regularly checked every five years by SINTEF.

Equipment for dispersant application is available through the private sector (NOFO has access to a large amount of oil pollution response equipment). Dispersant application in Norway is performed by vessels using spray arms or by helicopter using either a 800 l bucket (one in Bergen and one in the Oslofjord) or a 3,000 l bucket (NOFO – one in Heidrun offshore area)

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Norway on conditions specified in a regulation. Dispersant use must be documented as the combat strategy giving net environmental benefit in the pre-approved oil spill contingency plans before an incident occurs. In situations where dispersants would be beneficial, but their use has not been pre-planned, the Norwegian Pollution Control Authority (SFT) can	Dispersants have to pass toxicity and effectiveness testing. For activities that are producing, handling or dealing with oil, the IFP test method is being used, whereas for activities which are not producing or dealing with oil, the WSL test method is being used. SINTEF performs dispersant testing	Following the implementation of the new regulations, no list of approved dispersants is maintained by the authorities in Norway. The actual user of the dispersants has to ensure that the dispersants are tested both for toxicity and effectiveness, and keep records of these in case of inspection from the authorities (this is based on the internal control principle)	Vessel application: Some of the operating companies have dispersant spraying capability on stand-by vessels (spray arms) _____ Aircraft application: The national policy is to apply dispersants from helicopter	Dispersant application in Norway is performed by vessels using spray arms or by helicopter using either a 800 l bucket (one in Bergen and one in the Oslofjord) or a 3,000 l bucket (NOFO – one in Heidrun offshore area)	NOFO and offshore companies maintains a total stockpile of approximately 410,000 l of DASIC SLICKGONE NS. In addition the oil refineries and oil terminals maintain minor quantities of	NOFO Stockpiles: Approx. 120,000 l in the Halten area (distributed on shore at "Vestbase" in Kristiansund, on board emergency response vessels and on the Draugen and Heidrun offshore installations) and	Every five years, by SINTEF

National Policy regarding the Use of Oil Spill Dispersants: **NORWAY**

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
authorise the dispersant use. _____ The national contact point for dispersant use in an emergency situation is the Norwegian Coastal Administration (NCA)					dispersants (approx 30,000 l).	approx. 90,000 l on board vessels in the Troll/Oseberg and other off-shore areas. Stockpiles of oil refineries and oil terminals: Dispersants are kept at Statoil Mongstad Refinery, at Hydro Stureterminalen, (both just north of Bergen) and at ExxonMobile refinery at Slagentangen in the Oslofjord	

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Poland, following prior official authorisation from the Director of one of the three regional Maritime Offices, subordinated to the minister competent for maritime economy (Minister of Maritime Economy). Dispersant use is limited in practice, and dispersants so far were used in small quantities in ports as a response option to limited oil spills, when mechanical recovery was impossible or non effective and only after acquiring the necessary authorisation.

The last use of oil spill dispersants in ports was in January 2005, during the oil spill incident in Swinoujscie Harbour, where 90 k of dispersants was used. A change in the national policy regarding dispersant usage is currently being considered, following the current discussions within the framework of the Helsinki Commission regarding new opportunities for the usage of dispersants in the Baltic Sea, and in accordance with internal legal and organisational arrangements.

The use of dispersants is clearly described in Poland's National Contingency Plan, in Attachment F – "Combating operations to pollution and threats at sea", which describes the use of dispersants in general as a secondary option, especially when the oil comes ashore. Following paragraph F.43 of the Attachment, the use of chemical agents and other non-mechanical means in oil combating is restricted under the relevant HELCOM Recommendation 22/2 regarding Restricted Use of Chemical Agents and Other Non-Mechanical Means in Oil Combating Operations in the Baltic Sea Area. There exist no operational procedures regarding the use of dispersants as dispersant approval and procedures for use have not yet been approved. There is no specified contact point regarding the use of dispersants in Poland. According to Polish law, the Director of one of the three regional Maritime Offices is the competent authority for that purpose, and the official enquiry contact point – the Department of Maritime and Inland Waters Administration in the Ministry of Infrastructure- could also be considered.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard dispersant laboratory testing or approval scheme is in place in Poland. Following the decision of the HELCOM Response Group, the HELCOM Project No. 11.7/04-05 – "Analysis of new opportunities for usage of dispersants in the Baltic Sea" was established. The idea of the project is to check possibilities for further revision of HELCOM Recommendation 22/2 and describe HELCOM guidelines for the testing and the use of dispersants. As this is rather a long term procedure, in any emergency case, Poland would consider the use of any dispersant (concentrates type 2 or 3) from the Bonn Agreement list, that is accepted for use in at least two Bonn Agreement Contracting Parties and which has been subjected to at least two procedures for toxicity. French, Norwegian or UK assistance would also be considered.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

A very limited amount of dispersant stock is available in Poland (200 k of dispersant SINTAN), and it is being checked annually. Limited vessel dispersant spraying capability is available. The Maritime Search and Rescue Service (SAR), which is responsible for pollution combating activities, owns the portable spray unit VIKOMA VIKOSPRAY 1000. This unit is equipped with four spray lances with a capacity of 40 LPM connected by 10 metres hoses to the power unit, which allows continuous chemicals to water dosage. The equipment is placed in Swinoujscie on board vessel Czeslaw II. No aircraft dispersant application capability is available in Poland.

