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MOTION FOR A RESOLUTION

to wind up the debate on the statement by the Commission

pursuant to Rule 103(2) of the Rules of Procedure

by Willy Meyer Pleite

on behalf of the GUE/NGL Group

on the *New Flame* shipwreck and its consequences in Algeciras Bay

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European Parliament resolution on the *New Flame* shipwreck and its consequences in Algeciras Bay

The European Parliament,

- having regard to Articles 71, 80 and 251 of the EC Treaty,
- having regard to its previous resolutions on the maritime packages and its resolutions on maritime safety,
- having regard to Rule 103(2) of its Rules of Procedure,
- A. whereas in terms of maritime traffic the Strait of Gibraltar, which includes Algeciras Bay, is the second busiest area in the European Union, used by some 100 000 vessels per year,
- B. whereas the maritime traffic and 'bunkering' activities are very dangerous both to the safety and health of the local population and to the area's environment, so that strict compliance with the relevant Community rules is essential,
- C. whereas in 2007 several serious incidents occurred in the Bay of Algeciras, including the grounding of the *Sierra Nava* and the *Samothraki*,
- D. whereas on 12 August 2007 the cargo vessel *New Flame* and the oil tanker *Torm Gertrud* collided head-on just off the Rock of Gibraltar, resulting in the sinking of the former in several metres of water, leaving only the top of the hull visible, posing a hazard to navigation in the area,
- E. whereas since the accident occurred, 9 months ago, the problem has remained unsolved, which shows the lack of a quick response from the Member States involved,
- F. whereas between the ports of Algeciras Bay and Gibraltar, where some 30 000 vessels a year drop anchor or dock, there is no communication nor coordination with regard to vessels entering and leaving them,
- G. whereas along the coast of Algeciras Bay significant incidents of oil pollution have been registered, specifically on the beaches of Rinconillo, Getares and Chinarral on 21 December 2007, when an oil slick a thousand metres long was detected,
- H. whereas according to the Treaty of Utrecht the waters off the coast of Gibraltar are under Spanish sovereignty and jurisdiction,
- I. whereas Spain decided that Gibraltar should take responsibility for the *New Flame* in the context of the existing cooperation between the two, as the incident originated in the port of Gibraltar, in that the *New Flame* left the port without authorisation,
- J. whereas the Spanish authorities asked the European Maritime Safety Agency for help and

EMSA sent an at-sea oil recovery vessel,

- K. whereas, although it is known that the *New Flame* was carrying some 700 tons of IFO 380, there has been no answer to the demands for information regarding the amount and type of cargo on the bulk carrier, so that this information continues to be concealed by the Gibraltar Government,
1. Urges the parties involved to create a communication and coordination body in order to monitor and observe sea traffic in Algeciras Bay;
 2. Considers that the surrender of authority to Gibraltar was not a correct decision;
 3. Calls on the Government of Spain, in cooperation with that of the United Kingdom, to deal with this issue and to arrive at an agreement to stop the environmental damage;
 4. Regrets that the help provided by EMSA was not sufficient in regard to the pollution which occurred on several beaches in the area;
 5. Calls on the Member States involved to provide transparent and detailed information on the content of the *New Flame*'s cargo and its pollution potential;
 6. Calls on the Member States in future to provide transparent and detailed information from the very moment when such accidents happen;
 7. Calls on the Member State responsible to evaluate the damage to the marine environment, including the ecosystem of the fishing grounds;
 8. Instructs its President to forward this resolution to the Council, the Commission and the Governments of the Member States.