EMSA

European Maritime Safety Agency

25 November 2005

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

# Table of Contents

# Summary

The use of chemical dispersants as an oil pollution response method at sea is an issue that has been widely discussed over the past thirty years. During the last couple of years an effort to review and update national and regional policies on the utilisation of dispersants as an oil spill response tool is apparent in the EU.

In order to have an up to date overview of the current national policies regarding the use of oil spill dispersants in the EU Member States, EMSA has produced an Inventory on the issue. Due to the nature of this document only EU and EFTA coastal states are covered.

In April 2005, EMSA sent a questionnaire to all the EU coastal Member States (plus Norway and Iceland), presenting the information available to EMSA up to that time regarding the national policies of the EU and EFTA Member States on the use of oil spill dispersants.

The Member States were asked to verify and/or update this information, which had been drawn from various sources, including the Community Information System (CIS) website, hosted by DG Environment of the European Commission, as well as the ITOPF, HELCOM, Bonn Agreement and REMPEC websites.

Based on the answers received from the competent National Authorities of the Member States, EMSA was able to gather and include in this Inventory additional and up to date information regarding:

- The usage of oil spill dispersants as an oil spill response method at sea in each Member State.
- The testing and approval procedures for chemical dispersants in each Member State.
- The means and equipment for dispersant application available in each Member State.

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 chemical 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 10,000l 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: 4 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)<br>———<br>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<br>———<br>List of approved dispersants:<br>None / No list of approved dispersants exists | Vessel application:<br>Vessel dispersant application capability is available in Belgium<br>———<br>Aircraft application:<br>None / If aerial dispersant application is required, aircraft application capability would be requested from the UK | The Federal Department of the Environment owns oil-combating equipment, including dispersant spraying equipment: 4 units of Vicoma Vikospray 2000 stand alone ship mountable spraying arms | -10,000 l of DASIC SLICKGONE NS (a recently purchased type 3 concentrate dispersant, approved for use in France and the UK)<br>- approx. 10,000 l of COREXIT 9527 (older stock) | Ostend Harbour | Irregular |

NB: Aircraft application includes both fixed wing aircraft and helicopters.



## I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The controlled use of chemical 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 over 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 Enesperse | COREXIT 9600 | Dasic Slickgone LTE | Dasic Slickgone NS |
| Emulgal C 100 | Finasol OSR 12 | Finasol OSR 121 | Finasol OSR 2 | Finasol OSR 4 | Finasol OSR 5 Concentrate |
| Finasol OSR 52 | Finasol OSR 7 | Gamlen O.D. 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 | | |



## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Limited amounts of dispersant stockpiles (around 22,000 litres) 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/type 3), FINASOL OSR51 (concentrated, type 2/type 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.

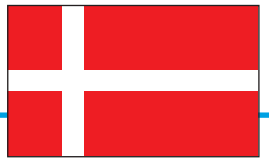
### Dispersant spraying units:

| TYPE | Q/TY | CHARACTERISTICS | LOCATION | REMARKS |
|---|---|---|---|---|
| 1. AR.100D Diaphragm Pump with Petter AA1 Diesel Engine | 3 | Maximum output: 96 l/min<br>Accessories 2 spray 50' delivery hose | LARNACA (1)<br>LIMASSOL (2) | It can be fitted on boat or on truck.<br>It can be fitted on boat or on truck. |
| 2. 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)<br>LIMASSOL (2)<br>PAPHOS (1)<br>PAPHOS (1) | It can be fitted on boat or on truck.<br>It can be fitted on boat or on truck.<br>It can be fitted on boat or on truck.<br>It can be fitted on boat or on truck. |
| 3. CAT PUMP Model 1010 | 1 | Maximum output: 45 l/min | LIMASSOL | It can be fitted on boat or on truck |
| 4. AR.30D Diaphragm Pump with Petter AA1 Diesel Engine | 1 | Maximum output: 48 l/min<br>Accessories 2 spray 50' delivery hose | LIMASSOL | It can be fitted on boat or on truck. |
| 5. AR.503D Diaphragm Pump with Petter AA1 Diesel Engine | 1 | Maximum output: 50 l/min<br>Accessories 2 spray 50' delivery hose | LIMASSOL | It can be fitted on boat or on truck. |
| 6. Olymbia spraying pump with Petter Engine | | Maximum output: 60 l/min | PARALIMNI | It can be fitted on boat or on truck |
| 6. Olymbia spraying pump with Petter engine | | 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)<br><br>The national contact point for dispersant use is the 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<br><br>List of approved dispersants:<br>-Atlantol AT7<br>-Agma OSD 379 Super Concentrate<br>-BP Enesperse<br>-COREXIT 9600<br>-Dasic Slickgone LTE<br>-Dasic Slickgone NS<br>-Emulgal C 100<br>-Finasol OSR 12<br>-Finasol OSR 121<br>-Finasol OSR 2<br>-Finasol OSR 4<br>-Finasol OSR 5 Concentrate<br>-Finasol OSR 52<br>-Finasol OSR 7<br>-Gamlen O.D. 4000 (PE998)<br>-Gamlen OSR 2000<br>-Gamlen OSR LT126<br>-Oil Spill Dispersant/NF<br>-Oil Spill Eliminator N/T<br>-Shell Dispersant Concentrate<br>-Shell Dispersant LTX<br>-Super Dispersant 25 | <u>Vessel application:</u><br>Limited vessel spraying capability is available in Cyprus<br><br><u>Aircraft application:</u><br>None / Aerial dispersant application capability is not available in Cyprus | The DFRM possesses shipboard dispersant spraying equipment.<br>See details in the table above | Limited amounts of dispersant stockpiles are available in Cyprus (22,000 ltrs):<br><br>-DASIC INTERNATIONAL SLICKGONE<br>-SEAHORSE SUPER DISPERSANT 25<br>-FINASOL OSR51<br>-AGMA | Limassol and Larnaca ports | Regular |

# 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 chemical 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, 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 2-3 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.