National Policy regarding the Use of Oil Spill Dispersants: **POLAND**

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Poland, following prior official authorisation from the Director of one of the three regional Maritime Offices. _____ There is no specified contact point regarding the use of dispersants: the Director of one of the three regional Maritime Offices or the official enquiry contact point – the Department of Maritime and Inland Waters Administration in the Ministry of Infrastructure- could be contacted	None / No standard dispersant testing procedures are in place in Poland	None / No standard dispersant approval scheme is in place. Poland would consider the use of any dispersant (concentrates type 2 or 3) which has been accepted for use in at least two Bonn Agreement Contracting Parties and which has been subjected to at least two procedures for toxicity testing _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: Limited vessel dispersant application capability is available. A portable spray unit VIKOMA VIKOSPRAY 1000 is placed in Swinoujscie on board vessel Czeslaw II _____ Aircraft application: No aircraft dispersant application capability is available in Poland	The Maritime Search and Rescue Service (SAR) which is responsible for pollution combating activities, owns the portable spray unit VIKOMA VIKOSPRAY 1000. This unit is equipped with four spray lances with a capacity of 40 LPM connected by 10 metres hoses to the power unit, which allows continuous s to water dosage	Very limited amount for use within ports: 200 k of dispersant "SINTAN"	At the SAR base in Swinoujscie	Annual

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is in principle prohibited in Portugal, and if dispersants are deemed necessary, their use would be considered on a case by case basis, and would only be possible following official authorisation by the Ministries of Health and Environment. Since the use of dispersants is not described in Portugal's National Contingency Plan and there is no other specific legislation or criteria in place regarding dispersants, their use as an oil spill response option would only be considered on a case by case basis, when the oil spill is offshore, in deep water and away from any fishery sensitivity. No change in the national policy regarding dispersant usage is currently being considered in Portugal.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard laboratory testing or dispersant approval scheme is in place in Portugal, since dispersant use is in principle prohibited, and no list of approved dispersants exists.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Portugal maintains a limited amount of dispersant stockpiles, which are included in the five stockpiles of pollution response equipment that the Navy maintains in various parts of the country. The existing dispersant stock is being inspected once a month. The resident oil companies also maintain small stocks of dispersants. Limited vessel dispersant application capability is available in Portugal, but no aircraft dispersant application capability is available. No further information regarding dispersant stockpiles and dispersant application equipment is available.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersant use is in principle not allowed in Portugal, but should dispersants be used, prior official authorisation would be required by the Ministries of Health and Environment _____ The national contact point for the use of dispersants is the Marine Pollution Response Department of the Navy General Directorate (DGAM)	None / No standard dispersant laboratory testing scheme is in place	None / No standard dispersant approval scheme is in place _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: Limited vessel dispersant application capability is available _____ Aircraft application: No aircraft dispersant application capability is available	Shipboard dispersant spraying equipment is available	A limited amount of dispersant stockpiles is maintained by the Navy, but no further information is available	At the five stockpiles of pollution response equipment which are maintained by the Navy around the country	Once per month

National Policy regarding the Use of Oil Spill Dispersants: **ROMANIA**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Romania, following prior official authorisation from the Ministry of Environment and Sustainable Development, on a case-by-case basis. The use of dispersants is not recommended for the Black Sea (special area according to MARPOL 73/78), but with the recommendation of the Consultative Committee of the Operative Commandment for Marine De-pollution, dispersants could be used as a secondary response under the conditions of requesting an international support, or involving private partnership, but proving that the dispersants used are biodegradable and on a list of approved dispersants.

