

PARTICIPANT NOTES

TOPIC: 2-25-03

KEY POINTS	NOTES
Jonathan Cooke	British facilitator - UK Foreign Ministry - No great achievement will suddenly spring from these discussions Hoped for outcome will not be available - We're here to answer Qs, not to negotiate
Denis Pelbors	French Embassy, Suva - New Caledonia is an observer to the Forum French Polynesia - status is changing - Reassurance & comfort Fears are not rational - promoted by NGOs -
Jiro Higuchi	- Tea at 11 Lunch 1-2:30 Break at 3:30

ACTION

Draft of revised Paris Convention cannot be made available - because they are still under negotiations -  
France wants confidentiality to be maintained (Castien)?  
Re the ongoing negotiations re Paris Convention -

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KEY POINTS

NOTES

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Send LLM brochure  
& Catalogue

ACTION

**PARTICIPANT NOTES**

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Printail } Plumbeus  
Teal }  
Siva - oldest  
Sandpiper  
Crane - Retired

KEY POINTS	NOTES
<p><u>Film</u></p> <p>only 60% double hulled</p> <p>engine room stem &amp; hull engine room → midder</p> <p>Stem-back 2 midders are together →</p>	<p>MOX is used in 30 reactors in Europe 5-20 in Japan by 2010 - Thousands of yrs to dissolve a MOX pellet - plenty of time to recover the material</p> <p>PN TL - 5 vessels - 103 meters long. Double hulled - thru hull Carries 100 tons w / 5 tons of MOX</p> <p>800°C - 30 mins for more steel than real life / two layers</p> <p>Several thousands of meters</p> <div data-bbox="1262 982 1520 1255" style="border: 1px solid black; border-radius: 50%; padding: 5px; width: fit-content;"> <p>★ Pacific Crane - was not the retired oldest</p> </div>

**ACTION**

Crew Member  
Nottingham

IAEA - serious, honest, nonbiased -  
& we go further.

Boiler Ship driver, seconded to BNPL

→ Why not Suez - - because of security / safety concern  
"hot spot" we choose to avoid -  
Similarly - Malacca / S China Sea.

Voyages are nonstop.  
Massive duplication

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<p><u>Booker</u></p>	<p>Booker - Salvage teams available around the world</p> <p>Sonar to 10,000 meters -</p> <p>Ships have brackets &amp; towing gizmos for salvage -</p> <p>1998 - Pacific Swan - visited Cape Town -</p> <p>Twice a month - spent full comes from northern Europe into <u>Barrow</u>.</p> <p>→ Never have had an accident</p>
<p><u>Jan Claude</u></p>	<p><sup>Guais</sup> - Terrorist threat -</p> <p>Acknowledged that it might be in EEZ.</p> <p>Security is inconsistent w/ transparency.</p>

**ACTION**

Even if hit by plane, casks would withstand collision - even tho, casks were not designed for such an attack.

Starfighter - colliding w/ cask - test in Japan - Komatsu didn't know about it -

Even if cask is damaged -

The sea is radioactive naturally

Adding teaspoon of salt in large salt-water swimming pool -

Agrees that perception & damage to tourists & fish will be serious & that compensation may be necessary.

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Jean Claude Guais  ⇒  NEPA/EIS } ⇒ Any public input or comment?	Damage would be much less than oil cargo - £15 - What is the credible worse case scenario - "Our good friends from Greenpeace" - 10 <sup>-17</sup> probability of Ed Lyman's proposed accident scenario (NCE) according to Sandra  Lengthy, costly, complicated Public role  The CRIEPI Study (Japan) Hypothetical accident ① Nearshore sinking ② Deep sea sinking 200 m depth / 7 km offshore no salvage or recovery

ACTION
☆ compare to IGP/AD experts - 1,000 deaths over 10,000 over 100 new ones for add dumping over 10,000/yr.  no non-scientific no effect on Pacific routes or Pacific issues

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Bernard Castlen	<p>Update on Paris-Bussels Convention - Will be a diplomatic conference in first half of 2003 Paris will require 2/3 of party [14] [contracting parties] ① { Bussels amendments will require 100% ratification by contracting parties [11] [not Greece, Portugal &amp; Turkey]</p> <p><u>Nuclear operator</u> is exclusively operator - <u>Strict liability</u> - <u>Steps forward</u> * more people * more damage * more money</p>

**ACTION**  
Applies to nuclear damage in EEZ of noncontracting party  
if they have no nuclear installations in their territory -

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KEY POINTS

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Bernard Cestier

Limit - transport 80 million Euros  
 State guarantees up to 700 million Euros -  
 States must meet minimum limits -  
 & can increase them -  
 Germany now allows unlimited liability

for Operator  
 \* & State is liable up to 700M Euros

Jean Sese  
 30yrs is still too short -  
 \* - Marshall Islands  
 After 30yrs there will be further damage, but claim cannot be brought

- \* Statute of Limitations will increase from 10 to 30yrs.
  - \* States can bring action on behalf of its citizen
  - \* Terrorism is covered - no exoneration -
- Ratification will occur in 2-3 years.  
 In no situation can we can bring a claim in Vanuatu courts.  
 [unless Vanuatu ratifies the Convention]

ACTION

\* no risk for Japan

COGEMA has insurance of 150M French francs  
 Cogema deals with higher risks in its private contracts.

Scope is narrow  
 Not applicable to Non contracting States ~~unless~~ except to EER waters → not to TS waters!  
 (damage in)

weird

Brussels definition of damages is more restrictive  
 (4rs)

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(scenario (b))

KEY POINTS	NOTES
Bernard Castien	<p>No compensation w/o any direct cause or link - can't get insurance for that - so for an incident w/o release of radioactive energy - so no compensation is possible - w/o fault/responsibility/links cannot be indemnification -</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p>We have no solution to propose</p> </div> <p>Copies of overheads <u>cannot</u> be provided to us -</p>
Mansfield	<p>Do the Contracting parties accept the expanded definition of damage in the treaty?</p>

**ACTION**

Castien - Each contracting party will revise its law to correspond to the treaty -

Julian Lundberg - Evidently, each country seems to have some discretion to determine damages -

Castien - French law currently copies Paris Convention -

Mansfield - British cts will endeavor to interpret domestic law to be consistent with the treaty it is

implementing - { 9am Wed } ←