## 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<br>———<br>In practice, oil spill dispersants have not been used in Danish waters for the past ten years<br>———<br>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 2-3 other Bonn Agreement countries, can also be used in Denmark, without further requirements<br>———<br>List of approved dispersants:<br>None / No list of approved dispersants exists | Vessel application:<br>None<br>———<br>Aircraft application:<br>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 chemical dispersants is in principle prohibited in Estonia and dispersants have not been used in its waters for 20 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

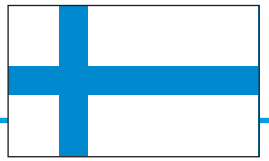
No standard dispersant testing or approval schemes are in place in Estonia, neither does a list of approved dispersants exist.

## 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<br>———<br>Dispersants have not been used in Estonian waters for 20 years<br>———<br>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<br>———<br>List of approved dispersants:<br>None / No list of approved dispersants exists | Vessel application:<br>None<br>———<br>Aircraft application:<br>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 chemical dispersants is allowed in Finland following prior official authorisation from the Finnish Environmental Institute (SYKE) under the Ministry of Environment, in practice chemical 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.

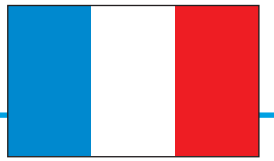
## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

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)<br>———<br>Dispersants have not been used in Finnish waters since 1987<br>———<br>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 /<br>There is no standard dispersant approval scheme in place<br>———<br>List of approved dispersants:<br>None / No list of approved dispersants exists | <u>Vessel application:</u><br>None<br>———<br><u>Aircraft application:</u><br>None | None | None | N/A | N/A |

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



## I. USAGE OF OIL SPILL DISPERSANTS

The use of chemical 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 1000 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.

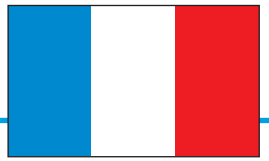
These limits have been defined so as the larger the amount of oil to be dispersed, the greater the distance from the coast required, in order to ensure that the water depth is sufficient for the dilution of dispersed oil below harmful levels. Beyond these limits, the use of dispersants can be contemplated 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 by the marine biology laboratory in Concarneau, which depends on the MNHN (Musée National d'Histoire Naturelle). For the toxicity tests, the standard method NF T90 349 is used, 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 T90 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 90-349 and NF T 90-346 and have been approved for use in France (see table page 16).





## Dispersants approved for use in France

| | | | | | |
|---|---|---|---|---|---|
| BIOREICO R93 | COREXIT 9500 | DASIC SLICKGONE NS | DISPEREP 12 | DISPER M | DISPOLENE 36S |
| DISPOLENE 38S | 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 |
| PETROTECH 25 | RADIAGREEN OSD | O.S.D-2B | List updated in June 2005 | | |

## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

France maintains dispersant stockpiles (around 1500t) in various depots along the country's seaboards: 300t for the Channel, 500t for the Atlantic Ocean, 450t for the Mediterranean Sea, and 5 x 50t in the overseas districts and territories. French dispersant stockpiles are owned by the French Navy, FOST in Marseilles and possibly by some harbours. The Navy stockpiles contain the following dispersants:

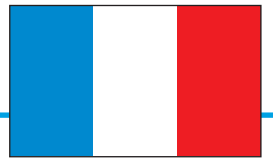
DISPOLENE 36 S
FINASOL OSR 52
FINASOL OSR 62
INIPOL IP 80
OCEANIA 1000
OD 4000

The FOST stockpile contains the dispersant: INIPOL IP 90. Each batch of dispersant is checked periodically (4 years after being purchased and then every 2 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 4 sea going pollution recovery vessels (ALCYON, AILETTE, CARANGUE 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 $3m^2$ 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 (Force Océanique Stratégique). 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. French authorities are currently looking into having some arrangement with OSRL for the use of their C-130 Hercules/ADDS pack aircraft application system in the future, in order to improve France's aerial dispersant application capability.

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



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

## 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 1000 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.<br><br>The national contact point for dispersant use is CEDRE | 1) Acute toxicity tests are performed by the marine biology laboratory in Concarneau, using the NF T90 349 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)<br><br>2) Effectiveness tests are performed by CEDRE, using the NF T90 345 test method and with selection criteria: E>=60%<br><br>3) Biodegradability tests are performed by INERIS, using the NF T90 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 3 tests: effectiveness first, toxicity and then biodegradability; if a product fails in one of these tests the procedure is interrupted<br><br>List of approved dispersants:<br>Yes /CEDRE maintains a regularly updated list of approved dispersants:<br>-BIOREICO R93<br>-COREXIT 9500<br>-DASIC SLICKGONE NS<br>-DISPEREP 12<br>-DISPER M<br>-DISPOLENE 36S<br>-DISPOLENE 38S<br>-EMULGAL C-100<br>-FINASOL OSR 52<br>-FINASOL OSR 61<br>-FINASOL OSR 62<br>-OD 4000(PE998)<br>-INIPOL IP 80<br>-INIPOL IP 90<br>-INIPOL IPC<br>-NEUTRALEX C<br>-NU CRU<br>-OCEANIA 1000<br>-PETROTECH 25<br>-RADIAGREEN OSD<br>-O.S.D-2B | Vessel application:<br>France has 4 sea-going pollution recovery vessels, which are specially equipped with dispersant spraying arms: ALCYON, AILETTE, CARANGUE 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<br><br>Aircraft application:<br>Aerial dispersant application is performed in France using National Navy Super Frelon heavy helicopters;<br>The French authorities are looking at having some arrangement with OSRL for the use of their C-130 Hercules/ ADDS pack aerial application system in the future | Government-owned:<br>The French Navy owns 3 SOKAF 3000 helicopter buckets (3m² capacity each), stored close to Brest and Toulon, as well as shipboard dispersant spraying sets<br><br>Private resources:<br>2 helicopter buckets (SIMPLEX type) are owned by oil companies (close to Marseille) | France maintains around 1,500 t of dispersant stockpiles:<br>-300t for the Channel;<br>-500t for the Atlantic Ocean;<br>-450t for the Mediterranean<br>-5x50t in the overseas districts and territories<br><br>The following dispersants are kept in the French Navy's stockpiles:<br>-DISPOLENE 36 S<br>-FINASOL OSR 52<br>-FINASOL OSR 62<br>-OD 4000 (Gamlen)<br>-INIPOL IP 80<br>-OCEANIA 1000<br>The FOST stockpile contains the dispersant:<br>-INIPOL IP 90 | In various depots along the country's seaboards: Channel, Atlantic Ocean, and Mediterra-nean Sea | 4 years after being purchased and then every 2 years |