No change in the national policy regarding dispersant usage is currently being considered. A change in the national policy would depend on possible changes in the EU recommendations or the Black Sea Commission policy. The use of oil spill dispersants is not described in Romania's National Contingency Plan.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard dispersant testing or approval schemes are in place in Romania, neither does a list of approved dispersants exist.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Romania does not hold any dispersant stockpiles, nor does it maintain any vessel or aircraft dispersant application capability.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Romania, following prior official authorisation from the Ministry of Environment and Sustainable Development _____ In practice, oil spill dispersants have not been used in Romanian waters _____ The national contact point for dispersant use is the Ministry of Environment and Sustainable Development	None / There is no standard dispersant testing scheme in place	None / There is no standard dispersant approval scheme in place _____ List of approved dispersants: None / No list of approved dispersants exists	Vessel application: None _____ Aircraft application: None	None	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **SLOVENIA**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. Due to the shallowness of the Slovenian sea, with depths of less than 25 metres, the use of dispersants is prohibited and oil spill dispersants have never been used in Slovenian waters. The use of dispersants is not described in Slovenia's National Contingency Plan and no change in the national policy regarding dispersant usage is currently being considered in Slovenia.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No dispersant laboratory testing or approval scheme is in place in Slovenia, since dispersant use is prohibited. For this reason, no list of approved dispersants exists.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Since dispersant use is prohibited, Slovenia does not possess dispersant stockpiles, or any type of dispersant application equipment.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is prohibited in Slovenia due to the shallowness of Slovenian waters	N/A	N/A _____ List of approved dispersants: None / No list of approved dispersants exists	None	None	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **SPAIN**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of dispersants is allowed in Spain, following prior official authorisation from the respective representative of the maritime administration according to each case (i.e. the harbour master). Oil spill dispersants are not favoured in Spain due to the presence of large commercial fish stocks and associated industry and therefore their use is assessed on a case-by-case basis.

Dispersant use is considered mainly when an oil spill is very recent, involving low viscosity oil and covering a limited geographical area, away from sensitive areas. The local use of dispersants is controlled, authorised and supervised by the local maritime authorities (harbour masters).

No change in the national policy regarding dispersant usage is currently being considered. The use of dispersants is not described in Spain's National Contingency Plan, since the NCP describes the organisation of the oil pollution response, but not the operational aspects, which have to be individually developed in each specific case (currently an update of the relevant national laws is being considered).

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

A standard dispersant laboratory testing and approval scheme is in place in Spain and new regulations on this subject are currently being drafted. The Ministry of Development is responsible for the approval of dispersants and this product approval must be renewed annually. For a dispersant to be approved, a biological and toxicological analysis of the product is undertaken for the Directorate General of the Merchant Marine by the Centro de Estudios y Experimentación de Obras Públicas (CEDEX), both of them dependent on the Ministry for Transport and Public Works. For the time being, rules in force in other European countries are being applied to carry out these analyses although a lot of effort is being invested on the development of a Spanish rule on this issue.

In this sense CEDEX has been working in conjunction with Cedre (Centre for Documentation, Research and Experimentation on Accidental Water Pollution) in France on the definition of the bioassays to be included in the Spanish rule for the homologation of dispersants. In this sense, several dispersants have been tried on the bioassay included in the French rule with *Palaemonetes varians* (1), in order to include this bioassay in the Spanish rule. Currently, the idea of making some changes on this bioassay is being considered, e.g. the reduction of the number of concentrations to test. The possibility of trying the same test with an organism from a higher trophic level (e.g. the fish *Psetta maxima*) is also being studied. Besides, laboratory test have been developed with the rotifer *Brachionus plicatilis*, providing positive preliminary results for its inclusion on the battery of bioassays to develop within the approval of a dispersant.

On the other hand, after developing an initial study of the existing methods for measuring the effectiveness of dispersants, the swirling flask test (2) was selected due to its simplicity. For the accomplishment of the test, the crude oils specified in the norm were used (Prudhoe Bay and South Louisiana), as well as the dispersant N°3 CEPSA MOBILE.

Due to the reproducibility problems found when developing the test, it was decided to revise the existing bibliography on that issue, and statements were found on the difficulty of obtaining measurements with a good sensibility and reproducibility with this method. In view of this circumstance it was decided

to make some changes on the methodology to improve it in order to be included in the Spanish rule. At this moment, some of the variables under modification are the way of agitating, the time of settlement, the recipient where the assay takes place and the way of sampling from the recipient.

Spain has a list of approved dispersants, which is not published, but has free access to it if needed.

Dispersants approved for use in Spain

BIOVERSAL HC (valid until 30.09.2007)	S-200 (valid until 30.09.2007)	NOKOMIS 3C (valid until 31.1.2008)	AQ-11 (valid until 30.11.2007)

(1) NF T 90-349: Essais des eaux; Produits dispersants. Détermination de la toxicité aiguë d'une susbtance vis-à-vis de la crevette marine (*Palaemonetes varians*).

(2) Environmental Protection Agency, EPA, 2003. Appendix C to Part 300 of the Title 40 of the Code of Federal Regulation - Swirling Flask Dispersant Effectiveness Test, Revised Standard Dispersant Toxicity Test, and Bioremediation Agent Effectiveness Test.

