



GEODELTA 2011 EXERCISE REPORT



BATUMI, 15 SEPTEMBER 2011

1. Preparation of the Exercise

The long-term Plan for the Oil spill response exercises in the Black Sea was established in November 2008, during the 17th Meeting of the Advisory Group on Environmental Safety Aspects of Shipping, within Black Sea Commission.

In accordance with the decisions on the agreed schedule during the 18th Meeting of the Advisory Group on Environmental Safety Aspects of Shipping (AG ESAS) (November 5-6, 2009, Istanbul, Turkey) and Black Sea Commission meetings, Georgia was elected as a host country for the *Third Operational Black Sea Delta Regional Exercise*, because The Ukraine asked to postpone their exercise date and Georgia took the responsibility to hold the exercise.

It's remarkable that the real active measures for preparation of the exercise started only after new Maritime Transport Agency was established 15.04.2011, but 6 months period was very short.

Taking into consideration the need of continuously ensuring a better preservation of the marine environment and reducing the effects of major spills by developing a consistent pollution prevention policy and coordinated response process for the management of major spill events, and in order to fulfil the obligations of International agreements which Georgia has ratified, the Georgian competent national authorities decided to hold the Third Operational Black Sea Delta Regional Exercise in Batumi, during September 2011, under the generic name GEODELTA 2011.

Exercise – GEODELTA 2011 was conducted under the national legislation, with the special provisions of the:

- Commission on the Protection of the Black Sea Against Pollution, and its substantial support from the dedicated pilot project MONINFO - (Environmental Monitoring of the Black Sea Basin: Monitoring and Information Systems for Reducing Oil Pollution) and Guidelines for oil spill exercises developed under the scope of MONINFO as a new annex of the Black Sea Contingency Plan.
- Advisory Group on Environmental Safety Aspects of Shipping, that in its last 19 meeting (November 2010) planned for further actions in the BS DELTA-Georgia preparation.

The training experiences of previous exercises were also considered:

- SULH 2007;
- RODELTA 2009.



The analysis of the guidelines for oil spill exercises under the Black Sea contingency plan and trainings held earlier show that organization, planning and conduction of such frame training is a very high responsibility and having the aim to reach the stated goals it is necessary to use all the state and private sectors and the whole system of maritime infrastructure in a very considered way.

Having as main objective the enhancement of the co-operation between the national authorities with responsibilities in coordinating and conducting search and rescue activities in accordance with the Georgian Law of Marine Rescue Service, as well as to test the collaboration under the Protocol on cooperation in combating pollution of the Black Sea by oil and other harmful substances in emergency situations to the 1992 Convention on the protection of the Black Sea against pollution (The Bucharest Convention), the exercise was developed by the relevant Georgian institutions, under the coordination of the Maritime Transport Agency, in close cooperation with the Black Sea Commission, and with the participation of Bulgaria, Romania, Turkey and the Ukraine.

2. Implementation of the Exercise

The regional aspects of exercise were established during Steering Committee Meetings. First meeting was held in Istanbul, Turkey 22 of March 2011 in the Black Sea Commission. The Second Steering Committee Meeting was held in Istanbul, Turkey, on 8-10th June, 2011, on the

MONINFO Project 2nd Stakeholders and 20th ESAS AG Meetings, supported by Black Sea Commission.

At the national level, working group meetings for exercise planning were regularly held. Every working group meeting was held in Maritime Transport Agency, headed by the Director of MTA and participating with representatives of Georgian Maritime Infrastructure State and private sectors. A correspondence working group for exercise details settings was established during these meetings.

Exercise – GEODELTA 2011 held on 14-16, September 2011. On the 14th of September some preparing activities were held, like tests communications and Claims and compensations working group meetings, Opening ceremony Exercise – GEODELTA 2011 and Short briefing. Date of the operational exercise - 15, September 2011 (Annex 1-Agenda of Exercise GEODELTA 2011, Annex 2-Leaflet of Exercise GEODELTA 2011).

All aspects related to Search and Rescue (SAR) operations, off-shore and on-shore oil pollution response were planned by MRCC, and all aspects related to land response were planned by Maritime Transport Agency, Ministry of Economy and Sustainable Development of Georgia. MRCC received some indications for objectives establishing and pollution response planning from Oil Spill Response Regional Initiative (OSPRI), Oil Spill Response and International tanker Owners Pollution Federation (ITOPF).

Five Black Sea States participated in the exercise that was coordinated by Maritime Transport Agency, Ministry of Economy and Sustainable Development of Georgia in close cooperation with relevant Georgian Authorities and the Black Sea Commission Permanent Secretariat. Governmental and/ or industry owned response units from Georgia, Turkey and European Maritime Safety Agency (EMSA) participated in the exercise together with representatives of OSPRI and ITOPF.