# 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 chemical 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 Housing.

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 between 10-20 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<br><br>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<br><br>List of approved dispersants:<br>None / No list of approved dispersants exists | Vessel application:<br>No information available<br><br>Aircraft application:<br>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 chemical dispersants is allowed in Greece, following prior official authorisation from the Marine Environment Protection Division (MEPD) within the Ministry of Mercantile Marine. 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 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 chemical 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 chemical dispersants of 2nd and 3rd generation, that 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 National Centre for Marine Research are 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 and is valid for a period of 7 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 National 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 chemical dispersants (types 2 and 3) that are not yet certified is prohibited, until the State Chemical Laboratory in collaboration with the National Centre for Marine Research provides the appropriate certificate verifying non toxicity and other crucial specifications.
- The use of 2nd generation chemical dispersants is prohibited until the State Chemical Laboratory in collaboration with the National 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

Greece has a list of certified oil spill dispersants approved for use in Greek waters

| | | | |
|---|---|---|---|
| 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

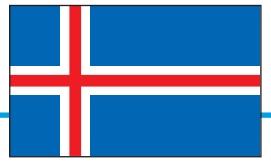
Greece possesses stockpiles of 2nd and 3rd generation chemical dispersants, allocated to various port authorities, port stations and antipollution vessels around the country. The following dispersants can be found in Greece's stockpiles: 2nd generation: FINASOL, 3rd generation: SEA HORSE, SUPER DISPERSANT, 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 6 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.



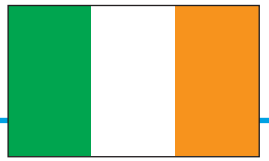
## IV. SUMMARY

| 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<br>———<br>The national contact point for dispersant use is the MEPD | The State Chemical Laboratory in collaboration with the National Centre for Marine Research are 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.<br>———<br>List of approved dispersants:<br>Greece has a list of certified oil spill dispersants approved for use:<br>- SUPER DISPERSANT 25 (types 2 and 3)<br>- OILER 60 (types 2 and 3)<br>- MARICHEM OIL SPILL DISPERSANT (types 2 and 3)<br>- UNICLEAN OSD ENVIRO (concentrated type) | Vessel application:<br>The Greek government owns 6 multi-purpose oil spill combating vessels with dispersant spraying capability<br>———<br>Aircraft application:<br>No aircraft dispersant application capability is available in Greece | Government-owned:<br>48 portable dispersant spraying systems with spraying arms for dispersant application from vessels<br>———<br>Private sector:<br>The EPE company maintains 2 units of PSEKA seaborne dispersant spraying systems and 1 COOPER PEGLER CP 178 seaborne dispersant spraying unit | Greece possesses stockpiles of 2nd and 3rd generation chemical dispersants:<br><br>2nd generation:<br>FINASOL<br><br>3rd generation:<br>- SEA HORSE,<br>- SUPER DISPERSANT,<br>- SEA WASH,<br>- OIL SPILL ELIMINATOR,<br>- CHEMO<br><br>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 antipollution 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

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





# 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 use of chemical dispersants is allowed in Ireland, following prior official authorisation from the Irish Coast Guard, an authority which has been delegated to the Coast Guard from the Minister for Communications, Marine and Natural Resources.

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 chemical 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.

## 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 Ireland, following prior official authorisation from the Irish Coast Guard<br><br>The national contact point for the use of dispersants is the Marine Rescue Coordination 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<br><br>List of approved dispersants: None / No list of approved dispersants exists | 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 chemical dispersants is allowed in Italy, following prior official authorisation from the Ministry for Environment and Territory. 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

There exists no standard dispersant approval scheme in Italy, but generally the dispersants have to pass several tests before they can be approved for use (toxicity, effectiveness and biodegradability). Dispersant testing procedures are drawn up and approved by a group of technical experts from the following institutes: ICRAM (Instituto Centrale par la Ricerca Applicata al Mare), APAT (Agency for Environmental Protection and Technical Services), ISS (Instituto Superiore di Sanita) and IRSA (Instituto par la Ricerca sulle Acque) and they include testing of the effectiveness, toxicity, stability, bioaccumulation and biodegradability properties of the dispersants.

The dispersant testing procedures are carried out by public and private laboratories authorised by the Directorate General for Nature Protection (DGPN) of the Ministry for Environment and Territory. A regularly updated list of dispersants approved for use in Italian waters is published by the DGPM of the Ministry for Environment and Territory.