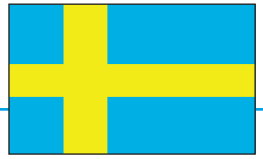
III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Spain possesses a limited amount of dispersant stockpiles, mainly from private sector oil companies at the ports of their operation. These stockpiles are not being regularly checked. The Directorate General of the Merchant Marine (DGMM) owns a limited number of vessels equipped with on board dispersant application capability and also charters other tug boats from the private sector if needed. SASEMAR, the Spanish Maritime Rescue and Safety Agency has an agreement with OSRL (based in the UK), which offers Spain access to aircraft dispersant application capability.

National Policy regarding the Use of Oil Spill Dispersants: **SPAIN**

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in Spain, following prior official authorisation from the respective representative of the maritime administration according to each case. _____ The national contact point for the use of dispersants is the Safety and Marine Pollution Section, of the DG Merchant Marine (DGMM) under the Ministry for Transport and Public Works.	For a dispersant to be approved, a biological and toxicological laboratory analysis of the product is being undertaken by a scientific institute dependent on the Ministry for Transport and Public Works. Dispersant testing is being performed by the Centro de Estudios y Experimentación de Obras Públicas (CEDEX).	The Ministry for Transport and Public Works is responsible for the approval of dispersants and this approval must be renewed annually. In order for a dispersant to be approved, a biological and toxicological analysis of the product is undertaken by the CEDEX _____ List of approved dispersants: - BIOVERSAL HC (valid until 30.09.2007) - S-200 (valid until 30.09.2007) - NOKOMIS 3C (valid until 31.1.2008) - AQ-11 (valid until 30.11.2007)	Vessel application: DGMM owns a limited number of tug boats equipped with dispersant application capability and also charters tug boats from the private sector if needed. _____ Aircraft application: SASEMAR has an agreement with OSRL in the UK which offers Spain access to aircraft dispersant application capability	Government-owned: Shipboard dispersant spraying equipment is available to the DGMM _____ Private-sector: An agreement with OSRL in the UK, offers Spain access to aircraft dispersant application capability	A limited amount of dispersant stock is available from the private sector, but no further information is available	N/A	None



National Policy regarding the Use of Oil Spill Dispersants: **SWEDEN**

I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. Although the use of dispersants is allowed, following prior official authorisation from the response commander of the Swedish Coast Guard, oil spill dispersants have not been used in Swedish waters for the past twenty years (Sweden started to use dispersants in 1973 and used them for about ten years). Sweden is currently considering a possible change to the national policy regarding dispersant use and is also closely following the discussion at regional level regarding new opportunities for the usage of dispersants in the Baltic Sea within the framework of HELCOM. Dispersant use is not described in Sweden's National Contingency Plan.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

No standard dispersant laboratory testing or dispersant approval scheme is in place in Sweden and no list of approved dispersants exists. Sweden has no intention of using dispersants and the knowledge of which "non toxic dispersants" to use in case of an emergency is being discussed in Sweden and in the HELCOM Response group.

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

The Swedish Coast Guard which is responsible for dealing with marine oil spills does not stock dispersants or dispersant application equipment.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed following prior official authorisation from the response commander of the Swedish Coast Guard _____ Sweden has not used dispersants in the past twenty years _____ The national contact point for dispersant use is the Swedish Coast Guard Headquarters	None / No standard dispersant laboratory testing scheme is in place	None / No standard dispersant approval scheme is in place _____ List of approved dispersants: None / No list of approved dispersants exists	None	None	None	N/A	N/A

National Policy regarding the Use of Oil Spill Dispersants: **UNITED KINGDOM**

I. USAGE OF OIL SPILL DISPERSANTS

Dispersants are allowed to be used in deep offshore waters in the UK, provided they have been approved by the UK statutory licensing authorities, though the authorities encourage prior consultation. In shallow and coastal waters, which are defined as waters less than 20 metres deep or within one nautical mile of the 20 metre contour, prior official authorisation from the statutory licensing authorities is essential and all products used must be on the UK approval register. The licensing authorities consist of: MFA (Marine and Fisheries Agency), for England and Wales, FRS (Fisheries Research Services) for SEERAD (Scottish Executive Environment and Rural Affairs Department) for Scotland and EHS (Environment and Heritage Service, within the Department of the Environment) for Northern Ireland.

The UK primary response method to oil spills at sea is the aerial application of dispersants. Mechanical recovery of oil is used as a secondary response option. Oil spill dispersants are used where deemed effective and when the environmental advantages outweigh the disadvantages of cost and ecological damage. As indicated above the use of dispersants in sea depths of less than 20 metres or within one nautical mile of such depths is prohibited, unless the dispersant use is approved by the above mentioned authorities. Approval is not formally required where approved products are used in deeper waters, more than one mile away from the 20 metres contour line but consultation prior to use is encouraged. Although the Maritime and Coastguard Agency has standing approval to use dispersants in such water depths, in reality dispersants will not be used without prior consultation with the above mentioned licensing authorities.