3. Participating Contracting Parties

Exercise Participants:

- Ministry of Economy and Sustainable Development of Georgia, Civil Aviation Agency, Government of Ajara, Batumi Townhall;
- Maritime Transport Agency, Maritime Rescue Coordination Centre; Operational Group – Duty officers; Radio Operators; OSR Group; Batumi, Poti and Kulevi Harbour Masters; (handling/operation, security consultant, Seamen, Drivers etc.).
- Emergency Sub-Contractors (Ambulance, Firefighting Service, Emergency Situation Service, Police, Civil Contractor);
- External organizations – Ministry of Environment, Ministry of Energy and Natural Resources – Black Sea Office, Emergency Department of MIA, LEPL National Agency of Environment – Black sea Monitoring Division, Police, Georgian Coast Guard

Department, Ministry of Defense, Georgian State Hydrographic Service, Ministry of Finance of Georgia - LEPL Revenue Service Department of Economic Boarder Protection, Lifeguards of Adjara, Municipality of Kobuleti, Batumi Sea Port Ltd, APM terminals "Poti", Black Sea Terminal – Kulevi, Black Sea Pilot Service, Maritime Agency SALVO MARINE, SEACOR RESPONCE, Batumi Oil Terminal Ltd, Scientific Research Company "GAMA" Ltd;

- Black Sea Commission Permanent Secretariat;
- Black Sea countries:
 - Turkey, Environment Protection Services: MEKE LTD, MARE LTD, SEAGULL LTD), Turkish Coast Guard;
 - Bulgaria;
 - Romania, Midia Marine Terminal;
 - The Ukraine;
- European Maritime Safety Agency (EMSA);
- Oil Spill Response Regional Initiative (OSPRI);
- International tanker Owners Pollution Federation (ITOPF);
- Sea Alarm Foundation;
- Oil Spill Response Limited;
- LLP Tengizchevroil;
- Caspian Region Chevron;
- Chevron Eurasia (Annex 3-International participants and observers).

Resources and OSR Equipment

Vessels in "Marine Casualty" (Simulation):

- M/T "NORD WIND" – Batumi Oil Terminal Ltd, Real Name- Tug "Tamara 1";
- Ro-Ro Vessel ANNA MARIA – Batumi Oil Terminal Ltd, Real Name-Tug "Tamara 2".

OSR Equipment Offshore (Equipment, Vessels and Manpower):

- Motorboat of Black Sea Service - "BUNEBA-5" – crew 6;
- Helicopter -2 pilot, 1 observer;
- Crane - "CHERNOMORETS-9" – crew 8:
 - Oil Response Team - crew 7;
 - Containerized offshore Boom, (2 diesel engines), 200 m;
 - Inflatable Light Boom ILB 750 400 m;
 - Oil transfer Pump 32 cub.m. LPP 6, 5 units;
 - Air Fans for inflation of the booms, 6 units;
 - Mini Weir Skimmer LWS 500, 4 units;
 - Anchors for use with Fast Current Boom, 10 units;
 - Absorbent Pad, 20 pack;.
 - Absorbent Boom, 80 m.
- Tug - "KAPITAN T. FAGAVA"- crew 5;
- Oil Recovery Vessel - "AISI"- crew 6;
- Vessel "GIDROGRAF 81" – crew 6;
- Firefighting Tug - "PATRIOT"- crew 13;
- Boom deployment boat "GAGRA"- 2 seamen;
- High Speed Coast Guard Boat - 3 units;
- EMSA Contracted Vessel "GSP ORION"- crew 14:
 - Two Rigid Sweeping Arms, 12m;

- Heavy Duty Boom, 2x250m;
- Weir/Shovel Drum High-Capacity Multiskimmer;
- Brush Skimmer;
- Oil Slick Detection System.
- Turkish Coastal Directorate Tug “GEMI KURTARAN”- crew 23:
 - Off shore Boom, 200 m;
 - Oil Skimmer (12,5 m³/h), 1 pcs;
 - Oil Skimmer (25m³/h), 1 pcs;
 - Sea Slug (50 m³) capacity, 1 pcs;
 - Trol Boom (60 m 1 set), 1 pcs;
- Turkish Coast Guard Boat “TCSG-95”.

