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**Open-ended Working Group of the Basel Convention
on the Control of Transboundary Movements of
Hazardous Wastes and Their Disposal**

Fifth session
Geneva, 3–7 April 2006

Item 4 (a) (iv) (c) of the provisional agenda*
**Implementation of the decisions adopted by the
Conference of the Parties at its seventh meeting:
Report to the Open-ended Working Group on:
Ship dismantling:
Abandonment of ships on land or in ports**

**Abandonment of ships on land or in ports: comments received
pursuant to decision OEWG-IV/6**

Note by the Secretariat

Attached in the annex to this document are the responses to the questionnaire on abandonment of ships on land or in ports, as contained in decision OEWG-IV/6, that the Secretariat has received as of 21 February 2006. Responses are reproduced in the language of submission to the Secretariat. In certain instances, the responses attached relevant national legislation. However, to economize on space, the Secretariat has not attached such legislation to this document. Nevertheless, copies of such legislation may be obtained from the Secretariat of the Basel Convention.

* UNEP/CHW/OEWG/5/1*.

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Annex

Response received from Argentina

Abandonment of Ships and ship dismantling

“We consider the difficulties we are finding in getting the requested information arise from different concepts regarding the classification of these ships (abandoned ones), as wastes.

Sea and river police authorities, even those that apply Marpol, or other maritime agreements, usually have a different concept when a ship is left at ports or lands or territorial waters (for different reasons ej. operational difficulties, or partial or total sinking). First, Justice has intervention to investigate the case, second the whole ship is not commonly considered a waste (even at the end of its life), but a "good with valuable materials" that can be reclaimed or re-used. Third, by jurisdictional reasons local environmental control authorities are not usually convened to declare in those cases as in other ones related to abandonment of wastes.

There is a lot of harmonization work to be done to re-classify some used materials as wastes, concerning "waste" and "owner" definitions. This need of harmonization of concepts among control authorities, also applies to ship dismantling and notification procedure.

Nevertheless, sea and river police (Prefectura Naval Argentina) guaranties the environmental protection in this water jurisdiction. Even, safety and security regarding operations at ports.”

Response received from Brazil

1. Please provide any factual information that you may have on ships that have been abandoned on land or in port, including information on:

- (a) The nature of the ships in question (e.g., fishing boats, tankers, trawlers etc., including gross tonnage if known);**
- (b) Their location;**
- (c) The date of abandonment;**
- (d) Whether they are domestically or internationally owned and any information including name of the ship, flag of the ship, ownership, insurer, etc., where available**

“There is currently no complete inventory in Brazil of this data.

Extrapolation of the information related to this issue may be obtained by a survey of the abandoned vessels in the Guanabara Bay, Rio de Janeiro, held in 2000, as -part of the Coastal Zone Management Plan of the Guanabara Bay.

This survey was carried out under an agreement signed by the Ministry of the Environment and the Instituto Terra de Preservação Ambiental, ITPA, supervised by the Rio de Janeiro State Office for Environment and Sustainable Development, SEMADS, and the Rio de Janeiro State Environmental Engineering Foundation, FEEMA, using funds from the fines imposed on Petrobras.

On that occasion, 232 abandoned vessels were recorded in the Guanabara Bay.

Application of a coastal zone management plan allowed removal of 59 of those vessels. Distribution of the 173 remaining vessels, per type, is detailed in Figure 1.

It is important to state that the term "abandoned vessels" in this survey refers to the state in which the vessels are found, in operation or decommissioned, not getting any maintenance and having residues of hazardous substances or products on board, even though several of the vessels have known owners.

These data show the seriousness of the current situation. As Brazil has **7.367 km** of coastline along the Atlantic Ocean and as well as a significant number of Maritime Ports (34 major ports). Figure 2 shows the location of some.

Implementation of the National Coastal Zone Management Plan – PNGC, established in Law No. 7661, dated 16 May 1988, encompassing the 17 coastal states, allowed the state of Rio de Janeiro to assess the extension of the problem and provide inputs for its Coastal Zone Management Plan.

The Survey of the Abandoned Vessels in the Guanabara Bay provided an assessment of these vessels, analyzing their conditions and the respective risks of possible environmental impacts arising from these conditions, from the perspective of maritime standards and existing environmental legislation.

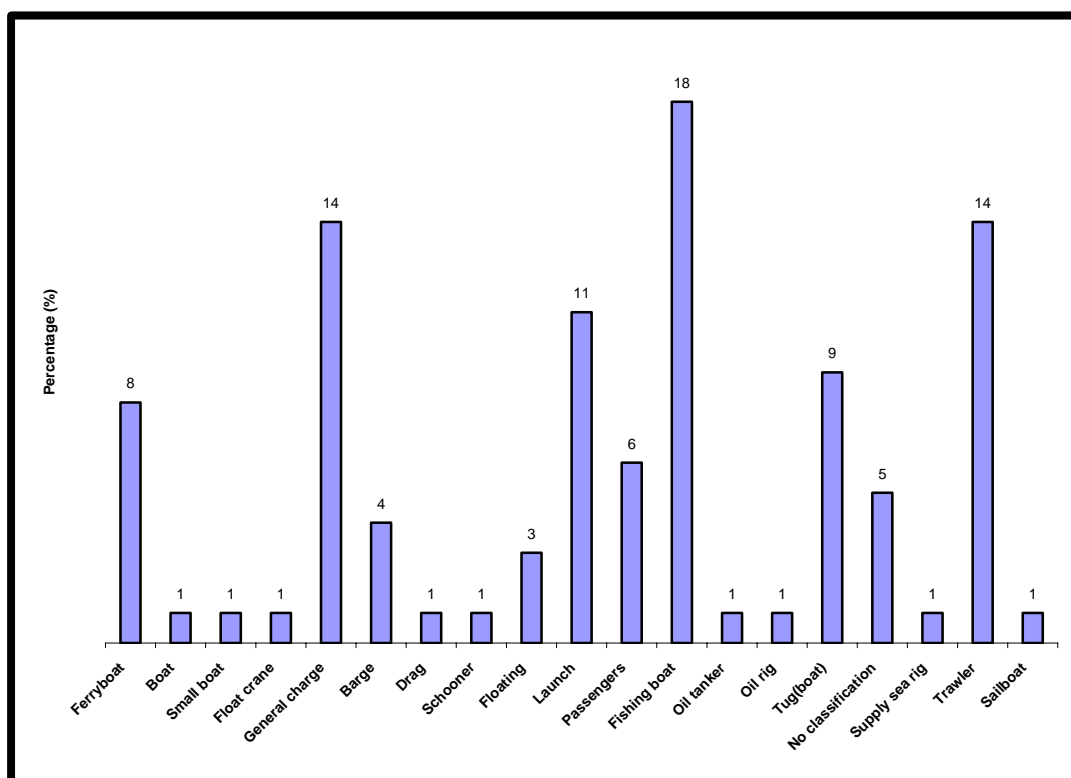


Figure 1 – Distribution per type of abandoned vessel according to the survey held in the Guanabara Bay

Identification and classification of abandoned vessels included the following aspects:

1. Administrative and General Data:

- i. Type of Vessel - parameter indicated for type of vessel as defined by item 0215,d, of Chapter 2 of the Standards of the Maritime Authority for Vessels Used for Navigation in the Open Seas - NORMAM-01/2000.
- ii. Name of Vessel
- iii. Geographic Location (georeferenced)
- iv. Owner/Responsible Person
- v. Port of Record
- vi. Classification/Classifying Body
- vii. Conditions of Operation
- viii. Conditions of Floatability
- ix. Wharfage and Anchorage
- x. Dimensions
- xi. Hull Material

2. Data on Environmental Safety:

- i. Polluting Potential due to the presence of hazardous substances - parameter that indicates the level of the polluting potential of a given vessel due to the presence of hazardous substances. **Annex A** has a list of hazardous substances that may be found on any vessel.
- ii. Landscape Deterioration
- iii. Impaired Circulation
- iv. Vector Proliferation
- v. Final Destination of
- vi. Procedures for Removing Wastes found on board
- vii. Destination of the onboard wastes

3. Maritime Safety:

- i. Seaworthiness Situation
- ii. Structural Situation.
- iii. Communication Situation
- iv. Signaling Situation
- v. Safety Situation.
- vi. Conservation Situation

4. Legal Situation

Data that enable assessment of the vessel by way of their legal status, according to measures taken by the responsible bodies: Brazilian Navy (Department of Ports and Coast, Port Command), SEMADS, FEEMA and Office of the Federal Public Interest Attorney or with regard to pending legal issues of a private nature inherent to the vessel.

This information will make up the database to be provided by the Coastal Zone Management Plan for the Guanabara Bay and will allow the Managing Council to use it in the control and management of the vessels abandoned in the bay.”

(e) The reason for their abandonment if known, e.g., accident, cost avoidance, etc.

“A brief history of the vessels in the Guanabara Bay and reasons for their abandonment are given in the study, indicating that during the period of great production of steel ships, the consumption of naval steel was high.

Thus, for a long time, this consumption led to the situation that vessels that were no longer operative were not dismantled to make use of their materials in the repair and maintenance of ships or to build small vessels.

With the decrease of maritime transport, the situation of the shipyards became critical as orders became fewer.

Steel supply became greater than the demand for consumption, which led to less dismantling of ships for making use of their material, and, as a consequence, increase in the abandoned vessels.

Decrease of maritime transport also had negative impact on several ship-owners, leading them to bankruptcy.

Given this, many ship-owners stopped operating their vessels, resulting in their stowage in various places along the Guanabara Bay, without proper maintenance, and basically abandoned.

The high cost of maintaining an inoperative vessel is one of the main reasons for its abandonment.

Another factor that caused vessel abandonment in their wharfage or anchorage locations is that it was impossible to move them because of their legal situation, since several were collateral for loans and legal claims. This occurred even though ship-owners were aware that abandonment would represent deterioration of the assets with ensuing loss of value as loan collateral.”

(f) The potential risk to human health or the environment by such abandoned ships, if any

“Environmental risk or threat from vessel abandonment became an important consideration for environmental management, after the inspection carried out by FEEMA (State Environmental Engineering Foundation do Rio de Janeiro) and by the Office of the Federal Public Interest Attorney in 2000, in 21 vessels identified by the Brazilian Navy.

Until then, there had been no firm attitude of the oversight bodies responsible for the control of vessels abandoned in Brazilian territorial waters, with respect to the risk they posed to the environment.

Brazilian Maritime Regulations and environmental legislation do not have requirements with respect to the final destination of decommissioned vessels nor to the hazardous substances that are found onboard of these abandoned vessels.

There are also other risks such as leaking of hazardous loads, clandestine storage of wastes and hazardous substances, in addition to health endangerment ensuing from the proliferation of mosquitoes and rats in the vessels.”

(g) Steps that have been taken to mitigate the effects, if any, of such abandoned ships on human health and the environment, and the main obstacles or difficulties faced in taking such steps;

(h) Efforts made to address the problem or to seek legal solutions and any obstacles encountered.

“This study states that vessels have been abandoned for a long time in the Guanabara Bay, and around it, where they represent a risk to navigation and increase risks to the environment.

The creation of the Guanabara Bay Management Council, through State Decree No. 26,174, dated April 14, 2000, also contributed to the process of recovering the ecosystem when it proposed, among other actions, “*management for the Bay with regard to the final disposal of the decommissioned vessels abandoned within it.*”.

