



REPUBLIC OF SLOVENIA  
COURT OF AUDIT

## AUDIT REPORT

# Intervention management system in the case of a sudden pollution of the Adriatic Sea

**International parallel audit** of the Supreme Audit Institutions from:  
Republic of Albania, Bosnia and Herzegovina, Republic of Croatia,  
Italian Republic, Montenegro, Republic of Slovenia

### Performance audit

Audit period: 1 January 2017 to 31 December 2019





**133 notices** on marine pollution received by Maritime Administration

**89 cases of emergency** in the **PORT OF KOPER**, that caused minor marine pollution

**Auditees:**  
 Ministry of the Environment and Spatial Planning,  
 Ministry of Infrastructure,  
 Ministry of Defence,  
 Maritime Administration of the Republic of Slovenia,  
 Administration of the Republic of Slovenia for Civil Protection and Disaster Relief,  
 Slovenian Environment Agency,  
 Slovenian Water Agency and  
 Port of Koper

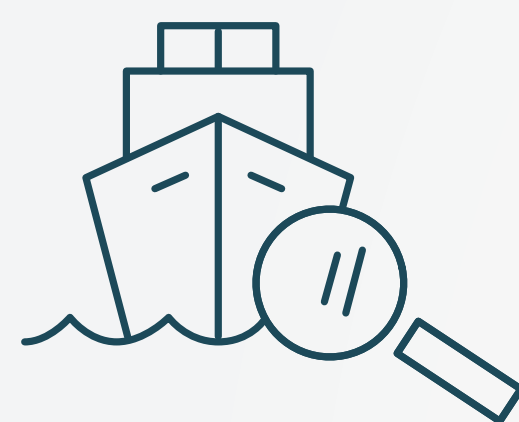


**2 LARGER INCIDENTS**

- **2017** (the Debeli rtič Cape) **grounded ship**
- **2019** (the Gulf of Koper) **near ship grounding due to ship's too high speed upon port entry and proximity to the coast**

**Fortunately, there was no larger sea pollution caused,** therefore we could only examine how the system of preparedness and intervention in case of pollution was designed.

# ✔ Preventive measures are being implemented



## Control

- ✔ **Control** over maritime transport **has been improving throughout the years**
- **All activities** for achieving the desired level **of monitoring and control over the maritime transport have not been carried out yet**

### ○ Risk for continuous maritime inspections



IMPLEMENTED MEASURES

- New maritime traffic control centre was opened in 2021
- Filling vacancy at maritime inspection division



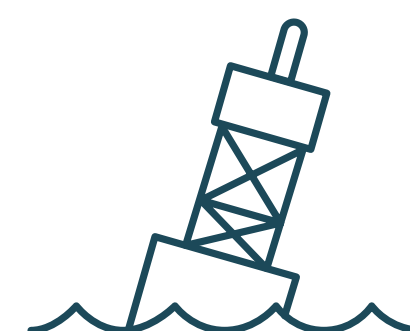
## Weather and marine forecasting

- ✔ **Progressive upgrading of hydrological and meteorological measuring system**
- **Limitations** pertaining to the provision of required data



IMPLEMENTED MEASURES

Agreement on cooperation between Maritime Administration and Environment Agency was concluded



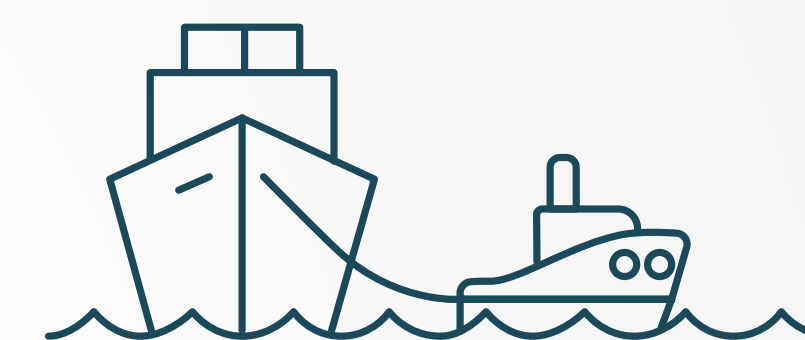
## Maintenance of infrastructure for sea navigation safety