OSR Equipment on the Shore line (Equipment, Vessels and manpower):

SEACOR RESPONSE:

- Booms BSB 550/10, 200 m;
- Fastank, 1 unit;
- Oil transfer Pump RBS-5, 1 unit;
- Air Fans for inflation of the booms, 1 unit;
- Brush Skimmer RBS-5, 1 unit;
- DISC Skimmer KOMARA 20, 1 unit;
- Anchors for use with Fast Current Boom, 1 unit;
- Absorbent Pad, 200 m;
- Absorbent Boom, 100 m;
- Boom Deployment Boat - 2 seamen;
- Oil Response Team - crew 4.

Batumi Oil Terminal Ltd:

- Booms LAMOUR BEACH BOOM, 100 m;
- Collapsible Tanks LST TSC 11.4, 2 units;
- Oil transfer Pumps 32 cub. m. LPP 6HA/C75, 2 units;
- Air Fans for inflation of the booms, 1 unit;
- Skimmer MINIMAX 12, 2 units;
- Anchors for use with Fast Current Boom, 4 units;
- Absorbent Pad, 200 units;
- Absorbent Boom, 100 m;
- Oil Response Team - crew 6.

Emergency Situation Department of MIA:

- OSR Trailer, 1 unit;
- Collapsible Tanks LST TSC 11.4 cub. m., 1 unit;
- Skimmer C-14D, 1 units;
- Absorbent Pad, 200 units;
- Absorbent Boom, 100 m;
- Diver - 1 person;
- Rubber Boat – 1 unit;
- OSR Team - 6 members.

Lifeguards:

- Water Lifeguards Team - 4 members.

Ambulance.**Firefighting Service.****Police.****Turkey:****MARE Sea Cleaning Services Inc:**

- Inflatable Boom/Containment Boom / For Off Shore, PU, 200 m;
- Backpack Air Blower, 1 pcs;
- Anchor Set (Anchor, Rope, Buoy, Chain), 4 pcs;
- Sorbent boom –absorption boom/ 20 cm. dia., 100 m;
- Sorbent pad-absorption sheet / 40x50 cm sizes, 1 box;
- Zodiac Boat, 1 pcs;
- Diving Equipment, 2 set;
- Equipment for close the damage (branda), 1 pcs;
- Stand Equipment, 7 pcs;
- OSR Team - 9 members.

MEKE Marine Environmental Protection Services LTD:

- Eros Ooffshore Boom 150 cm, 50 m;
- Backpack Air Blower, 1 pcs;
- Solid Flotation Boom, 50 m;
- Anchor Set (anchor, rope, buoy, chain), 4 pcs;
- Portable Tank (15 m³), 1 pcs;
- Sorbent Boom (20 cm x 3 m), 96 m;
- Sorbent Pad (40cm x 50cm), 200 pcs;
- Stand Equipment, 2 pcs;
- OSR Team - 9 members.

SEAGULL Environmental Protection Service Ltd:

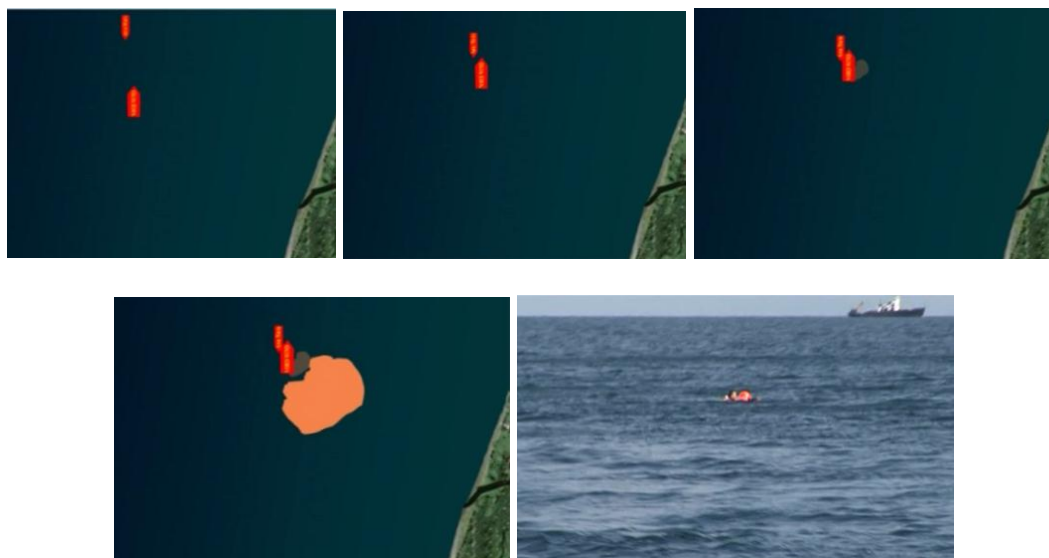
- Fence boom / containment boom/for near shore, PVC, 50 m;
- Inflatable boom /containment boom / for off shore, PU, 50 m;
- Backpack Air Blower, 1 pcs;
- Anchor Set (Anchor, Rope), 1 set;
- Sorbent boom –absorption boom /13 cm.dia.x300 cm. length, 2 pockets (14pcs);
- Sorbent boom-absorption boom/20 cm.dia.X300 cm. length, 2 pockets (10pcs);
- Sorbent pad-absorption sheet/40x50 cm sizes, 10 pockets (500 pcs.);
- Oil skimmer/ used to remove oil from the water, 1 Set;
- Floating storage tank/ for storage on the sea Cap.15 cbm., 1 Set;
- Stand Equipment, 1 pcs;
- OSR Team - 5 members.