## 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 is 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.

## 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<br><br>The national contact point for the use of dispersants is the Antipollution Emergency Centre, DG for Nature Protection of the Ministry for Environment and Territory | 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:<br>-effectiveness,<br>-toxicity,<br>-stability,<br>-bioaccumulation &<br>-biodegradability tests of the dispersants' properties<br><br>The testing procedures are carried out by public and private laboratories authorised by the Ministry for Environment and Territory | There exists no standard dispersant approval scheme in Italy, but generally the dispersants have to pass several tests before they can be approved for use<br><br>List of approved dispersants:<br>Yes / A regularly updated list of dispersants approved for use in Italian waters is published by the DGPM of the Ministry for Environment and Territory | <u>Vessel application:</u><br>Vessel dispersant application capability (specialised response vessels) is available to the Italian Government through arrangements with the private sector (Castalia Ecolmar)<br><br><u>Aircraft application:</u><br>None.<br>Aircraft dispersant application platforms are not available in Italy | 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 7 warehouses located in various Italian ports | Annual |

# 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 chemical 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 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<br>———<br>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<br>———<br>List of approved dispersants:<br>None / No list of approved dispersants exists | Vessel application:<br>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<br>———<br>Aircraft application:<br>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: 2000 l of DASIC SLICKGONE NS (type 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 chemical 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

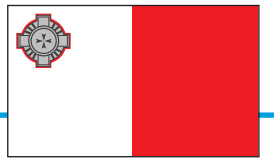
No standard dispersant approval scheme is in place in Lithuania. The procedure which is usually followed is that the company selling the dispersant has to provide the Environmental Protection Department of the Ministry of Environment with the exact description of the product, including a sanitary certificate, 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<br>———<br>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<br>———<br>List of approved dispersants:<br>None / No list of approved dispersants exists | <u>Vessel application:</u><br>Lithuania uses vessels to apply dispersants, but no further information is available<br>———<br><u>Aircraft application:</u><br>No aircraft dispersant application capability is available in Lithuania | Shipboard dispersant spraying equipment is available to the Maritime Administration:<br>2 sets of "Simple Green" dispersant spraying equipment | 1,800 l of SIMPLE GREEN dispersant are available to the Lithuanian Maritime Administration | No information | 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 chemical dispersants is allowed in Malta, following prior official authorisation from the Director of the Environment Protection Department, under the Ministry for Rural Affairs and Environment. The use of oil spill chemical dispersants is not allowed: within ports, within the 3 mile limit offshore and in any area below 60m depth. No change in the national policy regarding dispersant usage is currently being considered. The use of dispersants is clearly described in Malta's National Contingency Plan.

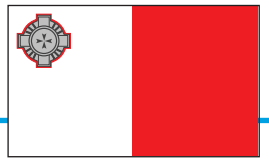
## II. DISPERSANT TESTING AND APPROVAL PROCEDURES

A standard approval scheme for dispersants exists and is described in Malta's National Contingency Plan, but no further information has been made available. Dispersant laboratory testing is being performed by the University of Malta. Malta uses the dispersants which have been approved for use within the framework of the Bonn Agreement and a list of approved dispersants is included in the National Contingency Plan, but is not available. In June 2005, two dispersants (OSR 2 and OSR 5) were tested but not approved for use in Malta and therefore all the stockpiles containing these dispersants are going to be replaced by the Maltese authorities.

## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Limited dispersant stockpiles are available in Malta and are being stored in the warehouse of the Oil Pollution Response Module (OPRM) of the Maritime Authority, near Valetta Harbour: 800 drums of 200 l each, of dispersants OSR 2 & OSR 5, which are currently being replaced.

The dispersant stockpiles are being checked according to the manufacturer's recommendations. Malta uses both vessel (tugs, patrol craft, workboats and civil protection craft) and aircraft dispersant application platforms. When dispersants are applied from aircraft, it is done by the Armed Forces of Malta, through a national agreement at Government level.





## IV. SUMMARY

| Dispersant use | Dispersant Approval and Testing | | Dispersant Application | | Dispersant Stockpiles | | |
|---|---|---|---|---|---|---|---|
| Authorisation | Testing | Approval | Platforms & Resources | Equipment | Name & Quantity | Location | Checks |
| The use of oil spill dispersants is allowed in Malta, following prior official authorisation from the Director of the Environment Protection Department (Ministry for Rural Affairs & Environment)<br>———<br>The national contact point for dispersant use is the Director General of MEPA (Malta Environment & Planning Authority) | The dispersants' testing is being performed by the University of Malta | A standard approval scheme for dispersants exists and is described in Malta's National Contingency Plan<br>———<br>List of approved dispersants:<br>Yes / A list of approved dispersants exists and is published in the NCP | <u>Vessel application:</u><br>Tugs, patrol craft, workboats & civil protection craft are available to the Maltese authorities for dispersant application<br>———<br><u>Aircraft application:</u><br>Aircraft dispersant application is done by Malta's Armed Forces, following national agreements at government level | Maltese authorities maintain limited shipboard dispersant spraying equipment | Malta maintains 800 drums of 200 l each, of dispersants OSR 2 & OSR 5, which are currently being replaced, since they failed the testing procedure | In the warehouse of the Oil Pollution Response Module (OPRM) of the Maritime Authority, 3km from Valetta Harbour | Checks of the existing stockpiles are being undertaken according to the manu-facturer's recommen-dations |

# 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 use of chemical dispersants has been prohibited in Dutch waters since 1990. A review of the National Contingency Plan is currently being undertaken which may lead to permission for oil spill dispersant usage under specific conditions, depending on spill location, sea conditions and environmental impact of the spill. If under the new plan the use of dispersants is conditionally approved, no further official authorisation will be required prior to dispersant usage. The use of dispersants is expected to be clearly described in the new National Contingency Plan.

