

# UKRMEPA



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to The International Marine Environment Protection Association

INTERMEPA

## UKRMEPA Report 2017-2018

During 2017, the public organization Ukrainian Marine Environment Protection Association (UKRMEPA) has been taking the following actions:

### 1. Shore protection works at Illyichevsk (Chernomorsk) town – Chmelnyuk town line.

During recent years, the landslides destroying the shore line near Illyichevsk town (now renamed to Chernomorsk town) turn into local ecologic disaster. The town has already lost over 30 hectares of land due to landslides – mostly, the shore line and areas neighboring the town houses, or the town houses themselves. The recent large landslide has been reported in spring of the current year. During 2017, UKRMEPA has been actively communicating the town authorities in order to assist the shore protection works and to participate in the respective project.

### 2. Dock 4mVessel

Dock 4m vessel has been constructed in 1937 in Germany. It has been used until 2005. After that, it has been taken to Illyichivsk repair wharf. Due to lack of reconstruction it was partially sunk, with only a small part remaining over the water surface. At present, Dock 4m vessel, being practically an underwater object, is a threat for Black sea navigation, and also impacts the marine fauna of Illyichivsk marine wharf basin area.

During 2017, UKRMEPA Vice President, Nyrko A.A. has been communicating with the Ministry of infrastructure of Ukraine, Illyichivsk repair wharf and other authorities legally related to the problem of the sunk vessel. UKRMEPA has been suggesting active support to all participants, including proposals of assistance in vessel lifting to partner companies. Entities providing the technical part of the project were found – including developers of technical specifications, and specialists in vessel lifting who could have performed the underwater cutting of vessel with further lifting of parts.

Based on insider information, the owner of Dock 4mvessel – namely, Illyichivsk repair wharf – is actually interested in selling the vessel for 1 million USD. Any other solutions are not considered at present.

### **3. Lifting of sunk vessels in Black Sea basin**

Since the World Wars period, over 25 trade and navy vessels are remaining sunk in the Black Sea basin. They threaten the navigation of trade ships and also have a historical value – they can harbor bodies, and elements of uniforms.

During 2017, the UKRMEPA Vice President, A.A. Nyrko, has been communicating the Ministry of Infrastructure of Ukraine, the Foreign Affairs Ministry of Ukraine, and the heads of foreign states – Angela Merkel (Germany), and Janos Arder (Hungary) – regarding the lifting of sunk vessels, finding of body remains and their transfer to foreign states authorities for further return to homeland. As a result of the meetings, in summer of 2017 the members of UKRMEPA – A.A. Nyrko and N.I. Tselychev – have organized a meeting of Hungarian ambassador in Odessa region, with a ceremonial flower laying at the Hungarian navy vessel sinking site. The cross-border contacts targeting further co-operation in this area were established.

### **4. Ecology problems in Girgiulesty region**

Girgiulesty is a village in South West Moldova, neighboring Romanian and Ukrainian borders near the confluence of Danube and Prut. It belongs to Kagul region. The population of the village reaches 3000 persons.

The southern border of Moldova Republic is located near Girgiulesti. It is the only Danube river port of Moldova. Moldova controls about 480 meters of river shore – this area has been exchanged for a part of highway in Palanka, in Moldova – it is the shortest route from southern to northern part of Odessa region. In 1996 the construction of oil terminal has been initiated here. It has been completed in 2006. The terminal includes the berth for oil tankers, 8 tanks with total capacity 52 000 tons, and a complex of mechanisms for oil pumping from tankers to shore tanks.

The port of Girgiulesti has been founded based on agreements of 1998.

The port of Girgiulesti is a threat to the environment of Danube region in the Girgiulesti port (Moldova) – Reni port (Ukraine) line, because the construction of port has been associated with incompliance with Bucharest Convention of Black Sea protection from pollution, Brazil Convention of biologic diversity protection, Convention of environment protection and other international acts. Of note, Moldova has not yet submitted the official act approving the ecologic expertise to Ukraine.