4. Running and finalization of exercise

GEODELTA 2011 Scenario

On the 15th of September 2011, at 15 11:00 LT (GMT+4) M/T "NORD WIND" which sailed from Batumi port oil terminal (course 354°) was loaded with Azeri Crude oil. In position 41° 45' N; 041° 38' E, offshore 7.5 Nm the Ro-Ro vessel "ANNA MARIA" (course 174°), collided with the tanker "NORD WIND".

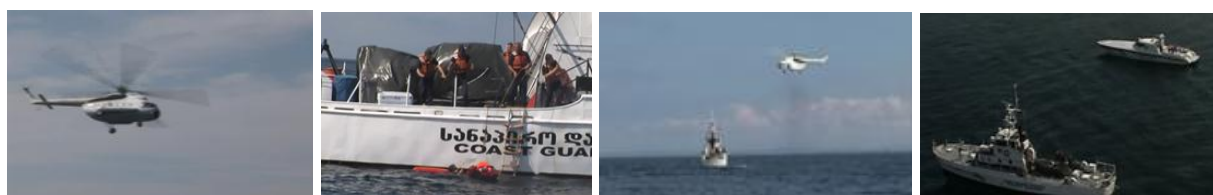
As a result of collision, tanker "NORD WIND" had a serious tear, crude oil spilled into the sea. One crew member of Ro-Ro vessel «ANNA MARIA" fell overboard and another was seriously injured. DISTRESS signal was received by MRCC Georgia in Batumi from both ships at VHF channel 16 and collision position determined from VHF DSC.



The National Marine Oil Spill contingency plan was activated; all SAR actions were coordinated by MRCC Georgia according to national procedures. National On-Scene Commander was a head of MRCC.



To conduct operations at sea/on shore National On-Scene Commander designated the Local On-Scene Commanders at sea and on shore.



The helicopter and Georgian Coast guard high-speed boats nominated for aerial assessments of spilled area, ditched on the sea, requesting SAR assistance; MRCC coordinated SAR activities at sea.

After observation and calculation it was investigated that up to 250 t crude oil was spilled, which corresponded to Tier 3 spillage liquidation. Competent National Authority (CNA) with Emergency Response Centre (MRCC-OPRC) established 6 working groups:

- The environment impact assessment and area monitoring group;
- The logistics and actions planning group;
- The financial-procurements-permits group;
- The communications group;
- The claims and compensations group;
- The public information communications group.



Competent National Authority (CNA) with Emergency Response Centre (MRCC-OPRC) mutually decided that with only the national resources oil spills could not be liquidated, it was necessary to call international assistance from Black Sea littoral countries and from European Maritime Safety Agency.

Black Sea Regional Contingency Plan was activated. Georgia was acting as a leading country. National On-Scene Commander became Supreme On-Scene Commander, coordinating the oil spill response through Local On-Scene Commanders at sea and on shore, in close cooperation with Joint Emergency Response Centre, up to the end of response.

Objectives of the Exercise:

Purposes of the exercises according to their importance were:

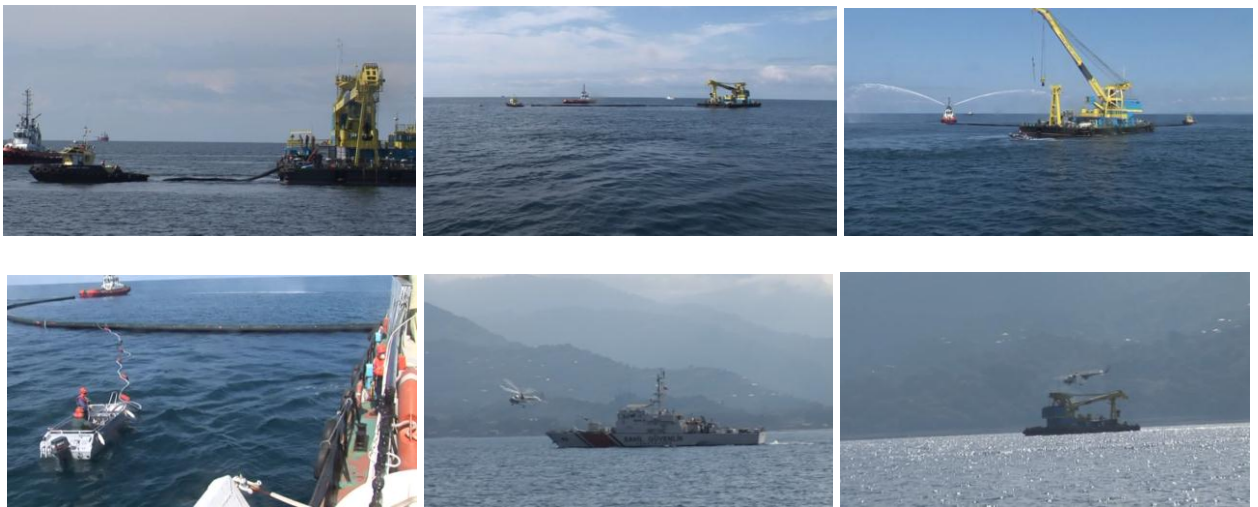
- To conduct the operation safely and environmentally responsible manner;
- To test company response capability for this type of emergency and identify escalation for tier 3 response;
- To test effectiveness and competency of emergency group for tier 3 response;
 - To monitor the spilled area by helicopter and high-speed motorboats.
 - To response SAR operation;

- To assist damaged tanker;
- To deploy booms and skimmers;
- To deploy booms and skimmers at the estuary of the river “Chakvis-Tskali,” to contain and recovery oil;
- To detect and notify oil spill and flow;
- To determine spillage size, quantity and direction;
- To identify short term strategy, potential for escalation, protection of sensitive areas – River “Chakvis-Tskali”, others;
- To start Immediately the containment of oil slick and commence recovery;
- To notify Tbilisi MESD and Emergency Department MIA – optional;
- To run BS WEB TRACK and GIS, obtain weather forecast and collect oil sample;
- To prepare the waste disposal plan – involve environmental IMT officer;
- To identify interface with coastguards and Batumi port;
- To send Pollution Report – POLREP to Black Sea countries;
- To place all necessary resources on standby;
- To test interface with MRCC and handling of following issues:
 - Notification of state agencies, deal with land issues – liaison officer;
 - Preparation of holding statement/press release, interface with media – PI officer;
 - Logistical support, additional resources – logistics officer;
 - Waste disposal plan, short/long term – environmental officer;
 - Security interface, police, coastguard, firefighting and medical services – security officer;
 - Preparation of site safety plan – safety officer;
 - Preparation of long term strategy and execution plan – OP,s chief.
- To identify and select appropriate oil spill response option;
- To test appropriate contingency plans – shoreline protection manual, Containment manual, Oil spill response plan;
- To test communication means;
- To identify lessons learnt and recommendations;
- To perform the exercise objectives in order to fulfill scenario idea to the following directions:
 - To organize and perform SAR operation;
 - To help damaged Tanker;
 - To minimize oil spill;
 - To response all oil spill operations offshore and shoreline.

Exercise Running

- Respond significant oil spill in the open sea, rescue operation “Man over Board” and assist the damaged tanker:
 - Sending the three high-speed coast guard boats from Batumi and Poti to the area of spillage to rescue the “Man over board”, monitoring of the spilled area by helicopter;
 - In order to perform oil spill liquidation, to help the damaged tanker, to determine quantity of spilled oil and its spreading area (wind direction, speed, condition of Sea) the following sources were sent to the spillage area: Batumi Port Crane-“CHERNOMORETS-9”, Tug “Captain T. Pagava”, Oil recovery vessel “AISI”, Poti Port Firefighting Tug “PATRIOT”, Hydrographic service vessel “GIDROGRAF 81” to put down and up equipments;
 - Turkish Coast Guard Boat “TCSG-95” was sent to the area of spillage with the purpose of marine security and safety operation;

- After the observation and calculation investigation showed that, up to 250 t crude oil was spilled, which corresponded to Tier 3 spillage liquidation. Wind direction was NW and there was danger that spilled oil could reach the offshore and places where the river “Chakvis-Tskali” connects with the sea.
- Competent National Authority (CNA) with Emergency Response Centre (MRCC-OPRC) mutually decided that with only the national resources, oil spill could not be liquidated, it was necessary to ask international assistance from Black Sea littoral countries and from European Maritime Safety Agency. Black Sea Regional Contingency Plan was activated. MRCC Georgia sent POLREP - Pollution Report of the MRCC Black Sea countries (Annex 4- Pollution Reports and Annex 5- POLREP acknowledges). Georgia, as a leading country required assistance from them.
- Additional sources EMSA Vessel “GSP ORION” and Turkish Coastal Directorate Tug “GEMI KURTARAN” were sent to the spillage area.