Thus, the survey of abandoned vessels, in operation or decommissioned, and the systematic collection and analysis of data provided input, together with other information (of a socio-environmental and socioeconomic nature) to the coastal zone management and planning for the region of the Guanabara Bay.

Thus, the following objectives were set:

- i. Inventory of the abandoned vessels, which pose an environmental risk to the Guanabara Bay, such as possible leakages of polluting loads, contributing to the deterioration of the landscape, jeopardizing water circulation and favoring the proliferation of vectors.
- ii. Proposals for solutions for the vessels, taking into account the various alternatives.
- iii. Provide input to formulate strategies for the permanent monitoring and control of vessels.

Given the length of the Brazilian coast, the main difficulty resides in the availability of financial resources required to complete the diagnosis of the situation in all of Brazil and continue implementation of the National Coastal Zone Management Plan.”

2. What domestic or regional rules, if any, apply to ships that have been abandoned on land or in ports? If legislation exists, please provide copies or relevant excerpts of such legislation.

“Brazil has legislation which provides basic support for the legal classification of vessels. Nevertheless, existing Brazilian environmental laws and maritime regulations do not determine the specific requirements to be adopted in establishing parameters and their level of application in the classification of abandoned vessels.”

Response received from Brunei

No	Name of Ship	Type	(GRT) Ton	Size L x B x D (m)	Date Disposed	Companies In Charge
1	Yew Seng I	Self Propelled Barge	173	29.69 x 9.14 x 2.44	2001	D.S.H.A
2	Yew Seng 8	Self Propelled Barge	205	29.69 x 9.14 x 2.44	2001	D.S.H.A
3	Perusahaan Brunei	Self Propelled Barge	225	34.13 x 8.60 x 2.75	N/A	Asia Techno Recycling (B) Sdn Bhd
4	Lian Lee	Self Propelled Barge	188	32.47 x 8.60 x 2.60	N/A	Asia Techno Recycling (B) Sdn Bhd
5	Tuan Huat 2	Self Propelled Barge	202	33.79 x 9.15 x 2.44	2003	Salima Recycling Work
6	Union 48	Self Propelled Barge	293	35.74 x 12.20 x 2.44	2003	D.S.H.A
7	Lady Wendy	Self Propelled Barge	181	29.55 x 9.14 x 2.44	2003	Salima Recycling Work
8	Fairland 2	Self Propelled Barge	285	35.14 x 12.20 x 2.44	2003	D.S.H.A
9	Island No.10	Self Propelled Barge	190	32.60 x 9.15 x 2.44	N/A	D.S.H.A
10	Hoe Hin No.1	Self Propelled Barge	204	33.60 x 9.15 x 2.44	10.11.2004	Matussin Recycling Industry Co.

Response received from Colombia

1. Please provide any factual information that you may have on ships that have been abandoned on land or in port, including information on:

(a) The nature of the ships in question (e.g., fishing boats, tankers, trawlers etc., including gross tonnage if known)

“Generalmente son embarcaciones menores (menos de 25 unidades de arqueado de registro bruto) dedicadas a cabotaje.”

(b) Their location

“En el Océano Pacífico, en la jurisdicción de la Capitanía de Puerto de Buenaventura, se encuentran once (11) embarcaciones abandonadas. En el Mar Caribe, en la Jurisdicción de la Capitanía de Puerto de Cartagena, se encuentran dos (2) embarcaciones abandonadas y en la Jurisdicción de la Capitanía de Barranquilla, se encuentran dos (2) embarcaciones abandonadas.”

(c) The date of abandonment

“Del total aproximado de diez y seis (16) embarcaciones abandonadas en el Pacífico y Caribe colombiano, las fechas de abandono promedio son del año 2001.”

(d) Whether they are domestically or internationally owned and any information including name of the ship, flag of the ship, ownership, insurer, etc., where available

“Los casos reportados son de pabellón de Colombia y tienen los siguientes nombres: M/N “Pascual de Andagoya”, M/N “Seator”, M/N “Rodrigo de Bastidas”, M/N “Valle Pacífico”, M/N “Bahía Málaga I”, M/N “Copescol 9”, M/N “Sam Hae 101”, M/N “Tropic Surveyor”, M/N “Crucero del Pacífico”, M/N “Gilontas”, M/N “Sao Tome”, M/N “Fortuna Bay”, M/N “La Tata”, M/N “Valentina”, M/N “Sultán”, M/N “Lady Fay”.”

(e) The reason for their abandonment if known, e.g., accident, cost avoidance, etc.

“Generalmente se trata de casos que sufren un accidente y el propietario no cuenta con un seguro o con la capacidad económica para recuperar la embarcación.”

(f) The potential risk to human health or the environment by such abandoned ships, if any

“El impacto potencial de los casos reportados es bajo, debido a que los materiales de construcción de las embarcaciones no generan riesgos a la salud humana ni contaminación marina. Sin embargo, si tienen un impacto potencial medio en la seguridad de la navegación y en la contaminación visual.”

(g) Steps that have been taken to mitigate the effects, if any, of such abandoned ships on human health and the environment, and the main obstacles or difficulties faced in taking such steps

“Por parte de DIMAR se está recolectando la información sobre estas embarcaciones abandonadas para ser analizadas desde el punto de vista de seguridad de la navegación, para que sean señalizadas y también sean incluidas en las cartas náuticas y en los Avisos a los Navegantes.”

(h) Efforts made to address the problem or to seek legal solutions and any obstacles encountered.

“En varios casos el sector privado ha ofrecido las actividades de reflotamiento de esas embarcaciones abandonadas, con el fin de desguace o venta de chatarra, pero en Colombia no existe una herramienta legal que permita adjudicar determinada embarcación abandonada. La Autoridad Marítima Nacional no tiene competencia para declarar en estado de abandono una embarcación, ni tampoco los medios para exigir un plan de recuperación de la embarcación u una póliza o seguro.”

2. What domestic or regional rules, if any, apply to ships that have been abandoned on land or in ports? If legislation exists, please provide copies or relevant excerpts of such legislation.

“En la legislación colombiana, en materia de abandono de embarcaciones no se tiene una reglamentación o procedimiento especial para el reflotamiento, remoción, demolición y adjudicación de las embarcaciones, de tal manera que permita a la Autoridad Marítima Nacional, ejercer una acción contra sus armadores o propietarios exigiéndoles el retiro o movilización de esas naves que en la mayoría de los casos llegan a constituir un obstáculo o peligro en la navegación de las demás embarcaciones que transiten por esa zona, además del peligro que genera un riesgo potencial de contaminación marina.”

Response received from Costa Rica

En respuesta al cuestionario [...] deseo manifestar que nuestra Dirección no cuenta en la actualidad con la información solicitada, dado que la mayoría de los hundimientos de barcos que han ocurrido en los últimos años, se producen en aguas marítimas muy lejanas a nuestras costas y no es posible efectuar el estudio requerido para dejar ubicado el sitio exacto del hundimiento dado no contamos con medios adecuados para desplazarnos a los sitios del siniestro.

También es importante indicar que un porcentaje importante de los hundimientos que se han producido cerca de nuestras costas sucedieron muchos años atrás, cuando no estaba claramente establecido el control y regulación marítima a nivel nacional.

Sin embargo en la relacionado con la información solicitada, podemos detallar que :

1a. Naturaleza de los barcos en cuestión :

Actualmente se tiene registro de dos embarcaciones abandonadas por deterioro y desuso en en el Golfo de Nicoya. Ellos son el Salinero I y el Salinero II, embarcaciones tipo transbordador propiedad del Estado Costarricense (MOPT) y cuyo hundimiento se estima no cause ningún riesgo potencial para la salud humana ni trastornos al medio ambiente marítimo.

El hundimiento del Salinero II se registra en el Golfo de Nicoya a 9° latitud norte, 84° 58' 22'' longitud oeste y el Salinero I aproximadamente 500 metros oeste del anterior.

En este caso en particular, ninguna medida ha sido tomada para mitigar efectos a la salud y al ambiente dado que no se amerita.

En lo relacionado con :

1g. Medidas tomadas para mitigar los efectos a la salud y al ambiente y los principales obstáculos para aplicarlas y

1h. Esfuerzos realizados para salvar el problema o encontrar soluciones

Al respecto me permito indicarle que se ha establecido bajo la competencia de esta Dirección, de manera muy preliminar, un procedimiento formal de investigación de accidentes marítimos con el fin de lograr establecer cuáles son las causas de los accidentes que se presenten y su posible solución. Aclaramos que este proceso de investigación de accidentes marítimos es muy reciente y está en vías de implementación, para ello se está en espera de la obtención de los recursos y el equipo necesarios para realizar las investigaciones pertinentes por cuanto se requiere mejorar las condiciones actuales en lo relativo al traslado de funciones a los sitios en donde ocurren los accidentes.

2. Si existen regulaciones técnicas, domésticas o regionales.

Actualmente se trabaja a nivel de borrador a una ley de navegación, sin embargo, se trata aún de un proyecto, de manera que no se puedo afirmar que sea una regulación vigente.

Response received from Dominican Republic

1. La naturaleza de los barcos en cuestión: Barcos de pesca, petrolero, barco rastreador, incluyendo el grueso del tonelaje si se conoce.

Nombre del Barco	Lugar de abandono
a) Barcaza Tania	Río Ozama ,Ciudad de Santo Domingo
b) Motonave Popeye	«.....»
c) Motonave María Isabel	«.....»
d) Motonave Paco Rabanne	«.....»
e) Motonave Juan Tatico	«.....»
*Dos barcazas y una motonave, completamente abandonadas que por las condiciones en que están en el agua, no es posible observarle los nombres.	
f) Barco Happy Boy	Provincia de Puerto Plata
g) Barco El Indio	«.....»
h) Miss Carolina	«.....»
i) Barco El Jonathan	«.....»
j) Barco Capitán Teófilo	«.....»
k) Barco mensajero	«.....»
l) Barco Príncipe Imperial	«.....»(está retenida por la Dirección Nacional de Drogas, DNCD)
m) Barco El Progreso	Provincia Río San Juan
n) Yola Rambo-III	Provincia La Romana
ñ) Yola La Negrita	«.....»
o) Yola Oblío	«.....»
p) La Bujía	«.....»
q) Bote Bellota	Municipio Bayahibe
r) Bote Burbuja	«.....»
s) Bote Bombom	«.....»
t) Bote Rage	«.....»
u) Bote Bug Bunny	«.....»
x) Bote Duffi Duck	«.....»
y) Yola Delia-VII	«.....»
w) Yola Ñaña	«.....»
z) Bote de madera	«.....»(sin nombre, chatarreándose en la Marina de Guerra)
a1) Bote Cancún Bad-III	«.....»
b1) Catamarán Snorkeling	«.....»
c1) Tres Cascos de botes de fibra, sin nombre, una lancha y un bote de madera, completamente abandonadas	
d) Dos yolas de madera (Sin nombres=	Lavacama Boca de Maimón

E) Riesgo potencial a la salud humana o al medio ambiente por el abandono de las naves, si los hay.

En la República Dominicana el abandono de buques, dentro de sus límites marítimos y Puertos, es un problema que ha alcanzado un nivel preocupante, lo que ha motivado que diferentes instancias estudiaran la situación y determinaran los problemas que esto ocasiona, tanto desde el punto práctico como legal.