It is also a condition of use that only dispersants which have been approved for use on the basis of effectiveness and toxicity tests may be used in UK waters. The use of dispersants is clearly described in the UK's National Contingency Plan (NCP), in Chapter 6 and Appendix J.

II. DISPERSANT TESTING AND APPROVAL PROCEDURES

Dispersant testing and approval schemes are in place in the UK. Full details can be found in links from this webpage: http://www.defra.gov.uk/environment/water/marine/uk/oilspill/index.htm.
The approval scheme is included in the National Contingency Plan for Marine Pollution from Shipping and Offshore Installations, in Appendix J: Procedures for Approval and Testing of Oil Treatment Products. According to this approval scheme, which is administered by MFA (Marine and Fisheries Agency) for DEFRA (Department for Environment, Food and Rural Affairs). MFA acts on behalf of the other two licensing authorities for the testing and approval of dispersants which are intended for use in UK waters. Dispersants need re-approval every five years to ensure that the products remain safe.

A sample of the product (or evidence that the UK tests are satisfied) and an application form must be submitted by the interested party to MFA or its appointed laboratories. The dispersant must pass the relevant effectiveness and toxicity tests. Information on the chemical composition of the dispersant and the recommended oil product to oil ratio is required to support the application and this information is considered as well as the test results in deciding whether the product can be approved.

For the effectiveness test, the WSL (Warren Spring Laboratory) test method is being used. The Warren Spring Laboratory test is a high energy test, using rotating flasks, with current test specification the Report LR 448. Dispersants are tested for conformity to a number of attributes such as dynamic viscosity, flash point, cloud point, miscibility with water and efficiency index (assesses the proportion of the total volume of oil treated that is dispersed into the water column). The effectiveness test is carried out by the Qualification Authority, which is the National Environmental Technology Centre of AEA Technology PLC.

Regarding the toxicity testing, all dispersant products have to pass two toxicity tests: the Sea Test (using the brown shrimp Crangon crangon, where dispersants must not increase the toxicity of the oil) and the Rocky Shore Test (using the limpet Patella vulgate, where dispersants must not be more toxic than the oil itself). Toxicity tests are carried out by the Centre for Envi-

ronment, Fisheries & Aquaculture Sciences (CEFAS).

Dispersants must pass the effectiveness test and both toxicity tests before an approval can be granted. Strategic guidelines regarding the testing of dispersants are identified in the NCP and also in the Maritime and Coastguard Agency (MCA) Procedures Manual CG3, Volume 7. The UK also uses sea-trials to assess dispersant effectiveness through visual observation by a panel of experts. Response to an oil spill usually starts with a trial spray and with an appropriate monitoring regime in place.

The UK maintains a public register of Oil Spill Treatment Products currently approved for use in the UK - see this webpage for a link to it: http://www.defra.gov.uk/environment/water/marine/uk/oilspill/index.htm. This is kept regularly up-to-date as new products are approved or removed from the list.

Dispersants approved for use in the United Kingdom (list updated in August 2007)

AGMA DR 379	AGMA OSD 569	EMULSOL LW	CAFLON OSD	COMPOUND W-2096
DASIC SLICKGONE EW	DASIC SLICKGONE NS	ENERSPERSE 1040	FINASOL	FINASOL OSR 51
OD 4000	OSR 4000	MAXI-CLEAN 2	NU CRU	OSD/LT OIL SPILL DISPERSANT
RADIAGREEN OSD	SEACARE ECOSPERSE	SEACARE OSD	SUPERDISPERSANT 25	VECLEAN OIL DISPERSANT
GARD SLICKSOL				

III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

The Maritime and Coastguard Agency (MCA) maintains stocks of dispersants, totalling approximately 1,400 m^3, at eleven locations around the UK: Southampton, Saltash, Milford Haven, Northern Ireland, Inverness, Stornoway, Shetland, Huddersfield, East Kent, Coventry and Prestwick. The following dispersants are held in stock in the UK: SUPERDISPERSANT 25, AGMA DR 379, DASIC SLICKGONE NS, DASIC SLICKGONE LTSW, FINASOL OSR 51, ENERSPERSE 1583 and COREXIT 9500.

In addition, most major oil terminals also maintain their own response equipment and small stocks of dispersant. All dispersant stocks, other than products kept in the manufacturer's original, unopened and undamaged package, must be tested for effectiveness within five years of the date of manufacture and on a five yearly cycle thereafter. All stocks held in the original, sealed manufacturer's packaging must be tested for effectiveness within ten years of manufacture and thereafter at no longer than five-yearly intervals.