- **Response at the estuary of river “Chakvis-Tskali” and nearby shoreline. Blocking of the mouth of the river “Chakvis-Tskali” and adjacent shore line with booms, protection of shore line, spilled oil collection and transfer to the safe place.**
 - The following teams were sent to the mouth of the river “Chakvis-Tskali” and adjacent shore line:
 - The private contractor – SEACOR Team;
 - Batumi Oil Terminal Ltd;
 - Black Sea Countries Response Teams;
 - Emergency Situation Department Team of MIA;
 - Firefighting brigade;
 - Ambulance;
 - Lifeguards;
 - Patrol crews control the adjacent areas. The territory of exercise is closed to any person, which does not participate in it;
 - Turkey:
 - MARE Sea Cleaning Services Inc;
 - MEKE Marine Environmental Protection Services LTD;
 - SEAGULL Environmental Protection Service Ltd.



The following information was processed from GIS/OSIS to assist OS response planning and operations:

- Satellite Oil Service Report from ITU-CSCRS (Annex 6- Oil Service Report);
- Shoreline modeling satellite picture of the river “Chakvis-Tskali” (Annex 7– Shoreline Picture);
- Potential spill points was identified on the aerial photo and offshore diagram (Annex 8- Offshore Map and photo);
- Sea current direction/speed was identified and spill modeling was conducted by BS WEB TRACK (Annex 9- Modeling Picture BS WEB TRACK).

Competent National Authority Tasks were:

- To coordinate the processes of managing the exercises;
- To establish the intervention decision, scheme of communications and decision flow;
- To identify any additional national support for intervention;
- To approve the waste management;
- To approve the international assistance (asking for assistance and conditions imposed) and to facilitate it (custom clearances and fees exceptions);
- To establish administrative and financial rules of intervention;
- To inform the national authorities and the public about the situation;
- To survey the recovery of damages from the polluter.

MRCC Tasks were:

National On-Scene Commander - head of MRCC:

- To receive the alert signal, quickly assess the situation and spread information to Competent National Authority also during the response operation, until it is decided to finish on-shore response operations;
- Based upon the level of response called for, the LOSC had the Emergency Response Team (ERT), the Black Sea service, the Port Authorities of Poti and Batumi, the Hydrometeorology Department, the Coast Guard, the Oil Terminal in Batumi briefed and ready to mobilize to site. The appropriate Oil Spill Response Plan for the Port or terminal was consulted (Annex 10- OSR Pre-Mobilization Check List);
- Implementation of strategic decisions – SAR Operation, Liquidation of Oil Spill, protection of Shore Line, Coordination of spilled oil collection and transfer to the safe place, Coordination of response of operation team – Duty officer and Radio operator. Logistic and action planning, establishment of financial and purchasing, claim and compensation, public and media relation Teams;
- Act as the key point of contact between LOSC and Competent National Authority. The NOSC monitors, assess and review the response situation as it develops.

Duty and Radio Officer:

- Activate BS WEB TRACK OSIS and receive the weather forecast, provide permanent radio communication, send POLREP–Pollution Report to Black Sea Countries.

Environment Protection Officer:

- Preparation of waste disposal short term/long term plans.

Liaison officer:

- Notification of state agencies, deal with land issues.

PI officer:

- Preparation of holding statement/press release, interface with media.

Logistic Officer:

- Logistical support, additional resources.

Security Officer:

- Security interface, police, coastguard, firefighting and medical services,
- Preparation of site safety plan (Annex 11- Site Safety and Health Plan).

Legal Officer:

- The NOSC was ultimately responsible under this plan to keep accurate records of spill related costs as back up documentation for compensation claims. In the case of spills from vessel operations the NOSC might wish to liaise with the tanker owner and his P&I club to provide advice on financial aspects of clean up measures in relation to pollution damage. Access to legal services may also be required;
- The Legal/ Compensation position shall be kept in the following records:
 - a) Description of the situation, decisions taken and implemented response measures;
 - b) Daily work log, giving details of:
 - operations in progress (place, time, purpose);
 - equipment and other means in use (place, time, purpose);
 - personnel employed (number, time);
 - response products and other material (e.g. fuel) consumed (quantity, purpose).
 - c) Records of all expenditures made in relation to pollution response operations. Following the termination of the response operations, such records shall be made available to the Maritime Transport Agency for the submission of claims for compensation.
- Contact with the “polluter” vessel owner(s) was performed via agent, as the owner was abroad. In real case at least one day is needed for owner to arrive to the incident area.