- Based on a **17-year-old concession contract**



IMPLEMENTED MEASURES

Procedure for the selection of a new contractor was completed in 2021



## Pilotage and harbour towage

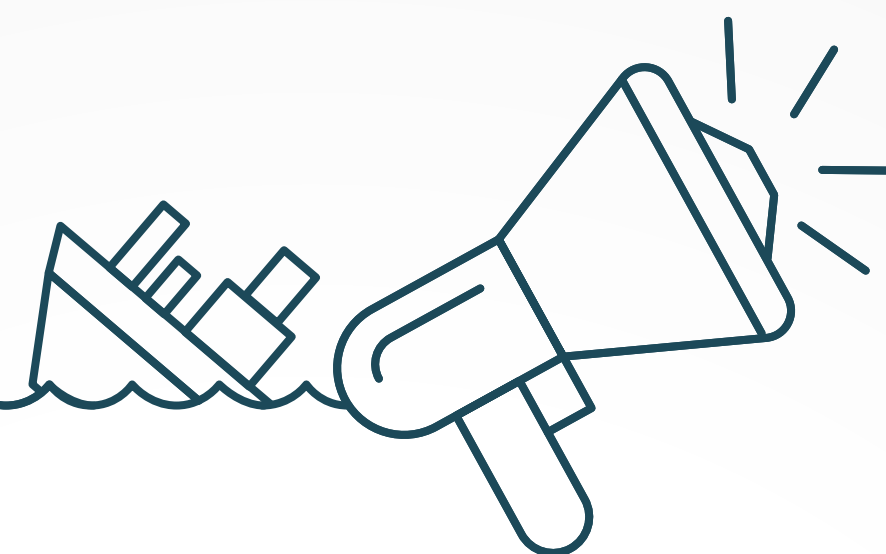
- **Reporting on difficulties:**
  - **too high ship speed** and operational unreadiness of tug boats **upon arrival of the ship**
  - **insufficient number of tug boats** upon mooring/unmooring of ships
  - **insufficient communication** between maritime pilot and maritime supervisor



IMPLEMENTED MEASURES

New regulations for improving the current state and limiting ship speed when entering the port were adopted

# Intervention in case of emergency



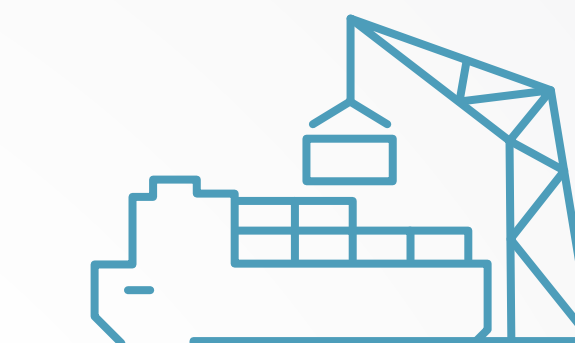
**MINOR ACCIDENT**  
oil spill up to 5 tons

## Managed by regular units and services

areas of internal waters and territorial sea  
Maritime Administration

the coast  
Water Agency, concessionaire

areas that were granted water rights  
Holder of a water right



## PORT OF KOPER

- implements measures for preventing pollution within the territorial waters of the port
- has its own intervention plan for managing oil spills of small and medium scope
- **Security Control Centre** of the Port of Koper (24/7) informs responsible persons on the oil spill and mobilises the necessary forces for protection and disaster relief operation
- special unit for sea protection is set up, a subsidiary INPO d.o.o. is responsible for remedying water pollution
- in case of **major oil spills a regional emergency response plan is activated**

## LEGAL BASES AND INTERVENTION PROCEDURES

✓ Legal bases and procedures for intervention are adopted

✗ Obligations of water rights holders are not included in all water permits. It is also not clearly stated when obligations are imposed to the water rights holder.

✗ Responsibilities for cleaning the coast are not clearly defined



# MAJOR ACCIDENT

oil spill over 5 tons and major pollution of the coast

## Activation of emergency response plan in the event of accidents at sea

(activation of resources)

gradual approach

1. civil protection bodies, units and services
2. national authorities and their units and services
3. non-governmental organisations
4. others (tug boats, concessionaire for cleaning the coast, **Port of Koper** etc.)