## II. DISPERSANT TESTING AND APPROVAL PROCEDURES

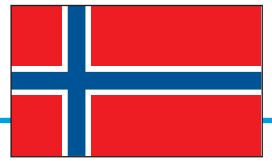
If the use of dispersants is allowed in the new National Contingency Plan, the Netherlands will make use of the approval procedures applicable in other countries, like France and the UK and it will follow the UK dispersant testing procedures. Since the use of dispersants is currently prohibited in Dutch waters, no list of approved dispersants exists in the Netherlands, apart from the list of approved dispersants included in the Bonn Agreement Manual.

## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

Since the use of dispersants is currently prohibited, neither dispersant stockpiles nor dispersant application equipment are available in the Netherlands. Dispersants and dispersant application equipment would have to 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 use of oil spill dispersants has been prohibited in Dutch waters since 1990<br>A review of the National Contingency Plan is currently being undertaken which may lead to permission for oil spill dispersant use<br>The national contact point regarding the use of dispersants is the RWS-North Sea, Netherlands Coast Guard Centre | N/A | N/A<br>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: NORWAY

## I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of chemical 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.

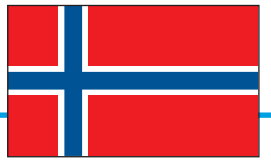
## II. DISPERSANT TESTING AND APPROVAL PROCEDURES

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* (Institut Français du Pétrole) test method is being used, whereas for activities which are not producing or dealing with oil, the WSL** (Warren Spring Laboratory) 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.

*The IFP (Institut Français du Pétrole) 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.

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

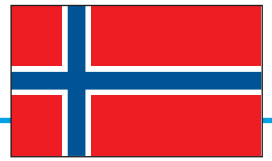


## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

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 (210,000 l of DASIC SLICKGONE NS), which are stored as follows: approx 120 000 litres 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 approx. 90 000 litres on board vessels in the Troll/Oseberg offshore area.

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 litres, both just north of Bergen) and at ExxonMobile refinery at Slagentangen (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 5 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 litres bucket (one in Bergen and one in the Oslofjord) or a 3000 litre 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. Dispersant use must be documented as a combat strategy 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 authorise the dispersant use.<br><br>The national contact point for dispersant use in an emergency situation is the Norwegian Coastal Administration (NCA) | 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) | <u>Vessel application:</u><br>Some of the operating companies have dispersant spraying capability on stand-by vessels (spray arms)<br><br><u>Aircraft application:</u><br>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 litres bucket (one in Bergen and one in the Oslofjord) or a 3000 litre bucket (NOFO – one in Heidrun offshore area) | NOFO maintains a stockpile of approximately 210,000 l of DASIC SLICKGONE NS. In addition the oil refineries and oil terminals maintain minor quantities of dispersants (approx 10 000 litres). | <u>NOFO Stockpiles</u><br>Approx 120 000 litres 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 approx. 90 000 litres on board vessels in the Troll/ Oseberg offshore area<br><br><u>Stockpiles of oil refineries and oil terminals</u><br>Dispersants are kept at Statoil Mongstad Refinery, at Hydro Stureterminalen, (both just north of Bergen) and at ExxonMobile refinery at Slagentangen in the Oslofjord | Every 5 years, by SINTEF |

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

## I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of chemical 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 Infrastructure). Dispersant use is limited in practice, and dispersants may be used in small quantities in ports as a response option to limited oil spills, when mechanical recovery is 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 90k of dispersants were 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 (200k 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.



## 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.<br><br>There is no specified contact point regarding the use of dispersants: the Director of one of the 3 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 2 Bonn Agreement Contracting Parties and which has been subjected to at least 2 procedures for toxicity testing<br>———————<br>List of approved dispersants:<br>None / No list of approved dispersants exists | Vessel application:<br>Limited vessel dispersant application capability is available. A portable spray unit VIKOMA VIKOSPRAY 1000 is placed in Swinoujscie on board vessel CZESLAW II<br>———————<br>Aircraft application:<br>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 chemicals to water dosage | Very limited amount for use within ports:<br>200k of dispersant "SINTAN" | At the SAR base in Swinoujscie | Annual |

# National Policy regarding the Use of Oil Spill Dispersants: PORTUGAL

## I. USAGE OF OIL SPILL DISPERSANTS

The primary response method to oil spills at sea is mechanical containment and recovery. The use of chemical 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 are 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<br><br>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<br><br>List of approved dispersants:<br>None / No list of approved dispersants exists | <u>Vessel application:</u><br>Limited vessel dispersant application capability is available<br><br><u>Aircraft application:</u><br>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 5 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: 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 chemical 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<br>List of approved dispersants:<br>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 chemical 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 by a scientific institute for the Ministry of Development.

This institute is also responsible for renewing the approvals of already approved dispersants and approving the dispersants which have already been accepted in other EU Member States. Laboratory testing (biological and toxicological analysis) of the dispersants is being temporarily performed by the Port and Coast Studies Centre Laboratory (CEPYC) of the Ministry of Development, but internal ministerial administrative arrangements are currently being developed regarding the final determination of the institute that will conduct the above mentioned analysis.

Spain has a list of approved dispersants, which is not published, but has free access to it if needed. This list includes the following approved dispersants:
BIOVERSAL HC (valid until 31.12.2005)
BS-300 (valid until 31.12.2005)
NOKOMIS 3C (valid until 31.1.2006)
MAR.NET (valid until 31.7.2003)

## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

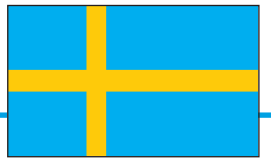
Spain possesses a limited amount of dispersant stockpiles, mainly from private sector oil companies at the ports of their operation. These stockpiles are not being regularly checked. The Directorate General of the Merchant Marine (DGMM) owns a limited number of vessels equipped with on board dispersant 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.



