Τ.Ε.Ι ΚΡΗΤΗΣ
ΣΧΟΛΗ ΕΦΑΡΜΟΣΜΕΝΩΝ ΕΠΙΣΤΗΜΩΝ

ΤΜΗΜΑ ΜΗΧ. ΦΥΣΙΚΩΝ ΠΟΡΩΝ ΚΑΙ ΠΕΡΙΒΑΛΛΟΝΤΟΣ

ΤΟΜΕΑΣ ΥΔΑΤΙΚΩΝ ΠΟΡΩΝ & ΓΕΩΠΕΡΙΒΑΛΛΟΝΤΟΣ

ΑΞΙΟΛΟΓΗΣΗ ΤΗΣ ΕΥΑΙΣΘΗΣΙΑΣ ΑΚΤΟΓΡΑΜΜΗΣ ΣΤΗΝ ΠΕΡΙΟΧΗ ΧΑΝΙΩΝ

ΠΤΥΧΙΑΚΗ ΕΡΓΑΣΙΑ

Κωτούλας Κωνσταντίνος

Σεπτέμβριος 2014

Τ.Ε.Ι ΚΡΗΤΗΣ – ΠΑΡΑΡΤΗΜΑ ΧΑΝΙΩΝ
ΤΜΗΜΑ ΦΥΣΙΚΩΝ ΠΟΡΩΝ ΚΑΙ ΠΕΡΙΒΑΛΛΟΝΤΟΣ
ΤΟΜΕΑΣ ΥΔΑΤΙΚΩΝ ΠΟΡΩΝ & ΓΕΩΠΕΡΙΒΑΛΛΟΝΤΟΣ

ΑΞΙΟΛΟΓΗΣΗ ΤΗΣ ΕΥΑΙΣΘΗΣΙΑΣ ΑΚΤΟΓΡΑΜΜΗΣ ΣΤΗΝ ΠΕΡΙΟΧΗ ΧΑΝΙΩΝ

Πτυχιακή Εργασία:

Κωτούλας Κωνσταντίνος

Επιβλέπουσα:

Δρ. Κόκκινου Ελένη- Αναπληρώτρια Καθηγήτρια

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Ημερομηνία Παρουσίασης:

Άυξοντας αριθμός Πτυχιακής Εργασία

Περίληψη

Σκοπός της συγκεκριμένης εργασίας είναι να εξετάσει λεπτομερώς την ευαισθησία σε πιθανή ρύπανση (πετρελαιοειδή και επιπλέοντα αντικείμενα) του μετώπου της πόλης των Χανίων. Η υλοποίηση της συγκεκριμένης εργασίας στηρίχτηκε σε βιβλιογραφική έρευνα και κυρίως στην μεθοδολογία που προτείνεται στην εργασία των Alves, Kokinou and Zodiatis (2014) με τίτλο "A three-step model to assess shoreline and offshore susceptibility to oil spills: The south Aegean (Crete) as an analogue for confined marine basins", η οποία δημοσιεύτηκε στο επιστημονικό περιοδικό Marine Pollution Bulletin του εκδοτικού οίκου Elsevier τον Αύγουστο του έτους 2014.

Abstract

Main purpose of the present study to examine in detail the potential susceptibility to pollution (oil spills and floating objects) in the front of the Chania city in Crete. The implementation of this work is based on bibliographic research and in the methodology proposed in the work of Alves, Kokinou and Zodiatis (2014) entitled "A three-step model to assess shoreline and offshore susceptibility to oil spills: The south Aegean (Crete) as an analogue for confined marine basins ", published in the journal Marine Pollution Bulletin published by Elsevier in August of 2014.

ΠΕΡΙΕΧΟΜΕΝΑ

1 ΕΙΣΑΓΩΓΗ

1.1 Σκοπός της εργασίας

Οι παράκτιες περιοχές αποτελούν περιοχές με έντονη ανάπτυξη του φυτικού και ζωϊκού κόσμου. Επιπρόσθετα φιλοξενείται και ένα μεγάλο μέρος των ανθρώπινων δραστηριοτήτων. Αποτελούν επομένως ένα ευαίσθητο και πολύπλοκο οικοσύστημα, το οποίο χρήζει σεβασμού και προστασίας.

Στόχος της παρούσας εργασίας είναι η διευρεύνηση της ευαισθησίας σε πιθανή ρύπανση (πετρελαιοειδή και επιπλέοντα αντικείμενα) του παραλιακού μετώπου της πόλης των Χανίων. Ο λόγος που επιλέχθηκε να εκτιμηθεί η ευαισθησία της ακτογραμμής του παραλιακού μετώπου των Χανίων είναι ότι παρουσιάζει μεγάλη ανομοιμορφία στην γεωμορφολογία της και συνεπώς τροποποιείται η ευαισθησία της κατά τμήμα.