At present, Girgiulesti port is harboring tankers with 3 – 10 thousand tons deadweight. Considering the high earthquake risk in the region and the risk of floods, the probability of sinking is extremely high for oil tankers, considering the complex hydrologic conditions of navigation in narrow fairway with a strong current.

In 2007, the independent ecologic expertise conducted by the «Lamor Corporation Ab» company from Finland has concluded the following: «...it is impossible to organize effective measures for oil spills collection using booms at the Danube river bend at Girgiulesti port 600 meters shore line considering the 4.2 m/sec current and the close fairway; the use of absorption blocks in the area of strong current is both ineffective and harmful for environment considering the impact of the biological variability...».

Based on expert data, the estimated cost of oil spills collection in Girgiulesti oil terminal area is about 610 million USD, while their efficacy remains questionable considering the above mentioned reasons. Reni port and town are located within 1 kilometer from Girgiulesti, downstream. Therefore, the oil spill and oil combustion will result in destruction of Reni town and port in 40 minutes. Any accident resulting in oil spill and combustion in Girgiulesti area would impact the environment of Danube delta and the nearby Black Sea basin

belonging to Ukraine, resulting in unpredictable and irreversible harm. The recovery of environment could take as long as 40 years.

During 2017, Vice President A.A. Nyrko and Chairperson N.I. Karpenko were communicating the Ministry of ecology and authorities of Odessa region. As a result, A.A. Nyrko and N.I. Karpenko were included into the Committee of Odessa region administration reviewing the problem of possible ecological catastrophe in Girgiulesti area.

## **5. Black Sea Basin 2014-2020**

Black Sea Basin is a program targeting cross-border co-operation of partner countries for environment protection. During 2017, the audit reports for the previous grants were developed and the supporting communications were conducted. Based on promising co-operation, the UKRMEPA application has won the competition and has been recommended for implementation. At present, the project Zero Waste Strategy For Good Environmental Status has started. This is an international project. It involves 4 countries (Turkey, Ukraine, Georgia, Bulgaria). The project targets improvement of Black Sea basin environment; the implementation of project would result in waste collection both from the shore line and the bottom of Black Sea. Education programs would be implemented in schools and higher education institutions. Students would be involved in waste collection from the shore line. The actions would be widely supported by media and Internet sources.

## **6. Yuzhny port**

In Yuzhny port, UKRMEPA in co-operation with Econad company have conducted a conference covering sea basin environment protection and novel monitoring technologies of sea basin condition, implementing drones.

## **7. TIS**

TIS companies group (one of the largest stevedore operators in Adjalyck estuary) in association with UKRMEPA have conducted a research and practice seminar with training targeting prevention of marine pollution in the TIS operations area; the seminar was supported by specialists in ecology from ports of Yuzhny, Illyichevsk, Belgorod-Dnestrovskiy, and Izmail.

## **8. The Institute of marine infrastructure and enterprising**

The Institute of marine infrastructure and enterprising in association with UKRMEPA experts have conducted an education program targeting skills improvement for authorities of seaports of Izmail, Yuzhy, and Chernomorsk. The problems of environment protection and control in respective areas of interest were reviewed.

The Institute of marine infrastructure and enterprising in association with UKRMEPA experts have participated in the International exhibition Intertransport. They also participated in the profile meeting for marine ecology and consulted marine specialists – the visitors of the exhibition, presenting the mutual poster covering the education of marine ecology specialists.

## **9. UKRMEPA – Junior program**

UKRMEPA – Junior program included publishing of verses for small children covering the problems of marine ecology.

## **10. The British Nautical Institute**

Mutual meeting with the British Institute has been conducted. It was dedicated to implementation of the European marine environment protection legislation in Ukraine, and preparation of vessel personnel in compliance with this legislation.

**Chairperson Ukrmepa**

**Nikita Karpenko**