## 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<br><br>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 of Development | For a dispersant to be approved, a biological and toxicological laboratory analysis of the product is being undertaken by a scientific institute for the Ministry of Development. Dispersant testing is being temporarily performed by the Port and Coast Studies Centre Laboratory (CEPYC) of the Ministry of Development | The Ministry of Development 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 a scientific institute for the Ministry of Development<br><br>List of approved dispersants:<br>- BIOVERSAL HC (valid until 31.12.2005)<br>-BS-300 (valid until 31.12.2005)<br>-NOKOMIS 3C (valid until 31.1.2006)<br>-MAR.NET (valid until 31.7.2003) | <u>Vessel application:</u><br>DGMM owns a limited number of tug boats equipped with dispersant application capability and also charters tug boats from the private sector if needed<br><br><u>Aircraft application:</u><br>SASEMAR has an agreement with OSRL in the UK which offers Spain access to aircraft dispersant application capability | <u>Government-owned:</u><br>Shipboard dispersant spraying equipment is available to the DGMM<br><br><u>Private-sector:</u><br>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 | No information | No information |

# 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 chemical dispersants is allowed, following prior official authorisation from the response commander of the Swedish Coastguard, oil spill dispersants have not been used in Swedish waters for the past 20 years (Sweden started to use dispersants in 1973 and used them for about 10 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 the Helsinki Commission. Dispersant use is not described in Sweden's National Contingency Plan.

## II. DISPERSANT TESTING AND APPROVAL PROCEDURES

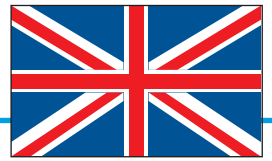
No standard dispersant laboratory testing or dispersant approval scheme is in place in Sweden and no list of approved dispersants exists. Sweden has no intention of using dispersants and the knowledge of which "non toxic dispersants" to use in case of an emergency is being discussed in Sweden and in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

## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

The Swedish Coastguard 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 Coastguard<br>———<br>Sweden hasn't used dispersants in the past 20 years<br>———<br>The national contact point for dispersant use is the Swedish Coastguard HQ | None / No standard dispersant laboratory testing scheme is in place | None / No standard dispersant approval scheme is in place<br>———<br>List of approved dispersants:<br>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

The use of chemical dispersants is allowed in the UK, following prior official authorisation from the statutory licensing authorities, which are responsible for approving dispersant products and regulating their use at sea. These are: DEFRA (Department for Environment, Food and Rural Affairs) for England and Wales, 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 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. 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. Such an approval is not formally required where approved products are used in deeper waters, more than one mile away from the 20 metres contour line.

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. Furthermore, only the 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, in Chapter 6 and Appendix J. No change in the national policy regarding dispersant usage is currently being considered in the UK.

## II. DISPERSANT TESTING AND APPROVAL PROCEDURES

Dispersant testing and approval schemes are in place in the UK. 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 being administered by DEFRA (Department for Environment, Food and Rural Affairs), DEFRA acts on behalf of the other two licensing authorities for the testing and approval of chemical dispersants which are intended for use in UK waters and also regularly reviews existing approvals to ensure that the products remain safe (approvals must be renewed every 5 years). In order for a dispersant to be approved for use, an application form must be submitted by the interested party to DEFRA, including information on the chemical composition of the dispersant and the recommended oil product to oil ratio; in addition the dispersant must pass the relevant effectiveness and toxicity tests.

- 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 Environment and 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. The UK has a non-exhaustive list of Oil Spill Treatment Products Approved for Use in the UK, which has been compiled by DEFRA as a guide and is being updated regularly (every six months). This list is included in this inventory and is also accessible on the DEFRA website: http://www.defra.gov.uk/environment/water/marine/uk/oilspill/oiltreat.pdf.
According to this list, which was compiled in August 2005, the following dispersants are currently approved for use in the U.K.:

| | | | | |
|---|---|---|---|---|
| AGMA DR 379 | AGMA OSD 569 | ARROW EMULSOL LW | CAFLON OSD | COMPOUND W-2096 |
| DASIC SLICKGONE EW | DASIC SLICKGONE NS | ENERSPERSE 1040 | FINASOL OSR 51 | FINASOL OSR 52 |
| GAMLEN OD 4000 | GAMLEN OSR 4000 | MAXI-CLEAN 2 | NU CRU | OSD/LT<br>Oil Spill Dispersant |
| RADIAGREEN OSD | SEACARE ECOSPERSE | SEACARE OSD | SUPER DISPERSANT 25 | VECLEAN OIL DISPERSANT |

## III. DISPERSANT STOCKPILES AND DISPERSANT APPLICATION CAPABILITY

The Maritime and Coastguard Agency (MCA) maintains stocks of dispersants, totalling approximately 1,400 cubic metres, at 11 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 DR379, DASIC SLICKGONE NS, DASIC SLICKGONE LTSW, FINASOL OSR51, 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 5 years of the date of manufacture and on a 5 yearly cycle thereafter. All stocks held in the original, sealed manufacturer's packaging must be tested for effectiveness within 10 years of manufacture and thereafter at no longer than 5 yearly intervals.

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

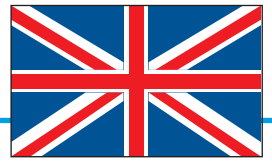
- Two 4-engined, turbo prop Lockheed Electra L188 aircraft with palletised spraying systems based at Coventry are on 6 hours stand-by. Each aircraft's installation consists of an array of tanks mounted on four aircraft pallets, with a fifth pallet holding a pumping module. These pallets are easily loaded 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/square kilometre, 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 1500 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 2 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.