1.2 Μεθοδολογία εκπόνησης

Η μεθοδολογία εκπόνησης της παρούσας εργασίας περιλαμβάνει:

- Την συγκέντρωση των διαθέσιμων πληροφοριών (βυθομετρία, τοπογραφικό ανάγλυφο, παράκτια γεωλογία, κ.λ.π.) καθώς και επιστημονικές δημοσιεύσεις από την ελληνική και διεθνή βιβλιογραφία, καθώς και ερμηνεία αεροφωτογραφιών για τις περιοχές ενδιαφέροντος και την ευρύτερη περιοχή.
- Την μελέτη των google maps για την περιοχή ενδιαφέροντος
- Την έρευνα πεδίου
- Την επεξεργασία και αξιολόγηση του συνόλου των δεδομένων
- Σύνταξη της παρούσας εργασίας.

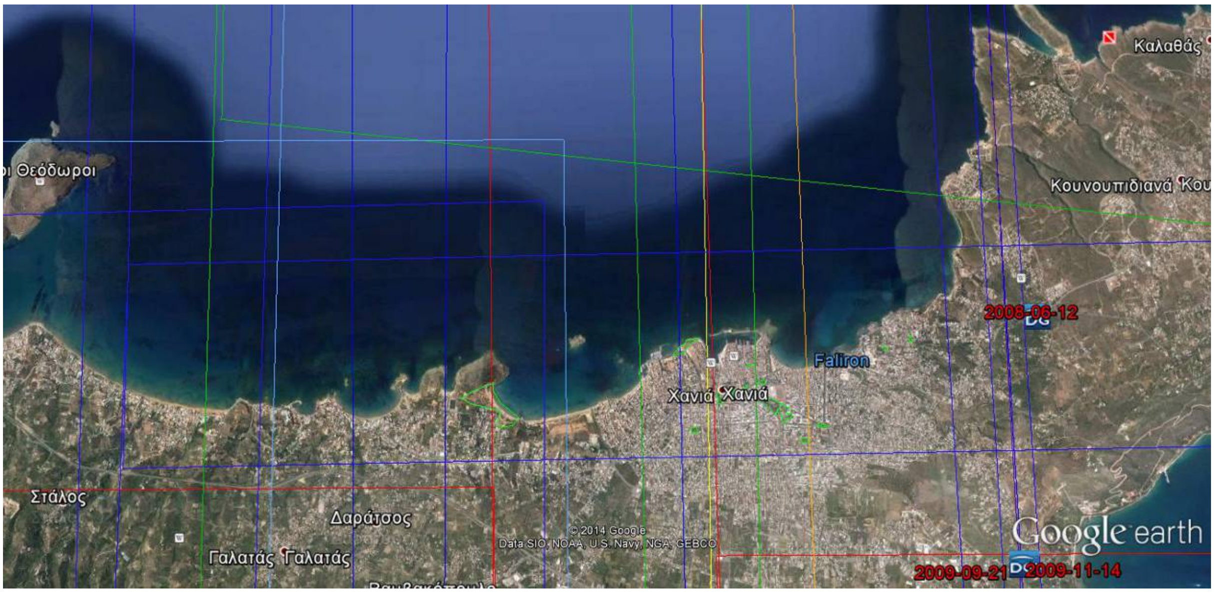
1.3 Γεωγραφική θέση και περιγραφή της ευρύτερης περιοχής

Ο νομός Χανίων καλύπτει το δυτικό τμήμα της Κρήτης κι έχει έκταση 2376 Km^2 και πληθυσμό 140000 κατοίκους (απογραφή 1991). Ο νομός υποδιαιρείται σε πέντε επαρχίες με πρωτεύουσα την πόλη των Χανίων (52000 κατ). Από το 1999 ο νομός χωρίζεται σε 23 Δήμους (Καποδιστριακούς) και 2 κοινότητες. Η βόρεια περιοχή του Νομού με πολύ φιλόξενες θάλασσες καταλήγει σε τρεις χερσονήσους. Όσον αφορά τη νότια πλευρά του νησιού προς την πλευρά του Λιβυκού πελάγους παρουσιάζει τη μεγαλύτερη ηλιοφάνεια στην Ευρώπη. Βόρεια, δυτικά και νότια ο νομός περιβάλλεται από θάλασσα.

Το έδαφος του Ν. Χανίων είναι στη μεγαλύτερή του έκταση ορεινό και ημιορεινό. Εξαίρεση αποτελεί η πεδιάδα των Χανίων. Αναλυτικά η κατανομή του εδάφους σε κατηγορίες έχει ως εξής : 18% πεδινό, 19% ημιορεινό και 63% ορεινό.