Estas embarcaciones representan un alto riesgo para la seguridad de la navegación en la zona y en las instalaciones portuarias y porque son potenciales fuentes de contaminación en el medio marino; también representan un riesgo latente, ya que no están aptas para navegar y pueden hundirse en la zona, lo que provocaría enormes daños ambientales, gastos y pérdidas para el Estado Dominicano y las empresas privadas, especialmente las empresas

extranjeras que ofrecen los servicios de transporte marítimo, provocando grandes perjuicios en el tráfico y comercio internacional.

También estas embarcaciones abandonadas afectan el comercio internacional del País, sobre todo en este momento en que la actividad comercial tiene tanta relevancia, ya que las líneas de transporte marítimo extranjeras, sienten temor por la seguridad de sus buques en la zona y a la imagen nacional, colocando al País en desventaja en relación de los demás puertos de la región; y

Dichas embarcaciones no cuentan con un seguro de casco y maquinaria, tampoco tienen un seguro de protección e indemnización (P&I) para la remoción de estos, en caso de hundimiento.

G) Esfuerzos que se han realizado para tratar el problema o para buscar soluciones legales y cualquier obstáculo encontrado

La Secretaría de Estado de Medio Ambiente y Recursos Naturales realizó varias reuniones con las principales instituciones marítimas nacionales tanto públicas como privadas, entre otras, la Marina de Guerra, la Autoridad Portuaria Dominicana, la Asociación de Navieros y Abogados especialistas en Derecho Marítimo, Civil y Comercial, para que estudiaran la situación a la luz de la legislación existente en el país y los problemas generados por los buques abandonados en aguas del Estado Dominicano.

Después de analizar la legislación vigente en el país, en esas reuniones se concluyó que en que la República Dominicana tiene real y efectivamente base legal para resolver el problema de abandono de buques. Actualmente se está elaborando un proyecto de ley para actualizar el procedimiento de embarcaciones incautadas y naufragas, que establezca los requisitos que deben reunir los buques en los puertos y aguas nacionales, conforme a los parámetros internacionales, a fin de que el País cumpla con las normas que regulan la seguridad marítima y la protección del medio marino.

Se decidió realizar una verificación del estado de abandono de varios buques, en los Puertos y Aguas dentro de la jurisdicción de la República Dominicana y se registró un total de 38 embarcaciones en abandono. Estos casos fueron notificados a los dueños y representantes de las embarcaciones de acuerdo a la ley 3467/54. Además se acordó dar seguimiento a dichas notificaciones.

2. Que reglas domesticas regionales, si las hay, aplican a las naves que se han abandonado en tierra o en puertos, si existe la legislación por favor proporcione las copias o los extractos relevantes de tal legislación.

La legislación pertinente del País es la siguiente :

I – La ley 3003 del 12 de julio de 1952 sobre Policía de Puertos y Costas, contempla el procedimiento de abandono y naufragio de buques.

El Artículo 1ro. De la Ley establece que la Policía General de los Puertos Fondeadores y Costas de la República, queda encomendada a la jefatura de Estado Mayor de la Marina de Guerra, a los comandantes de puertos y a las demás autoridades previstas en la Ley. En el Artículo 4 señala que los Comandantes de Puertos son miembros de la Policía Judicial. En esta calidad y en los casos de crímenes y delitos cometidos a bordo de buques mercantes nacionales o extranjeros, surtos en puertos dominicanos o que se encuentren en aguas territoriales, actuarán sometiendo los hechos a los tribunales ordinarios, sin perjuicio de las actuaciones de los demás miembros de la Policía Judicial.

El Artículo 65 dice que no podrá ser abandonado por su Capitán, patrón o marinero, ningún buque fondeado o en desarme, sin darse cuenta a la Comandancia de Puerto más próxima, de las causas que tengan para ello.

El Artículo 66 expresa que cuando se deshiciere, inutilizare o perdiere alguna embarcación, sus dueños, capitanes o patronos darán aviso a la Comandancia de Puerto más próxima. En caso de naufragio deberá expresarse la causa, el paraje donde ocurrió el siniestro y la clase de carga que conducía, manifestando al mismo tiempo si hace o no abandono del buque, debiendo, en caso afirmativo, entregar la documentación del mismo.

El Artículo 67 expresa que los Buques naufragos en aguas dominicanas, podrán ser extraídos por sus propietarios, previa autorización del Comandante de Puerto el que podrá vigilar la operación y fijará las condiciones en que deba practicarse cuando pueda afectar rutas navegables.

- a) El Comandante de Puerto cuando lo juzgue conveniente, intimará a los propietarios de buques naufragos en aguas dominicanas, la extracción de aquellos dentro del plazo y en las condiciones que fije en cada caso.

- b) Si vencido el plazo señalado, la extracción no se hubiere llevado a cabo o sólo se hubiese efectuado en parte o no se hubiere practicado en las condiciones fijadas, la Comandancia de Puerto podrá conceder un nuevo plazo improrrogable o procederá a practicar o gestionar por sus propios medios, o los de otras dependencias administrativas la extracción o demolición de los despojos, dando previamente aviso al Cónsul que corresponda, si el buque fuese extranjero. En igual forma se procederá si la extracción no se hubiese hecho al expirar el nuevo plazo acordado.
- c) En caso de no ser conocido el dueño del buque, la intimación la hará por edictos la Comandancia de Puerto, los que se insertarán en la Gaceta Oficial y el diario del lugar más próximo al del naufragio y por un término no menor de 15 días. Si nadie se presentase al cabo de esa publicación, la Comandancia de Puerto podrá practicar o gestionar por sus propios medios o los de otras dependencias administrativas su remoción o demolición.
- d) En todos los casos que no medie abandono, los despojos de los buques náufragos o demolidos por la Comandancia de Puerto, se depositarán por cuenta de quien corresponda en la aduana más próxima, haciendo saber a la autoridad aduanera el monto de los gastos verificados.
- e) Si el dueño del buque náufrago propusiese el abandono del mismo, el Comandante de Puerto podrá aceptarlo y suscribir la respectiva escritura como podrá, asimismo, firmar la de transferencia del dominio del casco abandonado.
- f) En el caso de abandono a que se refiere el párrafo e), el Comandante de Puerto mandará publicar avisos por ocho días en dos diarios nacionales, ofreciendo en propiedad el casco abandonado a quien se comprometa extraerlo a su costa en las condiciones que se fijen y dando además las referencias que se reputen convenientes.
- g) Si nadie aceptase la oferta, pasado el término de las publicaciones, el Comandante de Puerto dispondrá o gestionará por sus propios medios o los de otras dependencias administrativas la remoción o demolición del buque náufrago los despojos extraídos serán vendidos en remate público, tomándose como base el importe de los gastos efectuados e cubiertos éstos, el remanente del precio que se obtenga, pasará en propiedad al Estado.
- h) Si no hubiese postores en esa primera venta, se sacarán de nuevo a remate sin base.
- i) En caso de que la propiedad del buque náufrago esté en litigio y su remoción o demolición no admitiese demora por razones de policía, el Comandante de Puerto recabará directamente del Juez del litigio la autorización inmediata para su remoción o demolición.

Todos estos procedimientos son importantes para evitar lesionar derechos internacionales, y lograr que el País no sea puesto en lista de Países con vocación de piratería, al incautar embarcaciones de manera graciosa.

2. La Ley No. 3764 del 11 de febrero del año 1954, que prohíbe el abandono en los puertos, ríos y aguas territoriales, establece lo siguiente :

Artículo 1. Queda prohibido el abandono de buques, botes y yolas, nacionales o extranjeros, en las aguas territoriales, en las zonas marítimas y en las vías fluviales de la República.

Artículo 2. Cualquier embarcación de las indicadas en el artículo anterior, que a juicio del comandante de Puerto o de algún miembro de la policía judicial, se considere en estado de abandono, dará lugar a que los funcionarios nombrados notifiquen al dueño, agencia marítima, consignatario, arrendatario o persona responsable o bajo cuya guarda o posesión se encontrase la embarcación, la correspondiente declaración de abandono, concediéndole, a partir de la fecha de la notificación, un plazo no mayor de 30 días para que sean tomadas las medidas de lugar para hacer cesar dicho estado.

Artículo 3. Al vencimiento del plazo, sin que haya cesado el indicado estado de abandono, el Comandante de Puerto o el miembro de la Policía Judicial que haya hecho la notificación, hará el sometimiento del caso al juzgado de Primera Instancia correspondiente, el cual después de la debida comprobación, lo sancionará con la pena de confiscación que establece el artículo 176 de la ley No. 2556 del 21 de noviembre de 1950.

En lo que respecta al derecho común, los muebles abandonados se considerarán sin dueños ya que los bienes que no tienen dueño pertenecen al Estado y la propiedad corresponderá entonces a quien los posea, pues en materia de muebles la posesión vale títulos (Artículos Nos. 713 y 2279 del Código Civil Dominicano).

Así el Código Civil expresa en el Artículo 531 que los barcos, barcas, navíos, molinos y baños flotantes y generalmente todos los aparatos industriales que no estén fijos sobre cimientos y que no constituyan parte del edificio, son muebles.

El párrafo del Artículo 537 establece que los bienes que no pertenecen a particulares se administran y no pueden ser enajenados sino del modo y según las reglas que les son peculiares. Así el artículo 539 dice que todos los bienes vacantes y sin dueños y los de las personas que mueran sin herederos o cuyas herencias se abandonen, pertenecen al dominio público.

3. El Código de Comercio Dominicano en el Artículo No. 190 expresa que las naves y demás embarcaciones marítimas son bienes muebles.

4. La Ley No. 3489 de 1953 sobre el Régimen de Aduanas en el Artículo No. 160 establece que toda persona autorizada a ejercer como Agente de Aduana deberá presentar al interventor de Aduana correspondiente, para ser archivado en la misma, el original o copia certificada de los poderes que haya recibido de sus representantes.

Párrafo: Igual requisito se exigirá para la misma finalidad a los empleados que actúen por sus patronos.

En los Artículos 161 y 162 de la ley 3489, sobre el depósito de Fianza, expresa:

Art. 161. Los consignatarios de buques serán responsables de los derechos de puerto y de los demás derechos o impuestos que las leyes ponen a cargo de los Capitanes así como también, de las multas que se impusieren a éstos por las faltas en que incurrieren.

Art. 162. (Mod. Por la Ley No. 516 de fecha 1-12-1969, G.O. 9167), las personas físicas o morales que ejerzan o deseen ejercer como agentes o consignatarios de naves, aeronaves o vehículos que lleguen a la República o salgan de ella, deben obtener licencia en la forma prescrita para los agentes de Aduana y constituir fianza para garantizar el cumplimiento de las leyes aduaneras por parte de los Capitanes, Pilotos o personas encargadas de los mismos. La fianza indicada garantizará además, las obligaciones resultantes de las leyes de sanidad, inmigración o cualquier otra, y será estimada por el Colector de Aduana correspondiente conforme al volumen de sus operaciones. En ningún caso dicha fianza será inferior a la que pueda corresponderles según el artículo 158 de esta ley.

5. El Reglamento de Prestación de Servicios de la Autoridad Portuaria Dominicana, de la Ley 70 de 1970 que crea la Autoridad Portuaria Dominicana, contenido en el Decreto No. 1673 de 1980, establece en el artículo 7 letra i) de la Sección 3 : de las Disposiciones Reglamentarias, lo siguiente:

«La Comandancia del Puerto o la Autoridad Portuaria, si consideran que por seguridad de la navegación o de las instalaciones del puerto, el buque debe moverse haciendo uso de remolcador o remolcadores, deberán comunicarlo al Capitán del buque o sus agentes, estando el buque en la obligación de cumplir tal disposición».