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

## 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, which are responsible for regulating their use at sea (DEFRA for England and Wales, SEERAD for Scotland and EHS for N. Ireland)<br><br>Prior approval for dispersant use is needed in sea depths of less than 20 m or within 1 nm of such depths<br><br>The national contact point for the use of dispersants is the MCA | Dispersants undergo an effectiveness and two toxicity tests:<br><br>1) Effectiveness test: The WSL test is being used, with current test specification the Report LR 448<br><br>2) Two toxicity tests:<br>- Sea Test (products must not increase the toxicity of the oil)<br>- Rocky Shore Test (products must not be more toxic than the oil itself)<br><br>The effectiveness test is carried out by the National Environmental Technology Centre of AEA Technology PLC and the toxicity tests are carried out by the Centre for Environment and Aquaculture Sciences (CEFAS) | Dispersants are approved for use by DEFRA (which acts on behalf of the other licensing authorities), and administers the product approval scheme.<br>In order for an approval to be granted:<br>- the interested party must complete an application form<br>-dispersants must pass an effectiveness and two toxicity tests | <u>Vessel application:</u><br>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 | <u>Aircraft dispersant application equipment:</u><br>Palletised spraying systems with application rate: 5-22 t per square km, 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 cubic metres of dispersants in stock.<br>The following dispersants are held in stock:<br>-SUPERDISPERSANT 25<br>-AGMA DR379,<br>-DASIC SLICKGONE NS,<br>-DASIC SLICKGONE LTSW*,<br>-FINASOL OSR51,<br>-ENERSPERSE 1583*,<br>-COREXIT 9500*<br><br>In addition, most major oil terminals hold small stocks of dispersants | -Southampton<br>-Saltash<br>-Milford Haven<br>-Northern Ireland<br>-Inverness<br>-Stornoway<br>-Shetland<br>-Huddersfield<br>-East Kent<br>-Coventry<br>-Prestwick | Dispersant stocks are checked regularly and new products are re-tested after 10 years for effectiveness and thereafter on a 5 yearly cycle |



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

| Dispersant use | Dispersant Testing & Approval | | Dispersant Application | | Dispersant Stockpiles | | |
|---|---|---|---|---|---|---|---|
| Authorisation | Testing | Approval | Platforms & Resources | Equipment | Name & Quantity | Location | Checks |
| | | List of approved dispersants:<br>A non-exhaustive list of Oil Spill Treatment Products Approved for Use in the UK exists. It is compiled by DEFRA as a guide and is being updated regularly (every six months):<br>- AGMA DR 379<br>- AGMA OSD 569<br>- ARROW EMULSOL LW<br>- CAFLON OSD<br>- COMPOUND W-2096<br>- DASIC SLICKGONE EW<br>- DASIC SLICKGONE NS<br>- ENERSPERSE 1040<br>- FINASOL OSR 51<br>- FINASOL OSR 52<br>- GAMLEN OD 4000<br>- GAMLEN OSR 4000<br>- MAXI-CLEAN 2<br>- NU CRU<br>- OSD/LT<br>Oil Spill Dispersant<br>- RADIAGREEN OSD<br>- SEACARE ECOSPERSE<br>- SEACARE OSD<br>-SUPER DISPERSANT 25<br>- VECLEAN OIL DISPERSANT | <u>Aircraft application:</u><br>The UK uses primarily aircraft dispersant application capability:<br>-Two 4-engined turbo prop Lockheed Electra L188 aircraft, based at Coventry on 6 hours stand-by, with a capacity of up to 15,000 l of dispersant per aircraft<br>- One Cessna F406 aircraft with a capacity of up to 1500 l of dispersant, used more for small spills and test spraying of dispersant<br><br><u>Aerial surveillance:</u><br>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 | | * Stocks of dispersants ENERSPERSE 1583 and DASIC SLICKGONE LTSW may still be used by the MCA, as long as they continue to pass the effectiveness test, even though they are not included in the list of approved dispersants<br>*COREXIT 9500 was tested for toxicity with the Rocky Shore Test in 1998 when it was submitted for renewal and did not pass this test. Therefore it was removed from the list of approved products on 30/7/1998. Nevertheless, existing stocks of COREXIT 9500 may still be used away from rocky shorelines in appropriate conditions, following approval from the relevant licensing authority | | |

# 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 | Authorization prior to dispersant use required | Connection to NCP | Dispersant testing | Product approval procedure & list of approved dispersants | Dispersant application capability | Dispersant stockpiles |
|---|---|---|---|---|---|---|---|
| BELGIUM | Yes, as a secondary oil pollution 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<br>Aerial: None | Yes, approx: 20,000 l |
| CYPRUS | Yes, as a secondary oil pollution response option | Yes, from the Director of DFMR (Ministry of Agriculture, Natural Resources and Environment) | Yes | Yes: toxicity & effectiveness tests are performed on the dispersants | Yes | Shipboard: Yes, limited<br>Aerial: None | Yes, approx: 22,000 l |
| DENMARK | Yes, restrictively. Oil spill dispersants have not been used for the past 10 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 | No, but dispersants can be used restrictively. Oil spill dispersants have not been used for the past 20 years | Yes, from the Environment Inspectorate (Ministry of Environment) | No | None | None | None | None |
| FINLAND | Yes, restrictively. Oil spill dispersants have not been used since 1987 | Yes, from SYKE (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 & effectiveness tests are performed on the dispersants | Yes, from CEDRE | Shipboard: Yes<br>Aerial: Yes | Yes, approx: 1,500 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 | Shipboard: Yes<br>Aerial: Yes (preferably from helicopters) | None |
| GREECE | Yes, as a secondary oil pollution response option | Yes from the MEPD (Ministry of Mercantile Marine) | Yes | Yes: toxicity & effectiveness tests are performed on the dispersants | Yes | Shipboard: Yes<br>Aerial: Yes (preferably from helicopters) | Yes, approx: 500,000 l |
| ICELAND | Yes, restrictively | Yes, from the Environmental and Food Agency | No info | No info | No info | No info | No info |