The UK uses mainly aerial dispersant application resources and possesses all the necessary aircraft and dispersant application equipment:

- Two 4-engined, turbo prop Lockheed Electra L188 aircraft with palletised spraying systems based at Coventry are on six hours stand-by. Each aircraft's installation consists of an array of tanks mounted on four aircraft pallets, with a fifth pallet holding a pumping module. These pallets are easily loaded into the aircraft and secured on the cargo bay floor. This system can carry up to 15,000 l of dispersant and apply them at rates from 5-22 tonnes/km^2, with a dispersant droplet size of 600 microns diameter. Separate booms are mounted on the rear fuselage with a control console mounted on the flight deck.
- One Cessna F406 aircraft, which can carry up to 1,500 l of dispersant, has been modified to carry a rapidly installed dispersant spray system and can be used for small spills and test spraying of dispersants. The Cessna F406 installation consists of a tank which can be attached to the underside of the aircraft. An electrically driven pump is mounted inside a dry bay within this tank and small spray booms form an integral part of the installation. In addition, a control

console and instrument display is mounted on the aircraft's flight deck. In addition, the MCA maintains a contract with "Atlantic Reconnaissance" for an aerial surveillance programme which includes assisting the aerial dispersant application operations. There are two dedicated surveillance aircraft based at Coventry. In conjunction with the dispersant spraying aircraft, these aircraft are used as top cover while the spraying operations are underway. Regarding the UK's vessel dispersant application capability, two of the four MCA contract ETVs (Emergency Towing Vessels) have a dispersant spraying capability, but this is incidental to their purpose of engagement and it is not anticipated that either would ever be used for dispersant spraying activities.

IV. SUMMARY

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
The use of oil spill dispersants is allowed in the UK, following prior official authorisation from the statutory licensing authorities, who are responsible for regulating their use at sea (MFA for England and Wales, FRS for Scotland and EHS for N. Ireland). _____ Prior approval for dispersant use is needed in sea depths of less than 20 m or within 1 nm of such depths. _____ The national contact point for the use of UK stocks of dispersants is the MCA.	Dispersants undergo an effectiveness and two toxicity tests: 1) Effectiveness test: The WSL test is being used, with current test specification the Report LR 448. 2) Two toxicity tests: a) Sea Test (products must not increase the toxicity of the oil) b) Rocky Shore Test (products must not be more toxic than the oil itself). _____ The effectiveness test is normally carried out by the National Environmental Technology Centre of AEA Technology PLC and the toxicity tests are carried out by the Centre	Dispersants are approved for use by MFA (which acts on behalf of the other licensing authorities), and administers the product approval scheme. In order for an approval to be granted: - the interested party must complete an application form -dispersants must pass one effectiveness and two toxicity tests. Dispersants currently approved in August 2007: - AGMA DR 379 - AGMA OSD 569 - EMULSOL LW - CAFLON OSD - COMPOUND W-2096 - DASIC SLICKGONE EW - DASIC SLICKGONE NS	Vessel application: Two of the four MCA contract ETVs have a dispersant spraying capability, but this is incidental to their purpose of engagement and it is not anticipated that either would ever be used for dispersant spraying activities. Aircraft application: The UK uses primarily aircraft dispersant application capability: -Two 4-engined turbo prop Lockheed Electra L188 aircraft, based at Coventry on six hours stand-by, with a capacity of up to 15,000 l of dispersant per aircraft.	Aircraft dispersant application equipment: Palletised spraying systems with application rate of 5-22 tonnes/km^2 and with a dispersant droplet size of 600 microns diameter. In addition, a rapidly installed dispersant spraying system is available to the UK authorities.	The MCA holds approximately 1,400 m^3 of dispersants in stock. The following dispersants are held in stock: - SUPERDISPERSANT 25 - AGMA DR379 - DASIC SLICKGONE NS - DASIC SLICKGONE LTSW* - FINASOL OSR 51 - ENERSPERSE 1583* - COREXIT 9500*	- Huddersfield - East Kent - Coventry - Prestwick - Southampton - Saltash - Milford Haven - Northern Ireland - Inverness - Stornoway - Shetland	Dispersant stocks are checked regularly and new products are re-tested after ten years for effectiveness and thereafter on a five-yearly cycle.