Se tiene que recurrir nuevamente al derecho común y a las normas internacionales, para precisar algunos elementos que podrían formar el criterio de abandono, y en este sentido habrá que considerar lo siguiente:

- A) Ausencia de los Certificados de navegación vigentes. Deterioro físico de las embarcaciones. Probada innavegabilidad del buque,
- B) Ausencia de una dotación completa para operar un buque y que dichos tripulantes sean portadores de sus respectivos certificados vigentes, para desempeñar sus funciones,
- C) Que las embarcaciones representen un riesgo para la seguridad de la navegación en el área y para las instalaciones portuarias y de contaminación para el medio ambiente marino, y
- D) El dueño y/o representante del buque considerado en estado de abandono tendrá un plazo de 30 días para hacer cesar dicho estado de abandono.

Los procedimientos, establecidos por estas leyes, podrían causar una reacción inmediata de los propietarios de las naves, quienes les darán solución a la situación creada, durante el proceso para no perder sus buques. Los propietarios tendrían además que resarcir a la Marina de Guerra por los gastos en los cuales hubiese incurrido y además por el pago de honorarios legales en el proceso, hasta ese momento.

También hay que considerar los casos que llegan al final del proceso y que culminan con la orden de confiscación del juez. En tal situación el Estado Dominicano-Marina de Guerra serán los propietarios de dichos buques, por lo tanto podrán disponer de los mismos a su mejor conveniencia.

Response received from Estonia

“No abandoned ships on land or in ports.”

Response received from Greece

PORT AUTHORITY OF CHIOS

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
1. VENTA	Cargo ship Ukrainian flag 58.27 gt	Port Meston Chiou Lat 38° 17' 24'' N Long: 025° 55' 48'' E	7/11/2002	Ukraine Company UKTTRANSERVIS – 95 01033 UKRAINE, KIEV, STR MIRA 12	According to decision 101/2003/27.11.2003 of the Aegean Court of Appeals the ship was returned to the ship owners.	_____	_____	_____
2. FUNDA	Cargo Ship Turkish Flag 494.00 gt	Tholos Chiou Lat.: 38° 27' 36'' N long: 026° 08' 48'' E	20/10/2000	Turkish Company: FUNDA DENIZCILIK VE TIC. LTD.STI SERBEST LIMAN G. MAGUSA TURKIYE	Confiscated, due to illegal transportation of immigrants.	_____	_____	According to Decision of Court of First Instance of Chios 404/1538/415/2000/16.1 1.2000 the vessel was confiscated by a Claimant company.

CENTRAL PORT AUTHORITY OF ELEFSINA

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
1. SLOPS VI	Tug boat Greek flag	Port of Elefsina	_____	SLOPS VI (GREECE)	_____	_____	_____	Case under consideration in light of the application of national law 2881/2001
2. SLOPS V	Tug boat Greek flag	Port of Elefsina	_____	SLOPS V (GREECE)	_____	_____	_____	Case under consideration in light of the application of national law 2881/2001
3. ANNA M	Cargo Ship	Sea area of Elefsina	_____	GREEK	N/A	_____	_____	Case under consideration in light of the application of national law 2881/2001
4. HERO	Tug boat	Sea area of Elefsina	_____	_____	_____	_____	_____	Case under consideration in light of the application of national law 2881/2001
5. WAVE	Tanker ship Registration no.:309 gt: 12.732	Sea area of Elefsina	27/12/1978	CYMA COMPANIA NAVIERA S.A. (PANAMA)	Confiscation	_____	_____	Case under consideration in light of the application of national law 2881/2001

6. EMAQ HULL 312	Cargo Ship Germany flag	Port Area of Elefina	19/06/97	WALTER RITSCHER GMBH KANTIA (GREEK)	N/A	_____	_____	Case under consideration in light of the application of national law 2881/2001
7. EMAQ HULL 342	Cargo ship Germany flag	Port Area of Elefsina	18/6/97	WALTER RITSCHER GMBH KANTIA (GREEK)	N/A	_____	_____	Case under consideration in light of the application of national law 2881/2001
8. COLHE LIHbIN	Tug boat Russian flag	Port Area of Elefsina	_____	_____	_____	_____	_____	Case under consideration in light of the application of national law 2881/2001
9. MEDITERRANEAN SKY	Passenger ferry	Port area of Elefsina	26/11/2002	_____	Confiscation	_____	_____	Case under consideration in light of the application of national law 2881/2001
10. ALEXANDROS	Cargo ship	Port area of Elefsina	6/10/1984	AEGEAN SUNRAN INC (GREEK)	Grounding	_____	_____	Case under consideration in light of the application of national law 2881/2001

PORT AUTHORITY OF GITHIO (Peloponese)

(a) NAME	(b) NATURE OF THE SHIP AND GROSS TONNAGE	(c) LOCATION OF ABANDONMENT (POSITION)	(d) DATE OF ABANDONMENT	(e) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(f) REASONS OF ABANDONMENT	(g) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(h) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(i) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
DIMITRIOS	Cargo ship Greek gt: 937,74 tons	1. Valtaki 2. Lat: 36° 46' , 0 N Long: 22° 35' , 5 E	23-12-1981	MOLAPI Brothers Co (Stamatiou)- MATSINOY K. Family	Marine accident and confiscations	_____	_____	Port Authority of Githio has taken relevant measures according to national law 2881/2001. Removal of the ship is still pending.

CENTRAL PORT AUTHORITY OF IRAKLIO

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
1. ABED AL SALAM	Cargo Ship Lebanon Flag	Lat: 35° 20' 6'' N Long: 25° E	15/01/1981	GREEK	Marine casualty	_____	_____	Case under consideration in light of the application of national law 2881/2001
2. REGGINA	Cargo Ship Greek flag	Lat: 35° 20' 36'' N Long: 25° 08' 20'' E	06/09/1982	GREEK	_____	_____	_____	Case under consideration in light of the application of national law 2881/2001
3. BYRON I	Cargo Ship Panama flag	Lat: 34° 55' 04'' N Long: 24° 47' 30'' E	17/01/1985	GREEK	Marine casualty	_____	_____	Case under consideration in light of the application of national law 2881/2001

PORT AUTHORITY OF KALIMNOS (Island of Kalimnos, Dodecanese)

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
PRINCESS OF KALYMNOS	Ro-Ro Passenger ferry gt: 52.89 tons	Birthered at port of Kalimnos	_____	Greek	_____	_____	All bunkers have been pumped out.	Imposition of administrative fine against the legal representative of the ship is in progress.

PORT AUTHORITY OF KARPATOS (Karpathos Island, Dodecanese)

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
GEMAR 1	M/S	Cape Likki in Karpathos Island lat= 35° 25' 42'' N long= 27° 10' 26'' E	19/11/1982	_____	Marine Casualty	_____	_____	_____

PORT AUTHORITY OF KAVALA

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
1. STATHIS	Floating crane Greek	NW of Keramoti port Lat: 40° 51' 48'' N Long: 024° 41' 57'' E	1999	Domestic	It was drifted due to prevailing weather conditions and grounded to sandy coast, NW of Keramoti port.	_____	_____	Port Authority of Kavala imposed administrative fines against the owner of the ship. Ship owner was ordered to remove the vessel.
2. RENA	M/V Port of Registry: LAPAZ Registration no: 1171 Bolivia flag gt:245,41	Stranded in Vathi-Saliara area NW of Thasos Island Lat: 40° 41,9' N Long: 024° 45,1' E	2002	After imposing an order confiscation of the vessel by competent Greek Authorities, with court decision no.836/23.6.2004 the vessel was returned to the original owner: ANTONIO MARIO LAPAZ GONZALEZ- BOLIVIA	It was drifted due to prevailing weather conditions and grounded to sandy coast, NW of Keramoti port	_____	_____	A Consultative Committee was set up according to the provisions of national law 2881/2001, which decided to take certain measures aimed at eventually removing the vessel from the area.

PORT AUTHORITY OF KEFALONIA (Ionian Island)

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONME NT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
SAPHIRE	Cargo ship Flag Panama gt: 283,85	3. Birthed in the port of Argostoli 4. Lat:38° 11,2' N long: 020° 29, 5' E	1994	EMERSON SHIPHOLDING INC Shipping Co. Panama.	_____	_____	Bunkers and other potentially polluting substances were removed from the ship	Removal of the ship is still pending.

CENTRAL PORT AUTHORITY OF KORFU

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
ALAXANDROS	Tugboat (shipwreck) gt: 96,17 tons	Lat:39° 37' 688'' N Long: 019° 54' 551'' E	1990	Greek	Confiscations	_____	_____	Salvage of shipwreck in progress
NIKOS	Barge Greek	Lat: 39° 37' 870'' N Long: 019° 54' 051'' E	1999	Greek	_____	_____	_____	Case under consideration in light of the application of national law 2881/2001
WHITE PLASTIC BOAT (12 m)	Passenger/ Tourist ferry	Lat: 39° 39' 753'' N Long: 019° 50' 860'' E	N/A	_____	_____	_____	_____	Case under consideration in light of the application of national law 2881/2001

PORT AUTHORITY OF KOS (Island of Kos, Dodecanese)

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMEN T (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
1. CHRISOULA	Passenger-Cruise ship gt:63,98 tons	Port of Palon, Nisiros	2001	Greek	Confirmation of crack and leakage.	The ship was temporarily repaired and remains at birth out of service.	-----	-----
2. DIONISSOS	Passenger-Cruise ship gt:48,54 tons	Port of Mandrakiou, Kos	2003	TRIA ASTERIA Shipnig Co. Greek	According to the Decision No.819/2004 of Court of First Instance of the Kos island the partnership has been dissolved.	-----	-----	-----

CENTRAL PORT AUTHORITY OF LAVRIO

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMEN T (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
ALEX G	Cargo Ship gt: 829 tons	Lat: 37° 29' N Long: 23° 54' E	1/12/1983	_____	Marine Casualty	_____	_____	_____
PRODROMOS	M/V	Lat.: 37° 40' E Long: 23° 56' N	14/12/1958	_____	Marine Casualty	_____	_____	_____
N/A	N/A	Lat.: 37° 44' E Long: 24° 04' N	N/A	_____	_____	_____	_____	_____

PORT AUTHORITY OF LEROS (Island of Dodecanese)

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
THIELA S	Cargo ship Honduras flag 391,07 tons	Anchorage Lepidon Lakiou Lat 37° 07' 222'' N Long: 26° 51' 643'' E	14/8/1993	NATIONAL SHIPPING CO S.A. 137 Kolokotroni Piraeus	_____	_____	The ship on 28 th January 1994 was moored and grounded in shallow water area of anchorage Lepida in order to prevent sinking of the ship and leakage of any bunkers into the surrounding sea area.	_____

CENTRAL PORT AUTHORITY OF MITILINI

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
JRNIKA	Yacht Russian Flag	Lat: 39° 11' 98'' N Long: 025° 48' 64'' E	5/10/2005	Ukrainian (ship owner nationality)	Marine casualty	-----	Fuels were pumped out	Case under court process
GHIHANV II	Tanker Ship Turkish flag	Sea area Skala Loutron, Mitilini	23/5/1994	DENIS PETROL LIMAN HIZMETLERI L.T.D. (Turkish)	Marine casualty	-----	Bunkers were pumped out. Ship remains with no cargo on board	Confiscated by court decision in the interest of the claimant