Ministry of Energy and Natural Resources – Black Sea Office and LEPL National Agency of Environment Tasks:

Provide necessary consultation to NOSC in following:

- Environmental sensitivity of coastal resources;
- Getting Ecological Samples (Annex 12);
- Placing of wastes and influence on Wildlife impact issues (Annex 13);

Responsibility of Experts:

- Provide management, co-ordination and communication of all protocols relating to an oil spill.
- Provide on-site environmental advice and oil spill management support to the LOSC in the event of a spillage which threatens or has impacted coastal resources.

Offshore Participants Tasks:

- Batumi Harbor Master-Offshore Local On-Scene Commander - Coordinating SAR and OSR Operation Offshore;
- Oil response Team, Boom Deployment Boat "GAGRA"- Deploying of Booms and Equipment, OSR operation;
- Boat "BUNEBA-5"- Oil Spill Monitoring;
- Helicopter - Aerial Surveillance of SAR Operation and Oil Spill;
- Crane-"CHERNOMORETS-9", Tug "KAPITAN T. FAGAVA", Vessel "AISI"- Deploying and travelling of booms to the place of accident, OSR operation, Transferring of collected oil to the Oil Refinery;
- Firefighting Tug-"PATRIOT"- Operations on Firefighting and Spoiled fields;
- Georgian Coast Guard 3 Boats-P-101, P-24, P-002 - SAR Operation, Security and Safety provision in place of accident;
- Vessel "GIDROGRAF 81" Deploying of equipment;
- EMSA Vessel "GSP ORION"- OSR operations, Sweeping Arms;
- Turkish Coastal Directorate Special Tug "GEMI KURTARAN"- Firefighting, OSR operations;
- Turkish Coast Guard Boat "TCSG-95"- Security and Safety provision in place of accident.

Shore Line Participants Tasks:

- Poti Harbor Master-Onshore Local On-Scene Commander – Coordinating of blocking the estuary of the river "Chakvis-Tskali" and adjacent shore line with booms, protection of shore line, spilled oil collection and transfer to the safe place;
- SEACOR RESPONSE, Emergency Service of MIA Ajara, Batumi Oil Terminal – Blocking and Deploying of Booms and equipment at the estuary of the river "Chakvis-Tskali" and collecting of crude oil at the adjacent shore line;
- Lifeguards - Providing the lifesaving operations shore line;
- Batumi Town hall - Providing transport shore line;
- Fire protection and Emergency Situation Service - Firefighting Operations;
- Ambulance - First Aid On Shore;
- Kobuleti Municipality - Providing shore line readiness for exercises;
- MARE Sea Cleaning Services Inc., MEKE Marine Environmental Protection Services Ltd, SEAGULL Environmental Protection Service Ltd - Blocking the adjacent shore line of the river "Chakvis-Tskali" with booms, collecting of crude oil at the adjacent shore line;
- Patrol - Controlling of the adjacent areas, the territory of exercise was closed to any person, which did not participate in it.

Weather on scene:

Weather condition according to the scenario:

- Wind direction - NW;

- Current Direction - W;
- Drifting vector of spilled oil field - 120°, SE;
- Real weather condition (Annex 14 A & B- Weather Report).

5. Comments of the Observers, Evaluators and participants:

Observers:

Observers left the Batumi port on boards of Boat “BUNEBA-5”, EMSA Vessel “GSP ORION” and Turkish Coastal Directorate Special Tug “GEMI KURTARAN”, at 10:45, to reach the exercise area. In addition, “GSP ORION” and “GEMI KURTARAN” were involved in offshore pollution response (Annex 3- International participants and observers).

Evaluation Team:

Turkey: Emin Baris.

Bulgaria: Konstantin Stankovich.

Romania: Cap. Adrian Alexe.

Ukraine: Evgeniy Patlatyuk.

OSPRI: Peter Taylor, Kjell Landin.

The evaluation form is presented in Annex 15.

In addition, all observers were requested to send their opinion regarding the exercise; the format is presented in Annex 16.

Observations made by evaluators and participants:

Most Successful Aspects:

- The biggest success is that the GEODELTA 2011 Exercise becomes a reality, in spite of all the factors impeding the organization of an event of such a scale (the changes within MTA organization and the world financial crisis and general financial difficulties met by all the Black Sea Countries response authorities, limited response resources, etc.).
- Whole organization of the event (incl. logistics) was excellent.
- All communications within MRCC were done in English, using correct format for the exercises.
- Participation of Government – Minister and Deputy Minister of Economy and Sustainable Development of Georgia, Government of Ajaria and all oil industry connected state and private organizations.
- Permanent telecommunication with the bodies from Government, Customs, Boarder Police and the main participants of the exercise.
- Testing of BS WEB TRACK.
- EMSA participation.