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

| COUNTRY | Dispersant use allowed | Authorization prior to dispersant use required | Connection to NCP | Dispersant testing | Product approval procedure & list of approved dispersants | Dispersant application capability | Dispersant stockpiles |
|---|---|---|---|---|---|---|---|
| IRELAND | Yes, as a secondary oil pollution response option | Yes, from the Irish Coast Guard | Yes, dispersant use is expected to be included in the NCP | None | None / Acceptance of dispersants approved for use in the UK | None | None |
| ITALY | Yes, as a secondary oil pollution response option | Yes, from the Ministry for Environment and Territory | Yes | Yes: toxicity, biodegradability & effectiveness tests are performed on the dispersants | Yes | Shipboard: Yes<br>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<br>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<br>Aerial: None | Yes, very limited, approx: 1,800 l |
| MALTA | Yes, as a secondary oil pollution response option | Yes, from the Director of the Environment Protection Department (Ministry for Rural Affairs & Environment) | Yes | None | Acceptance of dispersants approved for use by Bonn Agreement countries | Shipboard: Yes<br>Aerial: Yes, limited | Yes, approx: 160,000 l |
| THE NETHERLANDS | No | The use of chemical dispersants has been prohibited in Dutch waters since 1990. A review of the National Contingency Plan is currently being undertaken which may lead to the permission of oil spill dispersant usage under specific conditions. Therefore the Netherlands neither maintain dispersant stockpiles nor dispersant application capability | | | | | |
| NORWAY | Yes, when appropriate (NEBA principle) | The use of dispersants must be documented as a combat strategy in the pre-approved oil spill contingency plans | Yes | Yes: toxicity & 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<br>Aerial: Yes, from helicopters | Yes, approx: 210,000 l (maintained by NOFO) |
| POLAND | Yes, restrictively | Yes, from the Director of the Regional Maritime Offices | Yes | None | None / Acceptance of dispersants approved for use by Bonn Agreement countries | Shipboard: Yes, limited<br>Aerial: None | Yes, very limited, approx: 200 k |

*List of oil spill dispersants approved for use in the EU/EFTA Countries

| COUNTRY | Dispersant use allowed | Authorization prior to dispersant use required | Connection to NCP | Dispersant testing | Product approval procedure & list of approved dispersants | Dispersant application capability | Dispersant stockpiles |
|---|---|---|---|---|---|---|---|
| PORTUGAL | No, but dispersants can be used restrictively. | Yes, from the Ministries of Health and Environment | No | None | None | Shipboard: Yes, limited<br>Aerial: None | Yes, limited amount |
| SLOVENIA | No | The use of chemical dispersants is prohibited in Slovenia due to the shallowness of the Slovenian sea, with depths of less than 25 metres. Oil spill dispersants have never been used in Slovenian waters and therefore no dispersant stockpiles or dispersant application capability are maintained by the Slovenian authorities | | | | | |
| SPAIN | Yes, restrictively | Yes, from the respective maritime administration | No | Yes: biological & toxicological analysis of the dispersant product | Yes | Shipboard: Yes, limited<br>Aerial: SASEMAR has access to aerial dispersant application capability through an agreement with OSRL | Yes, limited amount |
| SWEDEN | Yes, restrictively. Oil spill dispersants have not been used for the past 20 years | Yes, from the Swedish Coast-guard | No | None | None | Shipboard: None<br>Aerial: None | None |
| U.K. | Yes, as a primary oil pollution response option | Yes, from the respective statutory licensing authorities | Yes | Yes: toxicity & effectiveness tests are performed on the dispersants | Yes | Shipboard: Yes, limited<br>Aerial: Yes, since the UK uses mainly aerial dispersant application resources | Yes, approx: 1,400 cubic metres |

## List of oil spill dispersants approved for use in the EU/EFTA Countries*

| 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 |
| ARROW EMULSOL LW | UK |
| BIOREICO R93 | France |
| BIOVERSAL HC | Spain |
| BP ENESPERSE | Cyprus |
| BS-300 | 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 |
| DISPOLENE 38S | France |
| EMULGAL C -100 | Cyprus, France |
| ENERSPERSE 1040 | 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, UK |
| FINASOL OSR 61 | France |

| List of dispersants approved for use | Approved for use in these countries |
|---|---|
| FINASOL OSR 62 | France |
| FINASOL OSR 121 | Cyprus |
| GAMLEN OD 4000 (PE 998) | Cyprus, France, UK |
| GAMLEN OSR 2000 | Cyprus |
| GAMLEN OSR 4000 | UK |
| GAMLEN OSR LT126 | Cyprus |
| INIPOL IP 80 | France |
| INIPOL IP 90 | France |
| INIPOL IPC | France |
| MAR.NET | 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 |
| PETROTECH 25 | France |
| RADIAGREEN OSD | France, UK |
| SEACARE ECOSPERSE | UK |
| SEACARE OSD | UK |
| SHELL DISPERSANT Concentrate | Cyprus |
| SHELL DISPERSANT LTX | Cyprus |
| SUPER DISPERSANT 25 | Cyprus, Greece, UK |
| UNICLEAN OSD ENVIRO, concentrated type | Greece |
| VECLEAN OIL DISPERSANT | UK |

* 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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