PORT AUTHORITY OF PILOS

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
RAMONA	Cargo ship gt: 345,66	Stranded at Lat: 36° 55' 58'' N Long: 021° 40' 34'' E	14/03/1984	WAVE SHIPPING GO LTD (Malta)	-----	-----	-----	Case is under consideration in light of the application of national law 2881/2001.
REX	Cargo Ship N. KOREAN flag 497,00 gt	Port of Pilos	N/A	N/A	Confiscated due to illegal transportation of immigrants	-----	-----	The ship was sold after auction and process for the delivery of the vessel remains in progress.
ALASKA ARCHARIE	-----	West rocky coast of Sfaktiria island	28/09/2004	-----	Abandonment during illegal transportation of immigrants	-----	-----	Under auction process

CENTRAL PORT AUTHORITY OF PIREAUS

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
1. THESEUS	Ro-Ro passenger ferry Greek flag gt: 3026.89	Port of Ikonio	N/A	GREEK	Confiscated.	_____	Relative actions are being undertaken by Piraeus Port Authority	_____
2. PANAGIA KANALA	Cargo Ship Greek Flag gt: 498.69	Port of Keratsini	N/A	GREEK	Confiscated	_____	Relative actions are being undertaken by Piraeus Port Authority	_____
3. AGIOS NEKTARIOS	Ro-Ro passenger ferry Greek Flag gt:1189.78	Port of Ikonio	N/A	GREEK	Confiscated.	_____	Relative actions are being undertaken by Piraeus Port Authority	_____
4. N. CHIOS	Ro-Ro passenger ferry Greek flag gt: 3118.88	Port of Ikonio	N/A	GREEK	Confiscated.	_____	Relative actions are being undertaken by Piraeus Port Authority	_____
5. ALMA	Livestock Carrier Korean flag gt: 887	Piraeus Anchorage Lat: 37° 55,74' N Long:023° 33,66' E	10/2004	Corum Shipholdings S.A MARSHALL ISLANDS	Confiscated	_____	Relative actions are being undertaken by Piraeus Port Authority	_____

6. MELODY	Passenger ship Hondouras flag gt: 5550,67	Semi-sunken in Atalanti Island	N/A	Greek	Confiscated	_____	Relative actions are being undertaken by Piraeus Port Authority	_____
7. FILIPPOS	Fishing boat Greek flag gt: 38.91	Sunken at Keratsini port	N/A	Greek	Sunken	_____	Relative actions are being undertaken by Piraeus Port Authority	_____
8. NADINE	Hondouras flag	Semi-sunken in Atalanti Island Lat: 37° 56' 12'' N Long: 023° 34' 39'' E	N/A	N/A	_____	_____	Relative actions are being undertaken by Piraeus Port Authority	_____
9. TANE	Cargo ship Greek	Keratsini Port	N/A	Greek	Confiscated	_____	Relative actions are being undertaken by Piraeus Port Authority	_____
10. NIAGAPAS	Passenger ship Greek	Sunken at 25meters depth in Ampelakia bay	N/A	N/A	_____	_____	_____	_____
11. ELLI	Passenger Ship Greek	Kinosoura area	N/A	N/A	_____	_____	_____	_____
12. AMALIA	Cargo Ship Greek	Kinosoura Area	N/A	N/A	_____	_____	_____	_____
13. M. TRATA THRAKI	Fishing Boat Greek	Ampelakia bay	N/A	N/A	_____	_____	_____	_____
14. RASSASAYANT	Passenger Ship Greek gt: 18395.21	Kinosoura Area	N/A	Greek	_____	_____	_____	_____

15. RIVIERA	Passenger Ship Greek	Kinosoura Area	N/A	N/A	_____	_____	_____	_____
16. FRANK SUBERT	Passenger Ship Greek	Ampelakia bay	N/A	N/A	_____	_____	_____	_____
17. Podos	Barge Greek	Kinosoura Area	N/A	N/A	_____	_____	_____	_____
18. NAKSOS	Floating crane	Kinosoura Area	N/A	N/A	_____	_____	_____	_____
19. PERANI SRI LANKA	Cargo ship	Kinosoura Area	N/A	Greek	_____	_____	_____	_____
20. CONT MINT	Cargo ship	Kinosoura Area	N/A	N/A	_____	_____	_____	_____

21. NIKOS	Passenger Ship	Ampelakia Bay	N/A	N/A	_____	_____	_____	_____
22. CYNTHIA C	Cargo Ship gt:459,39	Ampelakia Bay	N/A	N/A	_____	_____	_____	_____
23. ΛEON	Passenger Ship- Hydrofoil gt:137,80	Ampelakia Bay	N/A	N/A	_____	_____	_____	_____
24. NTANOS	Passenger Ship	Kinosoura Area	N/A	N/A	_____	_____	_____	_____
25. ARCHIPELAGOS	Fishing Boat Greek	Ampelakia Bay	N/A	N/A	_____	_____	_____	_____
26. AG. KONSTANTINOS	Greek	Ampelakia Bay	N/A	N/A	_____	_____	_____	_____

27. AGIA KYRIAKI	Cargo Ship Greek gt:2590	Ampelakia Bay	N/A	Greek	_____	_____	_____	_____
28. LESVIOS	Cargo Ship Greek	Ampelakia Bay	N/A	Greek	_____	_____	_____	_____
29. SLOPS	Floating Waste Oil Reception Facility Greek gt:108,14	Kinosoura Area	N/A	Greek	_____	_____	_____	_____
30. KRONAN	Passenger ship Greek gt: 83,59	Ampelakia Bay	N/A	Greek-Cyprus	_____	_____	_____	_____
31. VASILIOS	Fishing boat	Salamis Area	N/A	N/A	_____	_____	_____	_____
32. ROULA	Fishing boat	Salamis Area	N/A	N/A	_____	_____	_____	_____
33. N/A	N/A	Salamis Area	N/A	N/A	_____	_____	_____	_____
34. N/A	N/A	Salamis Area	N/A	N/A	_____	_____	_____	_____
35. N/A	N/A	Salamis Area	N/A	N/A	_____	_____	_____	_____
36. N/A	N/A	Salamis Area	N/A	N/A	_____	_____	_____	_____

37. SAINT RAFAIL I	Tanker Greek gt: 492,82	Perama Area	N/A	Greek	Confiscated	_____	_____	_____
38. SAINT RAFAIL IV	Tanker Greek gt: 248,78	Perama Area	N/A	Greek	Confiscated	_____	_____	_____
39. AG. NIKOLAOS	Tanker Greek 2109,35	Perama Area	N/A	Greek	_____	_____	_____	_____
40. KOΣΤΑΣ	Barge Greek	Perama Area	N/A	Greek	_____	_____	_____	_____
41. GALINI I	Barge	Perama Area	N/A	N/A	_____	_____	_____	_____
42. GALINI II	Barge	Perama Area	N/A	N/A	_____	_____	_____	_____
43. OURANOS	Tug boat	Perama Area	N/A	N/A	_____	_____	_____	_____
44. LEONE	Tanker Greek	Perama Area	N/A	Greek	_____	_____	_____	_____

45. PIRPOLITIS	Tanker Greek	Perama Area	N/A	Greek	_____	_____	_____	_____
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PORT AUTHORITY OF PREVEZA

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
1. HOOGE- TRRAN	Yacht Netherland flag	Pogonitsa Bay, Preveza	11/06/2003	JAN JELLE SIKKEMA (Netherland)	Order of confiscation due to non-submission of tax payments as required.	_____	_____	_____
2.CONTO	Floating crane Flag SAO TOME gt: 1016	Port of Preveza	1996	CIN EL FIL (Libanon)	N/A	_____	_____	Case remains under Court process
3. EGINIO	Tag boat Flag SAO TOME	Birtherd at Port of Aktio	1996	N/A	N/A	_____	_____	_____

CENTRAL PORT AUTHORITY OF RHODES (Island of Rhodes, Dodecanese)

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
WASSIM	Cargo ship Cambodian flag gt: 1241 tons	Port of Akantias Lat: 36° 26' 67" N Long: 28° 14' 11" E	11-01-2002	FRENCH KEY COMPANIA NAVIERA LTD LANG (headquarters located in Lebanon).	On 11 th January 2002 due to prevailing weather conditions the ship was semi-sunken, while it was docked in the Port of Akantias.	All bunkers have been pumped out from the tanks of the ship.	After the incidents as a preventing measure a floating barrier was placed around the semi- sunken ship and all ship's parts that were projected above the sea level were removed.	Removal of the semi- sunken ship is still pending.

PORT AUTHORITY OF SITIA (CRETE)

NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER- COMPANY- INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES- LEGAL SOLUTIONS
EL HADJE SOBRI SOLTAN	Wooden fishing boat	Port of Sitia Lat: 35° 12.05' N Long : 26° 06.50' E	10/5//2004	N/A	Confiscated by competent Greek Authorities due to its involvement in the illegal transportation of immigrants.	_____	_____	After a successful auction, boat was removed from the port Of Sitia on 10/06/2005.

PORT AUTHORITY OF SKOPELOS

(a) NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER-COMPANY-INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES-LEGAL SOLUTIONS
ALONNISOS	Cargo ship gt:199.85 tons	Vasiliko bay of island Peristeras, Allonisos Lat: 38° 12' 30'' N long: 023° 58' 33'' E	1997	Greek	Marine casualty	_____	_____	_____

CENTRAL PORT AUTHORITY OF THESSALONIKI

(a) NAME	(a) NATURE OF THE SHIP AND GROSS TONNAGE	(b) LOCATION OF ABANDONMENT (POSITION)	(c) DATE OF ABANDONMENT	(d) NATIONALITY OF SHIP OWNER-COMPANY-INSURER	(e) REASONS OF ABANDONMENT	(f) POTENTIAL RISK TO HUMAN HEALTH AND ENVIRONMENT	(g) STEPS TAKEN TO MITIGATE THE EFFECTS - MAIN DIFFICULTIES	(h) EFFORTS MADE TO ADDRESS DIFFICULTIES-LEGAL SOLUTIONS
1. ALEXANDER VII	Cargo Ship	Birth at quay	1990	_____	Confiscation	_____	_____	Still Confiscated. Auction program is in progress
2. N/A	N/A	Lat: 40° 22' 30'' N Long: 022° 53' 42'' E	N/A	_____	_____	_____	_____	Case is under consideration in light of application of national law 2881/2001

Response received from Italy

<u>Ship type</u>	<u>Name</u>	<u>Flag</u>	<u>Gt (gross tonnage)</u>	<u>Location</u>	<u>Date and reason for the abandonment</u>	<u>Risks</u>	<u>Provisions adopted</u>
Motorship	Flash	Cambodian	2720	Augusta –Banchina Consortile	Seized	Not notified	Security prevention and guard service provided by owner company
Motorship	Raveni	Tongan	499	Augusta –Banchina Consortile	Seized	Not notified	Seized
Motorship	Efi	Greek	2536	Rada Augusta	Seized parzial sinking, 1970s	For navigation	Seized
Motorship	Al Arz	Lebanese	384	Rada Augusta	Seized, partial sinking, 1970s	For navigation	Seized
Motorship	Nelika	Unknown	?	Rada Augusta	Unknown partial sinking, 1970s	For navigation	Unknown
Motorship	Elise	Unknown	?	Rada Augusta	Unknown, partial sinking, 1970s	For navigation	Unknown
Barge	Lct/100	Unknown	?	Rada Augusta	Unknown, partial sinking, 1970s	For navigation	Unknown
Tanker barge	Odn.02	Italian	?	Bari- Banchina Massi	sinking in 1973	Unknown	Injunction of removal
Barge	A230/2	Italian	?	Bari- Molo S. Cataldo	Sinking, unknown date	Unknown	Planning of removal of the wreck
Barge	A50/4t	Italian	?	Bari- Molo S. Cataldo	Sinking in unknown date	Unknown	Planning of removal of the wreck
Fishing motorboat	Drashovica	Albanian	?	Brindisi- Capo Di Torre Cavallo	02.09.1993, run aground	Not notified	Warning to the skipper, request of intervention to Albanian embassy
Motorship	Aetos	Sao Tome and Principe	299	Cagliari – Porto Vecchio	Abandonment due to	Not notified	Definition of demolition program by port authority
Motorship	Notios Hellas	Greek	995	Chioggia- Confluenza Canali Lombardo Esterno E Perognola	Abandonment, year 1985	Not notified	Jurisdiction of the magistrate of Venice
Motorship	Patricia	St. Vincent and the Granadine	2995,48	Crotone-Nuovo Molo Di Sottoflutto	accident and partial sinking	Not notified	Demolition procedure in progress