Upon the completion of the audit, there were **no legal bases for assistance of the Port of Koper in case of emergency**



when lacking resources the Government can request for **international assistance**

## Where to dispose waste?

- ➖ **Actions when capacities for storing** oily waters and other hazardous and noxious waste are filled **are not defined**
- ➖ **Facilities for temporary storage of larger amounts of collected waste** and substances **are not defined and regulated** at the national level



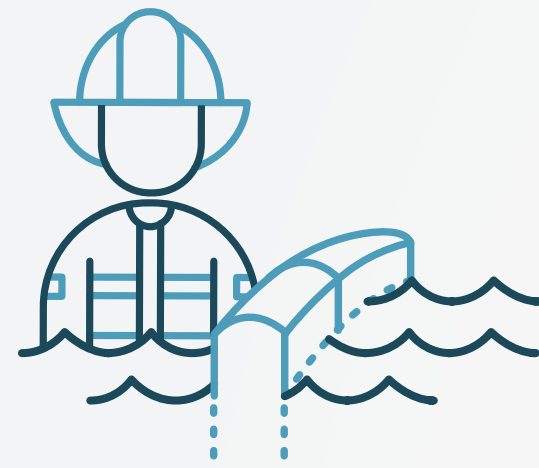
IMPLEMENTED MEASURES

Activities for drawing up a protocol to define waste management and to determine location for temporary storage are being carried out

## LEGAL BASES AND INTERVENTION PROCEDURES

- ✓ **Legal bases and procedures for intervention are adopted**
- ✓ **Regional emergency response plan in the event of accidents at sea is developed.**  
No plans of activities of 3 key stakeholders: Maritime Administration, Ministry of the Environment and Spatial Planning, Water Agency; other plans are not up-to-date
- ⚠ **Necessary to consider the preparation of a national emergency response plan in the event of accidents at sea**
- ✓ **International agreements and conventions** on the basis of which the Republic of Slovenia cooperates with other countries when it needs or provides help exist

# Providing conditions for intervention



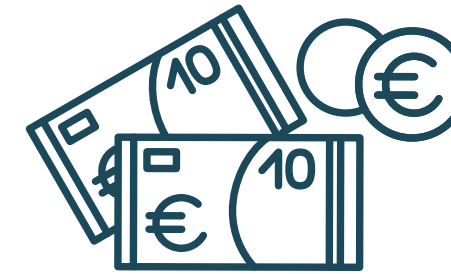
## Staff and equipment

- ✓ **Regular drills and trainings**, including ex-post analyses
- ✓ **A new vessel and appropriate equipment available** for intervention **in case of minor pollution**
- ✗ **Incomplete data**
  - **No joint overview of the necessary equipment and staff** available to intervene in case of major emergency
  - **No assessment of the necessary equipment to be used for intervention**, taking into account traffic volumes and freight carried outside Slovenian territorial waters



IMPLEMENTED MEASURES

- Overview of the equipment and staff was provided
- Activity plan for the preparation of a joint list of the necessary missing equipment was prepared



