Environmental Affairs: June 2 Dide Diagy.

10 DOWNING STREET

From the Private Secretary

12 October 1981

In the absence of the Prime Minister in Blackpool, I am writing on her behalf to acknowledge your letter of 9 October about the publication of the Eighth Report of the Royal Commission on Environmental Pollution.

I will bring this to her attention as soon as she returns, and I know that she will be grateful for this advance notice. I am sure she will agree that this Report prepared by the Commission under your Chairmanship will be of great value to the Government in dealing with the many aspects of marine oil pollution, and would want me to say once again how grateful she is for all the work you have done as Chairman of the Commission.

.W. F. S. RICKETT

Professor Sir Hans Kornberg, FRS

Of

et Premotine **Royal Commission** on Environmental Pollution Church House Great Smith Street London SW1P 3BL Your reference Direct line 01-212 Our reference RC/91/2 Switchboard 01-212 3434 The Rt Hon Margaret Thatcher MP Prime Minister 10 Downing Street LONDON SW1 9 October 1981 Dear Prime Minister, (6)10 I am writing to inform you that the Royal Commission's Eighth Report is to be published on 21 October 1981. The Home Secretary is making arrangements to present the Report to Her Majesty and to lay it before Parliament. The Report deals with oil pollution of the sea. The Commission investigated this subject at the request of the previous Government; the request reflected concern about the environmental threat posed by tanker accidents off UK coasts (prompted, in particular, by the Amoco Cadiz disaster of March 1978) and about the adequacy of the arrangements made to deal with such emergencies. We recognised at the start that the problem of large accidental spillages must be seen in perspective; while such spills are dramatic in their effects, a much greater total quantity of oil reaches the sea from routine discharges. Accordingly, the terms of reference for our study required us to consider the effects of routine, as well as accidental, discharges and the means available for controlling such discharges. Our study thus covers a wide field. The main topics we considered, and our main conclusions, are as follows:-The effects of marine oil pollution. Although oil has (i) adverse effects on many marine organisms, we conclude that oil spills are unlikely to cause any long-lasting damage to the marine environment; and that oil pollution generally does not constitute a chronic threat to the marine ecosystem or, indirectly, to man. However, major spills can cause serious local damage, especially to amenity, fisheries and seabirds. Discharges from land-based sources. Most oil reaching (ii) the sea comes from such sources. We are broadly satisfied with the controls that apply to these discharges although we again stress the importance we attach to implementation of Part II of the Control of Pollution Act 1974. -1-

Offshore oil developments. Our chief concern is with the risk of accidental spillages (especially from "blow-outs") at oil installations close to the shore. We consider that there may be areas where oil exploration and production should not be permitted on environmental grounds and we recommend improved arrangements for consultation to identify such areas. We also recommend that licensees should provide environmental impact studies for oil production operations near the coast. The contingency arrangements for dealing with spills at such sites should be reconsidered. (iv) Tanker accidents. The prevention of tanker accidents is of first importance; measures to this end call generally for international agreement. However, we consider that in some circumstances regional action would be justified to impose standards in advance of full international agreement. We attach importance to collective action by West European States (especially through the exercise of port state powers) to deal with the problem of substandard tankers. We recommend that the Government take immediate action to extend the UK territorial limit to 12 miles. We are concerned about the state of hydrographic survey of waters round the UK in relation to the needs of large tankers and we recommend increased resources for such surveys as a matter of urgency. We are not satisfied about the adequacy of current arrangements for intervention to deal with a casualty at sea that threatens serious pollution and we recommend that these be reconsidered. (v) Discharges from vessels during operations. Deliberate and illegal discharges are a major cause of coastal pollution and of seabird mortality; there are great difficulties in the enforcement of the relevant international standards. We stress the importance of adequate port reception facilities for oily wastes. conclude that round-the-clock aerial surveillance to detect illegal discharges would not be cost effective but that use of this technique should be kept under review, especially in the context of co-operative arrangements between West European States. Further consideration should be given to the possibility of provisions in UK law to facilitate proceedings in respect of offences by foreign ships. Dealing with oil spills. Major oil spillages are bound to occur and contingency arrangements are needed to deal (vi) with them. We conclude that the present arrangements will not ensure the rapid and expert action that is essential; the response to a major spill should be conducted as a single co-ordinated operation, embracing action at sea, in in-shore waters, and on the land. -2-

We consider that for such emergencies central Government (acting through a suitably strengthened Marine Pollution Control Unit within the Department of Trade) should assume control of counter-pollution operations as a whole, and that statutory powers would be needed to support the Unit in this role. A corollary of our proposal is that the Government should initially meet the exceptional costs of dealing with such accidents, pending compensation through the established machinery. Policy regarding the use of dispersants to treat oil at sea requires review; there has been a misplaced emphasis on the effectiveness of these chemicals. More attention needs to be given to techniques for dealing with oil on the shore and to the problem of disposal of oily wastes. As you noted in your very kind letter to me of 29th June, my term of office as Chairman of the Royal Commission has now ended. I trust that this second report prepared by the Commission under my chairmanship will be of value to the Government in dealing with the many aspects of the problem of marine oil pollution. Sixcerely yours

Hanch. Komberg

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From Professor Sir Hans Kornberg FRS

Encronnelal Speri



Your reference

Our reference

RC/91/2

Royal Commission on Environmental Pollution

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Direct line 01-212 8710 Switchboard 01-212 3434

21 October 1981

Dear Prime Minister,

I wrote to you earlier this month to give you the main findings of the Commission's study of oil pollution of the sea. The Eighth Report, that records these findings, has now been published and I have pleasure in sending you a copy of it.

Kind regards Sincerely yours #52. Kombers

The Rt Hon Margaret Thatcher MP Prime Minister 10 Downing Street London SW1





Your reference

Our reference RC/91/2

Royal Commission on Environmental Pollution

Church House Great Smith Street London SW1 P 3BL

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20 October 1981

Dear Mr Whitmore

.. I enclose in advance of publication at 10.00 a.m. tomorrow, Wednesday 21 October, a copy of the "Confidential - Final Revise" of the Commission's Eighth Report, as laid before Parliament today and issued under "embargo" to lobby correspondents.

Copies of the "Confidential - Final Revise" are also being sent today to those on the attached list.

Yours sincerely

Harrie

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