<u>Ship type</u>	<u>Name</u>	<u>Flag</u>	<u>Gt (gross tonnage)</u>	<u>Location</u>	<u>Date and reason for the abandonment</u>	<u>Risks</u>	<u>Provisions adopted</u>
Motorship	Nilderya	Turkish	455	Crotone-Porto Nuovo	Confiscation due to clandestine immigration	Not notified	Demolition procedure in progress
Passengers motorship	Welcome To Cino	Unknown	?	Crotone-Porto Nuovo	Confiscation due to clandestine immigration	Not notified	Demolition procedure in progress
Fishing motorboat	Bena Hol	Unknown	?	Crotone-Porto Nuovo	Confiscation due to clandestine immigration	Not notified	Demolition procedure in progress
Motorboat	Unknown	Unknown	?	Crotone-Porto Nuovo	Confiscation due to clandestine immigration	Not notified	Demolition procedure in progress
Fishing motorboat	Kaptan Rafet	Unknown	?	Crotone-Porto Nuovo	Confiscation due to clandestine immigration	Not notified	Demolition procedure in progress
Fishing motorboat	Riza Bod Rum	Unknown	?	Crotone-Porto Nuovo	Confiscation due to clandestine immigration	Not notified	Demolition procedure in progress
Fishing motorboat	Unknown	Unknown	?	Crotone-Porto Nuovo	Confiscation due to clandestine immigration	Not notified	Demolition procedure in progress
Fishing motorboat	Unknown	Unknown	?	Crotone-Localita' Capo Colonna	Confiscation due to clandestine immigration	Not notified	Demolition procedure in progress
Recreational craft	Maxime	Unknown	?	La Spezia-Cantiere Navale Istria	Partial sinking due to leak	Not notified	Warning and injunction of removal
Barge	Giuliana C.	Italian	Gt 101,16	La Spezia-Porto Mercantile	Sinking due to leak	For navigation	Warning for removal
Motorship	Current	Maltese	1730	Napoli-Molo S.Vincenzo	Seized the 24.02.1999	Not notified	Correspondence with judicial authority
Motorship	Irini F. (Ex Eugenia V)	Cambodian	460	Napoli-Molo S.Vincenzo	Abandoned by the owner, 20.06.2002	Not notified	Correspondence with judicial authority
Motorship	Pummy Star (Ex Spirit Ii)	Turkish	1355	Napoli-Molo S.Vincenzo	16.08.2003, abandoned by the owner	Sinking with a cargo of sodium tripolyphosphate	Reclaim
Motorship	Sea Shuttle	Maltese	?	Napoli-Molo S.Vincenzo	03.05.2000, seized for smuggling	For navigation (sinking)	Reclaim
Tugboat	Urano	Italian	167,96	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Tugboat	A. Cirringione	Italian	225,00	Palermo Cala	Unknown	Unknown	Recovery operations in progress

<u>Ship type</u>	<u>Name</u>	<u>Flag</u>	<u>Gt (gross tonnage)</u>	<u>Location</u>	<u>Date and reason for the abandonment</u>	<u>Risks</u>	<u>Provisions adopted</u>
Dredger	S. Lucia	Italian	437,40	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Barge	Rapallo	Italian	113,45	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Tugboat	Mercurio	Italian	42,81	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Recreational boat	Unknown	Italian	?	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Barge	Taormina	Italian	246,27	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Dredger	S. Anna	Italian	695,98	Palermo Cala	Unknown	Unknown	Recovery operations in progress
sand transportation ship	Marianna	Italian	167,14	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Recreational boat	Neapolis	Italian	86,02	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Tugboat	Columbus	Italian	79,42	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Motorboat	Trevo	Italian	?	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Motorship	Anna Maria P	Italian	237,01	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Motorship	Bilancella Macalle'	Italian	19,04	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Barge	A-400/1	Italian	306,95	Palermo Cala	Unknown	Unknown	Recovery operations in progress
Motorship	Heljte	Ucranian	?	Diga Foranea Porto Palermo	Unknown	Unknown	Recovery operations in progress
Wooden boat	Unknown	Unknown (not EU)	12	Agrigento-Dune S.Leone	11.10.2005, abandonment after disembarkation of not ue citizens	Pollution-bathing water-navigation	Ban ordinance for bathing and transit, requested authorization of removal
Barge	Brenno	Italian	329,05	Diga Foranea Porto Savona	16.11.2002, abandoned for bankruptcy of the owner	For navigation (sinking)	Ban ordinance for navigation and order for removal

<u>Ship type</u>	<u>Name</u>	<u>Flag</u>	<u>Gt (gross tonnage)</u>	<u>Location</u>	<u>Date and reason for the abandonment</u>	<u>Risks</u>	<u>Provisions adopted</u>
Barge	Salina	Italian	252,51	Trapani-Ponte Canale Di Mezzo	Accident (sinking)	Not notified	Removal procedures in progress
Barge	Volturno	Italian	563,39	Trapani-Ponte Canale Di Mezzo	Accident (sinking)	Not notified	Removal procedures in progress
Fishing motorboat	Nadia	Tunisian	150	Trapani-Banchina Ronciglio	Abandoned the 09.08.1996 for unknown reasons	Sinking and following pollution	Warning and injunction provisions
Recreational craft	La Madonnina	Italian	38,30	Trapani-Banchina Ronciglio	31.03.2004, accident and sinking	Not notified	Removal procedures in progress
Barge	A350/3	Italian	215,60	Trapani-Molo Colombaia	01.07.2003, accident and sinking	Not notified	Removal procedures in progress
Barge	Fernanda Prima	Italian	111,91	Corigliano Calabro – Banchiana N. 7	Abandonment presumably in the year 1986 for unknown reasons	For navigation and mooring	Warning and injunction for removal
Tugboat	Jack	Italian	22,91	Corigliano Calabro – Banchiana N. 7	Abandonment presumably in the year 1997 for unknown reasons	For navigation and mooring	Warning and order for removal
Barge	San Pietro	Italian	157,49	Corigliano Calabro – Banchiana N. 7	Abandonment presumably in the year 1992 for unknown reasons	For navigation and mooring	Warning and order for removal
Motortanker	Seachem Ena	Honduran	1323,00	Monopoli – Molo Di Tramontana	07.10.2002, seized for clandestine immigration	For navigation, pollution and public health	Warning notification in progress
Small passenger ship	Europa	Italian	99,77	Porto Garibaldi – Darsena Lido Degli Estensi	18.02.2000, fire	Not notified	Removal and scrapping procedure in progress
Small ship	Alimuri	Italian	97,91	Porto Garibaldi – Darsena Lido Degli Estensi	Sinking the 24.10.1999	Not notified	Removal and scrapping procedure in progress
Recreational sailing craft	Electra	Polish	105,31	Litorale Comune Roccella Jonica	10.12.2001, failure and run aground	Public safety	Ban ordinance for the interested area and correspondence with polish consulate for removal
Fishing motorboat	Anna Maria Lucia	Italian	41,43	Sant'antioco - Molo Di Ponente	Unknown	Not notified	Injunction for removal, ban for navigation in the area

<u>Ship type</u>	<u>Name</u>	<u>Flag</u>	<u>Gt (gross tonnage)</u>	<u>Location</u>	<u>Date and reason for the abandonment</u>	<u>Risks</u>	<u>Provisions adopted</u>
Fishing motorboat	Santa Rita	Italian	18,09	Sant'antioco – Banchina Ex Sardamag	Unknown	Not notified	Injunction for removal, ban for navigation in the area
Passengers motorship	Europa	Italian	99,76	Termini Imerese – Specchio Acqueo Portuale	29.08.2005, accident (sinking)	Pollution and navigation	Injunction for removal
Tugboat	Gufo Ii	Italian	291,98	Torre Annunziata – Banchina Di Ponente	Year 1989, unknown reasons	Pollution	Demolition procedure in progress
Cargo motorship	Eden V	Maltese	3118	Comune Di Lesina - Arenile	16.12.1988, run aground	Not notified	Ban ordinance for the interested area
Fishing motorboat	Angela Luigi	Italian	60,19	Comune Di Lesina – 40 M From Foreshore	01.03.2005, run aground due mechanical failure	Security of bathing water	Ban ordinance for navigation and bathing

Response received from Lebanon

1- The abandonment of ships on land or in ports is due to many reasons such as:

- Following the stranding and sinking of these ships because of a maritime disaster, the cost of the rescue, saving or cutting of the ships, in aim to sale them as iron scrap, is higher than the value of what should be saved.
- Their decline and the worthless of any restoration (i.e. their inability to sail and the rising of the cost of their cutting off, in aim to sale them as iron scrap, in comparison with the sum of their sale.
- The different forms of confiscation of which they are exposed in the purpose to settle what they owe. The value of these charges is higher than their contents.

Accordingly:

- a) In the past, many ships, stranded on some points of the Lebanese coast, near the beach (at sea) or foundered in ports, had been abandoned.

Since these ships are worthless, the General Directorate of Land and Maritime Transport, in co-ordination with the Authority of administration and investment of Beirut Port with regard to the foundered ships in this port, carried out the cleaning up of the port from their remains.

As for the rest of stranded and foundered ships, the Directorate carried out the cleaning up of the most areas where they stranded or foundered. It is still working to remove the debris wherever they remain.

- b) Currently, the owners do not abandon their stranded or foundered ships since they could serve them as a scrap due to the high price of iron.
- c) Recently, three ship's owners have abandoned their ships in Beirut port. The descriptions of these ships, whose names are "YOUSSEF", "MAHMOOD1" and "LAYAL", are indicated below.

Knowing that the Authority of administration and investment of Beirut Port had sold "YOUSSEF and MAHMOOD1" ships at auction, after the approval of the competent court. As for "LAYAL" ship, which is unable to sale, it is in the port up till this date. The mentioned Authority is working to end the procedure of its liquidation.