Dispersant use	Dispersant Testing & Approval		Dispersant Application		Dispersant Stockpiles		
Authorisation	Testing	Approval	Platforms & Resources	Equipment	Name & Quantity	Location	Checks
	for Environment, Fisheries and Aquaculture Sciences (Cefas).	- ENERSPERSE 1040 - FINASOL - FINASOL OSR 51 - OD 4000 - OSR 4000 - MAXI-CLEAN 2 - NU CRU - OSD/LT OIL SPILL DISPERSANT - RADIAGREEN OSD - SEACARE ECOSPERSE - SEACARE OSD - SUPERDISPERSANT 25 - VECLEAN OIL DISPERSANT - GARD SLICKSOL	- One Cessna F406 aircraft with a capacity of up to 1,500 l of dispersant, used more for small spills and test spraying of dispersant Aerial surveillance: Two dedicated aerial surveillance aircraft, based at Coventry and used in conjunction with the dispersant spraying aircraft as top cover, while the spraying operations take place.		In addition, most major oil terminals hold small stocks of dispersants.		

Overview of policies regarding oil spill dispersant usage in the EU/EFTA countries

Overview of policies regarding oil spill dispersant usage in the EU/EFTA countries

Country	Dispersant use allowed	Authorisation prior to dispersant use required	Connection to contingency plan	Dispersant testing	Product approval procedure & list of approved dispersants	Dispersant application capability	Dispersant stockpiles
Belgium	Yes, as a secondary response option	Yes, from MUMM (Royal Belgian Institute of Natural Sciences)	No	None	None / Acceptance of dispersants approved for use by other Bonn Agreement countries	Shipboard: Yes, limited Aerial: None	Yes, approx: 20,000 l
Bulgaria	No	Yes, from The Ministry of Environment and Waters	Yes	None	None	None	None
Cyprus	Yes, as a secondary response option	Yes, from the Director of DFMR (Ministry of Agriculture, Natural Resources and Environment)	Yes	Yes, toxicity and effectiveness tests are performed on the dispersants	Yes	Shipboard: Yes, limited Aerial: None	Yes, approx: 22,000 l
Denmark	Yes, restrictively. Dispersants have not been used for the past ten years	Yes, from the Danish EPA (Ministry of Environment)	Yes	None	None / General acceptance of dispersants approved for use by Bonn Agreement countries	None	None
Estonia	Yes, restrictively. Dispersants have not been used for the past twenty years	Yes, from the Environment Inspectorate (Ministry of Environment)	No	None	None	None	None
Finland	Yes, restrictively. Dispersants have not been used since 1987	Yes, from the Environmental Institute (Ministry of Environment)	Yes	None	None	None	None
France	Yes, when appropriate	No, since maps have been drawn defining geographical areas where dispersants can be used	Yes	Yes, toxicity, biodegradability and effectiveness tests are performed on the dispersants	Yes, a list is available from Cedre	Shipboard: Yes Aerial: Yes	Yes, approx: 1,160 t
Germany	Yes, restrictively	Yes, from the CCME (Federal Ministry of Transport, Building and Housing)	No	None	None / Acceptance of dispersants approved for use in the UK or France	None	None

Overview of policies regarding oil spill dispersant usage in the EU/EFTA countries

Country	Dispersant use allowed	Authorisation prior to dispersant use required	Connection to contingency plan	Dispersant testing	Product approval procedure & list of approved dispersants	Dispersant application capability	Dispersant stockpiles
Greece	Yes, as a secondary response option	Yes from the MEPD (Ministry of Mercantile Marine, Aegean & Island Policy)	Yes	Yes, toxicity and effectiveness tests are performed on the dispersants	Yes	Shipboard: Yes Aerial: No	Yes, approx: 500,000 l
Iceland	Yes, restrictively	Yes, from the Environmental and Food Agency	No	None	None	None	None
Ireland	Yes, as a secondary response option	Yes, from the Irish Coast Guard	Yes	None	None / Acceptance of dispersants approved for use in the UK	None	None
Italy	Yes, as a secondary response option	Yes, from the Ministry for Environment and Territory and Sea	Yes	Yes, toxicity, biodegradability and effectiveness tests are performed on the dispersants	Yes	Shipboard: Yes Aerial: None	Yes, approx: 28,000 l
Latvia	No, but dispersants can be used restrictively	Yes, from the State Environmental Service (Ministry of Environment)	Yes	None	None	Shipboard: Yes, limited Aerial: None	Yes, very limited, approx: 2,000 l
Lithuania	Yes, restrictively	Yes, from the Environmental Protection Department (Ministry of Environment)	Yes	None	None	Shipboard: Yes, limited Aerial: None	Yes, very limited, approx: 1,800 l
Malta	Yes, as a secondary response option	Yes, from the Malta Environment and Planning Authority (MEPA)	Yes	Yes	Acceptance of dispersants approved for use by Bonn Agreement countries	Shipboard: Yes Aerial: Yes, limited	N/A
The Netherlands	Yes, as a secondary response option	N/A	Yes	None	Acceptance of dispersants approved for use by Bonn Agreement countries	None	None

Overview of policies regarding oil spill dispersant usage in the EU/EFTA countries