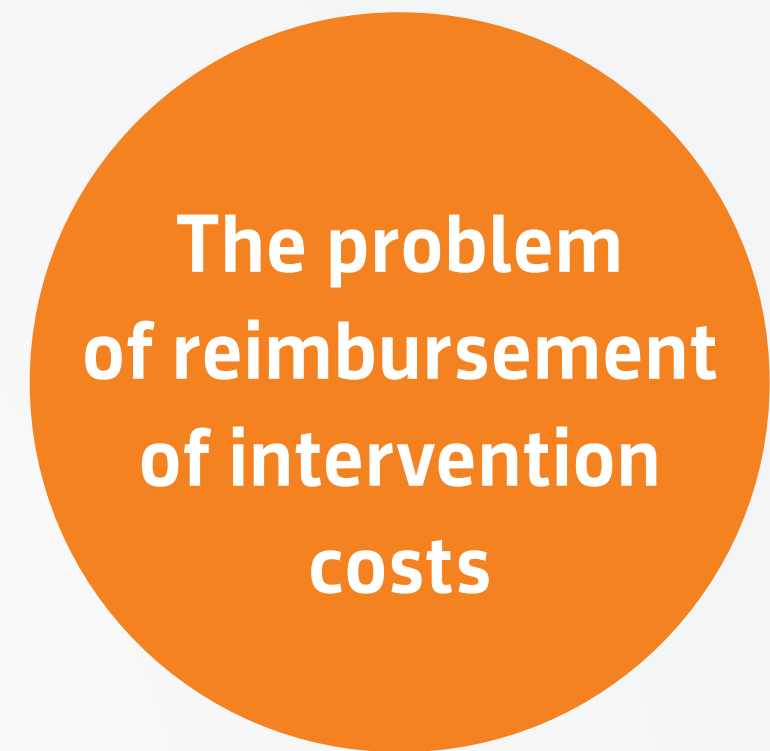
## Financing

### MINOR POLLUTION

Funds are provided **within regular activities** (Maritime Administration, Water Agency, Port of Koper and water permit holders)

### MAJOR POLLUTION

Funds are provided **within budgetary reserve**



- ✗ **Open-ended legal basis allowing differences in reimbursement of intervention costs** by polluter

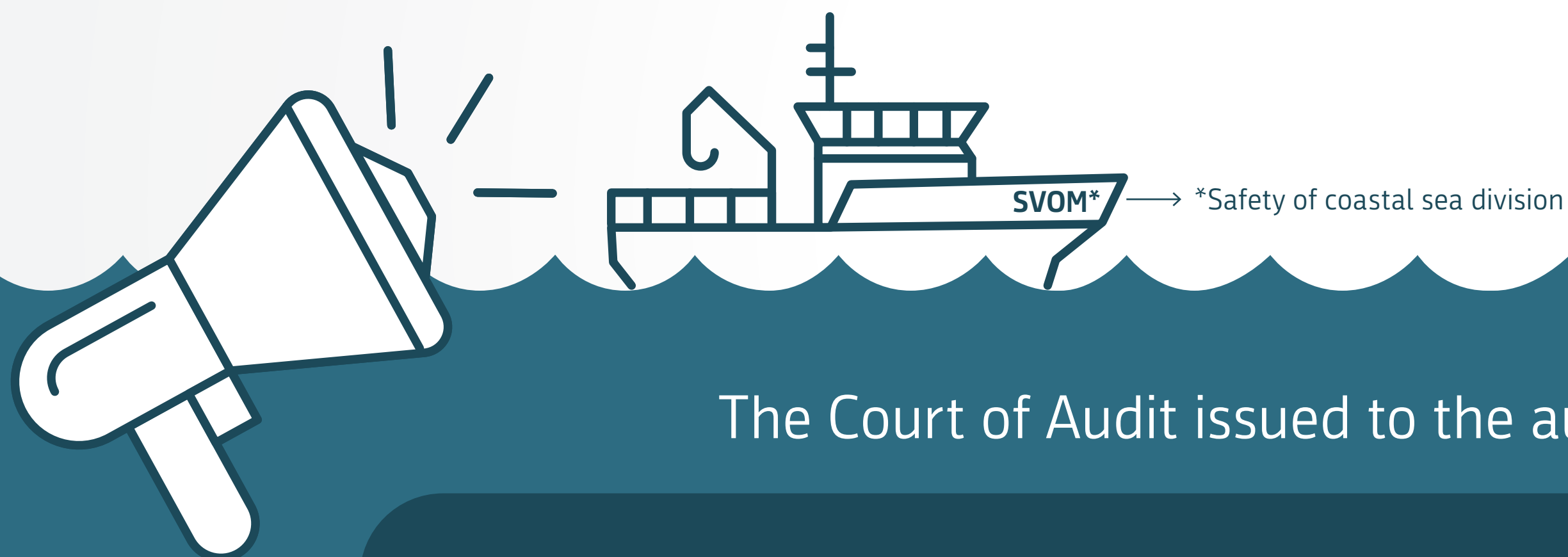
**Maritime Administration** intervention costs are borne by Maritime Administration

**Port of Koper** intervention costs are borne by polluter

if action is taken by

# OPINION OF THE COURT OF AUDIT

- The system of intervening in case of minor pollution was **partially efficient**
- ⊖ Preparedness for intervention in case of major pollution **was not efficient**



The Court of Audit issued to the auditees:

**7** corrective measures

**13** recommendations



**Full commitment to cooperating with the international community is of vital importance,** since **any major pollution** along the Adriatic Sea **can represent a significant ecological threat** to all countries on the shores of the Adriatic Sea.