Descriptions of the ships: "MAHMOOD1", "YOUSSEF", "LAYAL"

MAHMOOD1:

Nationality: Lebanese Gross weight: 398,52 Net weight: 189,52

Date and place of construction: 1964, Poland

YOUSSEF:

Nationality: Panama Gross weight: 1493 Net weight: 759,39

Date of construction: 1967

LAYAL:

Previous name: LAMA

Nationality: Lebanese Gross weight: 389 Net weight: 288

Date and place of construction: 1958, Holland

Response received from Morocco

1. Informations disponibles concernant les bateaux abandonnés ou épaves ;

a) Nature des bateaux abandonnés

Navire de pêche, canot, navire de plaisance, chalutiers congélateurs, navire de commerce

b) Leurs localisations

Port	Nom du bateau	Position de l'unité
<u>Port Al hoceima</u>	BUENAS VIBRCIONES ESTREILLA DE ORO ZEN ADRIFTING ESTRELLA DE ORO	A sec au Port
<u>Port de Casablanca</u>	<ul style="list-style-type: none"> • Vierge d'Afrique • Feth El Kheir • Atria • Maamora • Foresto 	<ul style="list-style-type: none"> • Port de pêche de Casablanca • Entre le terminal et la jetée My Slimane
<u>Port de Tan-Tan</u>	<ul style="list-style-type: none"> • ERIMIS • ALMOBARK323.9X, • VEGA 643.64 TX • Taliwine 323.94 tx 	<ul style="list-style-type: none"> • 6 miles au sud du port • Sabl ElHarcha • Sabl ElHarcha • 2 miles au sud du port
<u>Port de Tarfaya, Port de Laâyoune</u>	<ul style="list-style-type: none"> • Charles • Nike • CANOVA • ARIMKA • PUOLSIN • KUAFTRO ARTI (ex YAIZA) • Non identifié • Non identifié 	<ul style="list-style-type: none"> • 5km au nord de Tarfaya • 5km au nord de Tarfaya • 5km au nord de Tarfaya • 30km au nord du Port de Laâyoune (Au nord du site de pêche DZIRA) • Au Port de Laâyoune • 3Km au sud du Port de Laâyoune • 16km au nord de Tarfaya
Port de Kenitra, Port de Mehdia	<ul style="list-style-type: none"> • ABDELGHANI • NIGO • 3 NAVIRES DE COMMERCE 	<ul style="list-style-type: none"> • Avant port de Mehdia et Kenitra • Côte atlantique (Nord Est de Mehdia)
Jorf Lasfar Port d'El Jadida	<ul style="list-style-type: none"> • OASIS 5, N° 8-574 • TISSA, N°6-165 • SIDI TIJANI, 8-636 • MADELAINE FRANCESCA6/2 – 65 • CHABAB EL BAHRI VI, N°6/2-100 • L CAMPO • NEMO 	<ul style="list-style-type: none"> • Port Jorf Lasfar • Port Jorf Lasfar • Port Jorf Lasfar • Port El Jadida • Port El Jadida • Port El Jadida • Embouchure Oued Oum Rbiaa • Est du Port El Jadida

c) La date de leur abandon

Port	Nom du bateau	Date
Port Al hoceima	<ul style="list-style-type: none"> • BUENAS VIBRCIONES • ESTREILLA DE ORO • ZEN • ADRIFTING 	<ul style="list-style-type: none"> • 28 janvier 199 • 25 décembre 1999 • 4 juin 1996 • 12 avril 2004
<u>Port de Tan-Tan</u>	<ul style="list-style-type: none"> • ERIMIS • ALMOBARK 323.9 TX • VEGA 643.64 TX • TALIWINE 323.94 TX 	<ul style="list-style-type: none"> • 27/03/1992 • 09/12/1994 • 09/01/1996 • 18/09/1999
<u>Port de Tarfaya, Port de Laâyoune</u>	<ul style="list-style-type: none"> • Charles • Nike • CANOVA • ARIMKA • PUOLSIN • KUAFTRO ARTI (ex YAIZA) • 2 épaves Non identifiées 	<ul style="list-style-type: none"> • 1973 • 23 février 1985 • 15 février • 23 juillet 1983 • 19 septembre 1983 • 12 septembre 2005
<u>Port Mehdia et Kenitra</u>	<ul style="list-style-type: none"> • NIGO • ABDELGHANI • FAWZ 	<ul style="list-style-type: none"> • 31/08/2001 port Mehdia) • 30/09/1993 (port Mehdia) • 20/03/1997 (port Kenitra)
	<ul style="list-style-type: none"> • L CAMPO • NEMO 	<ul style="list-style-type: none"> • 14 juin 200 • 17 février

d) les noms des épaves, leurs drapeaux, leurs propriétaires, leurs assureurs, et toute information disponible les concernant

Port	Nom des Bateaux	Drapeau	Propriétaire	Assureur	Autres informations
<u>Port Al hoceima</u>	BUENAS VIBRCIONES	Espagne	Non identifié	Non identifié	Matricule :7-cu-1-64-1998 Longueur : 8,54 Tonnage : 5.86 Moteur : Mercruisier2×330 cv
	ESTREILLA DE ORO	Gibraltar			Longueur : 17,50m Tonnage : 28,82 Moteur : Scania/250 cv
	Non identifié	Non identifié			Canot en polyester Longueur : 3,90m
	ZEN				-
	ADRIFTING				-
<u>Port de Casablanca</u>	Feth El Kheir	Maroc	Personne identifiée	Non identifié	
	Vierge d'Afrique	Maroc	Sté privée		
	Atria	Maroc	Sté privée		
	Maamora	Maroc	Personne identifiée		
	Foresto	Maroc	Non identifié		
<u>Port de Tan-Tan</u>	ERIMIS	Panama	Sté privée	Non identifié	
	ALMOBARK 323.9 TX	Maroc			
	VEGA 643.64 TX				
	TALIWINE 323.94 TX				
Port de Tarfaya, Port de Laâyoune	Charles	France	Non identifiés	Non identifié	
	Nike	Panama			
	CANOVA	Italie			
	ARIMKA	Espagne			
	PUOLSIN	Italie			
	KUAFTR0 ARTI (ex YAIZA)	-	Sté privée		
	2 épaves non identifié	-	Non identifié		
Port de Kenitra, Port de Mehdia	NIGO	Maroc	Personnes identifiées	Non identifié	
	FAWZ				
	ABDELGHANI		Sté privée		
	3 NAVIRES DE COMMERCE		Non identifié		
Jorf Lasfar Port d'El Jadida	OASIS 5, N° 8-574	Maroc	Sté privée	Non identifié	Epaves vendues aux enchères publiques et sont en cours de démolition
	TISSA, N°6-165				
	SIDI TIJANI, 8-636				
	MADELAINE				
	FRANCESCA6/2 – 65				
	CHABAB EL BAHRI VI, N°6/2-100				
	L CAMPO				
NEMO	Honduras Chypre	Compagnie la renaissance	Etat d'innavigabilité totale Navire non manoeuvrable		

e) Les raisons de leur abandon

- Lourdeur des procédures de leur vente aux enchères publiques
- Manque de moyen pour assurer leur gardiennage
- Accidents

f) Un éventuel risque des bateaux abandonnés sur la santé humaine ou sur l'environnement

La plupart des épaves sont situées au niveau des chenaux de navigation des ports et présentent ainsi un éventuel risque de gêne de navigation. Ces épaves présentent une menace sérieuse de pollution marine dont la mesure ou elles peuvent contenir des déchets dangereux ou non dangereux ce qui a un impact négatif sur l'écosystème. De même elles constituent un abris pour les délinquants et les sans abris notamment au niveau du port de Casablanca.

g) Les mesures qui ont été prises pour diminuer l'impact des épaves sur la santé humaine ou sur l'environnement et les difficultés où les obstacles rencontrés à ce niveau.

- Leur mise à sec
- Tentative de refoulement

h) Efforts entrepris pour diminuer l'impact des bateaux abandonnés sur la santé humaine ou sur l'environnement notamment les dispositions réglementaires

Les procédures de leur vente aux enchères publiques ou de leur destruction sont en cours

2. Le cadre juridique ou réglementaire (Décret(s), Arrêté(s), Circulaires(s) appliqué par votre Département dans le cas des épaves

Dahir du 18 JoumadaI 1334 (23 Mars 1916) sur les épaves Maritimes

Response received from Mexico

Anexo al Oficio 112/000000/05

2. What domestic or regional rules, if any, apply to ships that have been abandoned on land or in ports? If legislation exists, please provide copies or relevant excerpts of such legislation.

De manera específica solamente un ordenamiento jurídico establece disposiciones sobre el abandono de embarcaciones (Ley de Navegación), sin embargo, implícitamente los siguientes ordenamientos establecen disposiciones al respecto:

- La Ley de Navegación, publicada en el Diario Oficial de la Federación el 4 de enero de 1994, incluye en el Título Cuarto el Capítulo IV "Amarre, Abandono y Desguace de Embarcaciones" que contiene disposiciones expresas respecto del abandono de buques. De manera complementaria, los artículos 12, fracción II, 69, fracción VI, 128 y 129, hacen referencia al tema en comento.
- El Reglamento de la Ley de Navegación publicado en el Diario Oficial de la Federación el 16 de noviembre de 1998, en los artículos 65, 65-A, 67, 80-A y 128 fracción VII, incorpora disposiciones en materia de contaminación al medio ambiente derivada de la extracción y remoción de embarcaciones hundidas o varadas; así como de las disposiciones respecto de la vigilancia del cumplimiento de las normas para prevenir dicha contaminación.
- La Ley de Puertos, publicada en el Diario Oficial de la Federación el 19 de julio de 1993 en el artículo 17, fracción IV, establece la coordinación de labores de auxilio y salvamento en caso de accidente o incidentes de embarcaciones y en recintos portuarios.
- Cabe señalar que la legislación en materia ambiental no refiere en forma explícita al abandono de buques, en tierra o puerto, sin embargo, en el régimen de protección ambiental se prevé la participación de las dependencias y entidades de la Administración Pública para la protección del ambiente y los recursos naturales. En los artículos 6, 17, 132 y 161 de la Ley General del Equilibrio Ecológico y la Protección al Ambiente, publicada en el Diario Oficial de la Federación el 28 de enero de 1988, se establece la participación concurrente entre la Secretaría de Marina y esta Secretaría para prevenir y mitigar la contaminación marina y sus efectos, supuesto en el que se puede encuadrar el abandono de buques, en tierra o en puerto.

Se anexan copias de la citada legislación.



[Legislation enclosed in original communication but not reproduced herein]

Response received from Panama

“Por este medio y a través de su conducto damos respuestas al cuestionario sobre naves abandonadas en tierra o en puertos, que nos hizo la Secretaría de la Convención de Basilea, mediante comunicación de 7 de septiembre de 2005.

Le proporcionamos un cuadro que contiene los nombres de las naves que se encuentran inactivas en los diferentes recintos portuarios en Panamá, por distintas razones, entre las que se incluyen el abandono, el secuestro o la incautación. Se incluye además información sobre la bandera, propietario, tonelaje, clase, año de construcción y ubicación de estas naves.

Con la presente, adjuntamos copia de la Ley 14 de 27 de mayo de 1980, la cual contempla en su Artículo Décimo, la obligación de la Dirección Consular y de Naves de revocar oficiosamente la validez de las patentes o cancelar del registro aquellas naves que sufran hundimiento o sean pérdida total. También le proporcionamos el Acuerdo C.E. No. 012-95 de 9 de octubre de 1995, que establece el procedimiento para que la Autoridad Portuaria Nacional pueda disponer de las naves hundidas en los recintos portuarios.”

5.