Country	Dispersant use allowed	Authorisation prior to dispersant use required	Connection to contingency plan	Dispersant testing	Product approval procedure & list of approved dispersants	Dispersant application capability	Dispersant stockpiles
Norway	Yes, when appropriate (NEBA principle)	The use of dispersants must be documented as a response strategy in the pre-approved oil spill contingency plans	Yes	Yes, toxicity and effectiveness tests are performed on the dispersants	Yes, based on the internal control principle. (No general list of approved dispersants is maintained by the Norwegian authorities)	Shipboard: Yes Aerial: Yes, from helicopters	Yes, approx: 410,000 l (maintained by NOFO)
Poland	Yes, restrictively	Yes, from the Director of one of the Regional Maritime Offices	Yes	None	None / Acceptance of dispersants approved for use by Bonn Agreement countries	Shipboard: Yes, limited Aerial: None	Yes, very limited, approx: 200 k
Portugal	Yes, restrictively	Yes, from the Ministries of Health and Environment	No	None	None	Shipboard: Yes, limited Aerial: None	Yes, limited amount
Romania	Yes, restrictively	Yes, from the Ministry of Environment and Sustainable Development	No	None	None	None	None
Slovenia	No	N/A	No	None	None	None	None
Spain	Yes, restrictively	Yes, from the respective maritime administration	No	Yes, biological and toxicological analysis of the dispersant product	Yes	Shipboard: Yes, limited Aerial: SASEMAR has access to aerial dispersant application capability through an agreement with OSRL	Yes, limited amount
Sweden	Yes, restrictively. Dispersants have not been used for the past twenty years	Yes, from the Swedish Coast Guard	No	None	None	None	None
U.K.	Yes, as a primary response option	Yes, from the respective statutory licensing authorities	Yes	Yes, toxicity & effectiveness tests are performed on the dispersants	Yes	Shipboard: Yes, limited Aerial: Yes, the UK uses mainly aerial dispersant application resources	Yes, approx. 1,400 m^3

List of oil spill dispersants approved for use in the EU/EFTA countries [1]

List of dispersants approved for use	Approved for use in these countries
ATLANTOL AT7	Cyprus
AGMA DR 379	UK
AGMA OSD 379 SUPER CONCENTRATE	Cyprus
AGMA OSD 569	UK
EMULSOL LW	UK
BIOREICO R93	France
BIOVERSAL HC	Spain
BP ENESPERSE	Cyprus
S-200	Spain
CAFLON OSD	UK
COMPOUND W-2096	UK
COREXIT 9500	France
COREXIT 9600	Cyprus
DASIC SLICKGONE EW	UK
DASIC SLICKGONE LTE	Cyprus
DASIC SLICKGONE NS	Cyprus, France, UK
DISPEREP 12	France
DISPER M	France
DISPOLENE 36S	France
EMULGAL C-100	Cyprus, France
ENERSPERSE 1040	UK
FINASOL	UK
FINASOL OSR 2	Cyprus
FINASOL OSR 4	Cyprus
FINASOL OSR 5 CONCENTRATE	Cyprus
FINASOL OSR 7	Cyprus
FINASOL OSR 12	Cyprus
FINASOL OSR 51	UK
FINASOL OSR 52	Cyprus, France
FINASOL OSR 61	France
FINASOL OSR 62	France

List of oil spill dispersants approved for use in the EU/EFTA countries [1]

List of dispersants approved for use	Approved for use in these countries
FINASOL OSR 121	Cyprus
(GAMLEN) OD 4000 (PE 998)	Cyprus, France, UK
(GAMLEN) OSR 2000	Cyprus
GAMLEN OSR 4000	UK
GAMLEN OSR LT126	Cyprus
GARD SLICKSOL	UK
INIPOL IP 80	France
INIPOL IP 90	France
INIPOL IPC	France
AQ-11	Spain
MARICHEM OIL SPILL DISPERSANT	Greece
MAXI-CLEAN 2	UK
NEUTRALEX C	France
NOKOMIS 3C	Spain
NU CRU	France, UK
OCEANIA 1000	France
OIL SPILL DISPERSANT/NF	Cyprus
OIL SPILL ELIMINATOR N/T	Cyprus
OILER 60	Greece
O.S.D-2B	France
OSD/LT OIL SPILL DISPERSANT	UK
RADIAGREEN OSD	France, UK
SEACARE ECOSPERSE	UK
SEACARE OSD	UK
SHELL DISPERSANT CONCENTRATE	Cyprus
SHELL DISPERSANT LTX	Cyprus
SUPERDISPERSANT 25	Cyprus, Greece, UK
UNICLEAN OSD ENVIRO	Greece
VECLEAN OIL DISPERSANT	UK

[1] Please note that this list is not exhaustive. It includes only information on approved dispersants made available by the respective administrations.

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