- OSPRI and ITOPF participation.
- Cooperation between Georgia and Turkey was really successful in terms of sharing equipment and supporting clearing activities.
- Provision of a participant list with contact details and information on their status and location was excellent.
- The organization of facilities, space and logistics for the Emergency Response Centre, shoreline activities and offshore deployments was excellent.
- There appeared to be excellent communication between the command centre and the field activities, including the TV monitors to allow continuous live viewing.
- Invitation of media to reflect the event. Benefit from media's interest can help in two aspects:
 1. Society (citizens) will be informed and its attention might be paid on the efforts of the response authorities to protect the human life in case of an incident, to protect the marine environment from pollution and to minimize the damages caused and thus to defend State's interests as a whole;
 2. Events like GEODELTA are great opportunity to stress the attention of the politicians and different level decision-makers on the seriousness of the problems, related to major oil pollution incidents, as well as on the importance of further planning and some investments in the fields of pollution preparedness, response and co-operation.

Areas for Improvement:

Having in mind that MTA of Georgia is a young organization and according to the Georgian Draft Contingency Plan they have overall responsibility for oil pollution response, it is necessary to test their draft Plan by different types of exercises in order to identify roles and responsibilities within the organization and to identify necessary changes to improve and adopt the Plan in a functional format, with a clear decision and information flow.

In a real case, media should not be allowed to take interviews in the MRCC or in the Emergency Response Centre.

The person in charge within MRCC collected information regarding the incident from the vessels, aerial surveillance was done, but it was not clear who and if any assessment was done. It was no "simulation" for developing and approving response plans (SAR and pollution response).

For future exercise it would be better to see more devoted to how wildlife affected by an oil spill would be dealt with, including government strategy, identifying wildlife responders (NGOS), facilities and equipment etc. inciting local wildlife response NGOs in this process of the exercise, would be beneficial to consider for a future exercise.

There was no use of material to simulate oil on water for targeting offshore deployments.

The organization of the management team within the Emergency Response Centre was not evident to a third party observer.

Although there were marine charts evident in the command centre, there was limited use of the wall space to display information about the incident and limited evidence of documentation or logging of activities.

6. Conclusions

1. The GEODELTA 2011 Exercise was a very good example for the collaboration between different national organizations/institutions involved, as well as for a good co-operation on international level.

2. Events like GEODELTA 2011 are great opportunity to stress the attention of the politicians and different level decision-makers on the seriousness of the problems, related to major oil pollution incidents, as well as on the importance of further planning and some investments in the fields of pollution preparedness, response and co-operation.

3. It is recommended that personnel delegated to work in the command center consider additional oil spill incident management training. This will not only highlight the importance of communication (both internally and externally) but will demonstrate techniques used to carry this out. Ensuring the command staff fully understands the contingency plan, lines of communication and responsibilities means that effective decision making can be made in an efficient manner. Not only will this training identify any weaknesses in the management process, it will ensure staff are more confident to adapt to unforeseen events or 'injects'.



Proposals:

- To organize more operational exercises, tier 2;
- To have the special oil-recovery vessel in future;
- To renew oil spill response equipment;
- To improve the Port Waste Management system;
- To integrate ship-owner and oil industry interests in DELTA exercises.
- To use GEODELTA 2011 approach (partnership between government and industry) as the model for future DELTA exercises.

Attachments:

Annex 1 - Agenda of Exercise GEODELTA 2011;

Annex 2 - Leaflet of Exercise GEODELTA 2011;

Annex 3 - International Participants and Observers;

Annex 4 - Pollution Reports;

Annex 5 - POLREP Acknowledges;

Annex 6 - Oil Service Report;

Annex 7 - Shoreline Picture;

Annex 8 - Offshore Map and Picture;

Annex 9 - Modeling Picture BS WEB TRACK;

Annex 10 - OSR Pre-Mobilization Check List;

Annex 11 - Site Safety and Health Plan;

Annex 12 - Ecological Samples;

Annex 13 – Evaluation of the Impact of the Damage Caused to Biotic Environment;

Annex 14 A - Weather Report from BST LTD;

Annex 14 B - Weather Report from Synoptic Division;

Annex 15 - Evaluators Evaluation form;

Annex 16 - Participants Evaluation Form;

Annex 17 - Summary Press Release.