[Legislation enclosed in original communication but not reproduced herein]

Naves Inactivas en Recintos Portuarios en Panamá

<u>Nombre de la Nave</u>	<u>Bandera</u>	<u>Propietario</u>	<u>Tonelaje Bruto</u>	<u>Tonelaje Neto</u>	<u>Clase</u>	<u>Año de Construcción</u>	<u>Ubicación</u>	<u>Fecha de Abandono o Inactividad</u>	<u>Razón de la Inactividad o Abandono</u>
Dominan I	Panama	Isidro Morán	18.5	12.58	Pesca	1969	Vacamonte	Hace 1 Año	
America	Panama	Motonave América, S.A.	136.62	92.90	Pesca	1967	Vacamonte		Secuestrada Por Banco Nacional De Panama
Poseidón I	Panama	Sofianos, S.A.	28.71	19.52	Pesca	1957	Vacamonte		Secuestrada Por Banco Nacional De Panama
Poseidón Ii	Panama	Poseidón Segundo Ii, S.A.	56.58	37.34	Pesca	1976	Vacamonte		Secuestrada Por Banco Nacional De Panama
Poseidón Iii	Panama	Poseidón Tercero Iii, S.A.	61.32	40.47	Pesca	1976	Vacamonte		Secuestrada Por Banco Nacional De Panama
Europa	Panama	Motonave Europa, S.A.	136.62	92.90	Pesca	1967	Vacamonte		Secuestrada Por Banco Nacional De Panama
Platon	Panama	Motonave Platón, S.A.	120.00	80.00	Pesca	1966	Vacamonte		Secuestrada Por Banco Nacional De Panama
Pitágoras	Panama	Motonave Pitágoras, S.A.	56.00	40.00	Pesca	1954	Vacamonte		Secuestrada Por Banco Nacional De Panama
Aguila	Panama	Aguila, S.A.	36.50	27.00	Pesca	1976	Vacamonte		Secuestrada Por Banco Nacional De Panama
Salónica	Panama	Salónica, S.A.	16.00	14.00	Pesca	1976	Vacamonte		Secuestrada Por Banco Nacional De Panama
Jonico	Panama	Jonico, S.A.	16.24	14.00	Pesca	1975	Vacamonte		Secuestrada Por Banco Nacional De Panama
Remolcador Ii							La Playita		
Lord Selkir							Chiriqui Grande	Hace Mas De 10 Años	Fondeada Con Custodio
Torremar	Cancelada 30/12/97	West Cosat Maritime Services Inc	1212.00	896.27	Carga	1952	Puerto Armuelles		Encayamiento
Alexander	Panama	Los Frailes Fishing Corporation	35.28	13.22	Semi Industrial	1984	Boca Parita		
Blanca	Cancelada 29/8/77				Artesanal		Boca Parita		Investigada Por La Ptj Y Custodiada Por Autoridad Maritima De Panama
Shad	Panama	International Commerce & Marketing Corp	9.09	7.27	Pesca	1967	Boca Parita		Incautada Por La Fiscalia

<u>Nombre de la Nave</u>	<u>Bandera</u>	<u>Propietario</u>	<u>Tonelaje Bruto</u>	<u>Tonelaje Neto</u>	<u>Clase</u>	<u>Año de Construcción</u>	<u>Ubicación</u>	<u>Fecha de Abandono o Inactividad</u>	<u>Razón de la Inactividad o Abandono</u>
Perch	Panama	International Commerce & Marketing Corp	9.09	7.27	Semi Industrial	1967	Boca Parita		Incautada Por La Fiscalia
Calipso	Cancelada 27/3/00	Quality Enterprises Inc	494.92	365.28	Tanquero	1979	Darien	Hace Más De 15 Años	Hundimiento
Tarrao Express	Panama	Baineivy-N Corporation	1596	996	Carga Gral	1972	Colon		Desguasada Quedo La Quilla
Sea Lady							Colon		Desguasada Quedo La Quilla
Linfana							Bahia Las Minas		Hundimiento
Lassani							Colon		Objeto De Juicio Trib Marítimo
Katy Trader							Colon		Abandonada
Dora	Cancelada 6/8/93	Maropimo Compañía Naviera S.A.	92	61	Yate De Placer	1965	Colon		Semi Hundida
Kai	Panama	Bellino Navigation Co Inc	1847	1049	Carga Gral	1974	Colon		Semi Hundida
Aldebaran	Cancelada 16/1/91	Ewoodd Shipping Company Limited	1584.10	1225.25	Tanquero	1970	Bahia De Panama		Hundimiento
Escorpio	Cancelada 12/5/89	West Pacific International Inc	6042	4111.39			Bahia De Panama		
Pionero	Cancelada 28/3/90	Neptune Shipping Lines S.A.	19882	11551	Carga	1984	Bahia De Panama		
Vancouver							Puerto De Mensabé	Hace 5 Meses	
Alisa – A							Puerto De Almirante		Varamiento
Soprus	Panama	Transporte Y Turismo Bocatoredo, S.A.	462	138	Pasajeros	1956	Puerto De Almirante		

Response received from Poland

“An introductory remark must be made that an abandoned ship is not defined in the regulations. It is not determined whether it is:

- a ship whose owner is unidentified or difficult to identify,
- having a recognised owner while being excluded from operation and left without supervision,
- a wreck left in a port that lost properties of a ship, or ran aground.”

1. Please provide any factual information that you may have on ships that have been abandoned on land or in port, including information on:

(a) The nature of the ships in question (e.g., fishing boats, tankers, trawlers etc., including gross tonnage if known);

(b) Their location;

(c) The date of abandonment;

(d) Whether they are domestically or internationally owned and any information including name of the ship, flag of the ship, ownership, insurer, etc., where available

(e) The reason for their abandonment if known, e.g., accident, cost avoidance, etc.

(f) The potential risk to human health or the environment by such abandoned ships, if any

<u>It.</u>	<u>Type of vessel Flag/shipowner</u>	<u>Location</u>	<u>Date of abandonment</u>	<u>Potential hazard</u>	<u>Steps taken</u>
Maritime Office in Gdynia					
1.	General cargo vessel RAMADA, Polish flag	Port of Gdynia	December 1998	Degradation and corrosion of the old vessel posed a permanent threat to the safety of the port	Initially the supervision of the vessel was taken over by the Port Fire Brigades, subsequently the vessel was sold for scrap to the port of Lipawa (Latvia)
2.	Tanker CHEMSUN Polish flag	Port of Gdansk	2001	No hazards	Vessel taken over by the court, subsequently scrapped
Maritime Office in Szczecin					
3.	Steel barge, two wooden hulls beached on the Stara Świna slope (in one hull there is a wreck of a yacht) Polish flag	52°51'9"N 014°16'8"E	unknown	No hazards	No steps have been taken.
4.	Plastic boat of abt. 5m length,	Port of Warpnica	unknown	No hazards	No steps have been taken.

<u>It.</u>	<u>Type of vessel Flag/shipowner</u>	<u>Location</u>	<u>Date of abandonment</u>	<u>Potential hazard</u>	<u>Steps taken</u>
	Polish flag	52°52'8''N 014°25'7''E			
5.	Wooden fishing cutter, Polish flag	Southern headland of the Mielin island (52°51'9''N 014°16'8''E)	unknown	No hazards	No steps have been taken.
Maritime Office in Slupsk					
6.	Wooden fishing cutter DAR 27 Polish flag Shipowner – private person	Port of Darłowo	1997	The wreck constitutes an obstacle for the operations of the Shipyard in Darłowo	No steps have been taken.
7.	Wooden fishing cutter GDY 30 Polish flag Shipowner – private person	Port of Łeba	October 2004	The wreck blocks access to a sector of the quay	The shipowner declares raising the cutter in an understanding with a museum – there are no premises as regards the reliability of the shipowner's declaration

(g) Efforts made to address the problem or to seek legal solutions and any obstacles encountered.

According to the information received from the Maritime Office in Szczecin, I inform that abandoned ships are located outside waterways, on non shipping waters or on escarpments. The wrecks do not pose any threat to the safety of shipping, human life or environment. Therefore, no problems or obstacles related to the wrecks have been encountered.

However we suggest that an international mechanism should be established regulating the issues of the responsibility and financing of the removal of abandoned ships as well as providing measures protecting the environment, e.g. by means of establishing an appropriate fund or obligatory insurance system, in order to cover possible ship removal costs in the case it is abandoned. It is necessary to work out detailed legal procedures allowing for the enforcement procedure in relation to owners of abandoned ships, particularly in the case of threat to human health or the environment. If the owner is unknown or he renounced the ownership, such procedures should clearly determine the conduct of a maritime administration or a port authority with regard to such abandoned ships.

In accordance with the regulations in force, the issue of ship abandonment should be divided into two cases: first, when the abandonment incident occurs during the vessel's presence outside the port area, i.e. at the territorial sea or in the Polish Exclusive Economic Zone, and second, when the occurrence happens at a port. If a shipowner is unknown, than in the first case the responsibility for the vessel and the cost of its protection or removal should be assumed by maritime administration, while in the second case such costs should be borne by the port.

If an owner of an abandoned ship is known, he should bear all costs related with the protection, raising or removal of a ship, irrespective of the place of ship abandonment.

In accordance with the legal system in force the issue of vessel abandonment may be connected e.g. with the MARPOL 73/78 Convention, however only with regard to possible pollution of the environment, or with the United Nations Convention on the Law of the Sea of Montego Bay dated 10 December 1982 (Journal of Law of 2002, No. 59, item 543) depending on a particular case."

2. What domestic or regional rules, if any, apply to ships that have been abandoned on land or in ports? If legislation exists, please provide copies or relevant excerpts of such legislation.

“I would like to inform you that the following regulations are applicable in the case of ship abandonment:

1. The issues of sunk or abandoned property (vessel, cargo or other object) are regulated in the Maritime Law dated 18 September 2001 (Journal of Law 01.138.1545). Enclosed please find an excerpt from the law: Chapter IV – Sunk or Abandoned Property. However the Law deals with the problem raised in a rather general manner.
2. Provisions of the Ordinance of the Minister of Justice dated 13 December 2004 on the determination of the mode of conduct with regard to property raised from the sea (Journal of Law, No. 271, item 2689);
3. Provisions of the Ordinance of the Minister of Infrastructure dated 28 April 2004 on the owner determination procedure of property raised from the sea (Journal of Law No. 110, item 1167);
4. Provisions of Article 2 clause 4 and Article 11 of the Convention drawn in Helsinki on 9 April 1992 on the protection of the Baltic Sea marine environment (Journal of Law of 2000, No. 28, item 346);
5. Provisions of the Convention on the prevention of sea pollution by means of sinking waste and other substances, drawn in Moscow, Washington, London and Mexico City on 29 December 1972 (Journal of Law of 1984, No. 11, item 11, with subsequent amendments).

In the case of vessel abandonment at a port the application of Port Regulations may also be considered, in the part pertaining to the maintenance of cleanliness and environmental protection:

6. Port regulations:
 - Order No. 4 of the Director of the Maritime Office in Szczecin dated 17 September 2002 (Journal of the Zachodniopomorskie Province Office, No. 67, item 1429),
 - Order No. 1 of the Director of the Maritime Office in Słupsk dated 15 January 2003 (Journal of the Pomorskie Province Office, No. 19, item 185),
 - Order No. 12 of the Director of the Maritime Office in Gdynia dated 14 June 2005 (Journal of the Pomorskie Province, No. 78, item 1100).

Moreover, in the case of vessel abandonment the following regulations may be applied:

7. Articles 179-194 of the Civil Code Law dated 23 April 1964 (Journal of Law No. 16, item 93, with subsequent amendments),
8. Provisions of the Ordinance of the Council of Ministers dated 14 June 1966 on lost property (Journal of Law No. 22, item 141, with subsequent amendments).”

[Legislation enclosed in original communication but not reproduced herein]