Στα Χανιά βρίσκεται μία από τις ψηλότερες οροσειρές της χώρας : τα Λευκά Όρη ή Μαδάρες. Ψηλότερη κορυφή τους είναι οι Πάχνες (2.452 μ.). Βρίσκεται στο ΝΑ τμήμα του νομού και εκτείνεται μέχρι τα παράλια. Σχηματίζει πολλές κορυφές και οροπέδια. Η μοναδική μεγάλη πεδιάδα του νομού είναι αυτή των Χανίων, που καταλαμβάνει το βόρειο τμήμα του. Μικρές πεδιάδες σχηματίζονται και στα νότια της επαρχίας Αποκορώνου. Στο νομό σχηματίζονται επίσης και οροπέδια. Τα σημαντικότερα είναι : του Ομαλού, της Ανωπόλεως, του Ασκύφου και της Ίμπρου. Ο Ν. Χανίων έχει μόνο μικρούς ποταμούς ή χειμάρρους. Οι σπουδαιότεροι είναι: Τυφλός, Κολένης, Ταυρονίτης, Καλαμονίτης, Κερίτης, Θερισανός, Κοιλιάρης, Ξυδές, Βρυσιανός και Κακοδικιανός. Οι ακτές των Χανίων είναι πολυσχιδείς. Κύρια χαρακτηριστικά τους είναι : οι κόλποι Κισσάμου και Χανίων, οι όρμοι Σούδας, Αλμυρού, Σούγιας και Αγίας Ρουμέλης και τα ακρωτήρια Βούξα, Σπάντα και Δράπανο. Τα Λευκά Όρη, στις νότιες κυρίως πλαγιές τους, καλύπτονται από πεύκα. μικρά δάση από καστανιές συναντώνται στο δυτικό τμήμα του νομού.

Τα Χανιά είναι η δεύτερη μεγαλύτερη πόλη της Κρήτης με 52000 κατοίκους και αναμφισβήτητα η πόλη που διατήρησε τον «παλιό» χαρακτήρα της περισσότερο από τις άλλες. Γύρω από το Καστέλλι και το λιμάνι, στη λεγόμενη «παλιά πόλη», πολλά κτίρια ή ακόμη και ολόκληρες συνοικίες έχουν διατηρηθεί σε πολύ καλή κατάσταση από την εποχή των Βενετών και των Τούρκων. Η καινούρια πόλη έχει χτιστεί σύμφωνα με ένα μοντέρνο σχέδιο με μεγάλους δρόμους, πάρκα και όμορφα κτίρια (Σχήμα 1.1).



Σχήμα 1.1 Χάρτης Google με τη θέση της περιοχής μελέτης.

2 ΓΕΝΙΚΑ ΓΕΩΛΟΓΙΚΑ ΣΤΟΙΧΕΙΑ ΓΙΑ ΤΗΝ ΕΥΡΥΤΕΡΗ ΠΕΡΙΟΧΗ ΜΕΛΕΤΗΣ

2.1 Γεωμορφολογικά και Στρωματογραφικά στοιχεία

Η εξεταζόμενη πειροχή βρίσκεται στην πεδιάδα των Χανίων και για την ακρίβεια αποτελεί το βόρειο τμήμα της ευρύτερης περιοχής των Χανίων. Το ανάγλυφο της περιοχής είναι γενικά ομαλό δικτύου (Σχήμα 2.1). Η στρωματογραφία της περιοχής αποτελείται κυρίως από Πλειοκαινικές αποθέσεις αποτελούμενες από μαργαϊκούς ψαμμίτες, μάργες, μαργαϊκούς ασβεστολίθους,κροκαλοπαγή και παρεμβολές γύψων (g). Κατά θέσεις παρατηρείται επικράτηση των μαργών (m), των μαργαϊκών ασβεστολίθων (k) και των κροκαλοπαγών.

2.2 Μεταλπική τεκτονική

Από τις τεκτονικές κινήσεις, οι οποίες έδρασαν στην διάρκεια του γεωλογικού χρόνου στην περιοχή της Κρήτης και επηρέασαν την δομή της, ενδιαφέρον για την παρούσα μελέτη παρουσιάζει η νεοτεκτονική δράση (Kilias et al., 1993) η οποία εξακολουθεί να δρα έως και σήμερα. Οι νεοτεκτονικές κινήσεις οφείλονται σε γενικότερη περιστροφή του νησιού γύρω από οριζόντιο άξονα διεύθυνσης ΒΑ - ΝΔ (Fytrolakis, 1980). Στην κίνηση αυτή το νησί συμμετέχει σαν ένα σύστημα τεκτονικών τεμαχών διαφορετικού μεγέθους και φοράς κίνησης.

Ενδεικτικό του είδους του τεκτονισμού που έχει επηρεάσει την ευρύτερη περιοχή ενδιαφέροντος αποτελούν οι εναλλαγές επιφανειών ισοπέδωσης και χαραδρώσεων - ενεργών κοιτών του υδρογραφικού δικτύου. Η ευρύτερη νεοτεκτονική λεκάνη του Ηρακλείου οριοθετείται από ρηξιγενείς ζώνες προσανατολισμένες περί τις γενικές διευθύνσεις Β - Ν και Α - Δ, τα δε επιμέρους ρηξιγενή τεμάχη παρουσιάζουν διαφορετικό βαθμό και φορά ανύψωσης μεταξύ του βόρειου τμήματος τους σε σχέση με το νότιο, το οποίο στην προκειμένη περίπτωση της εξεταζόμενης περιοχής, έχει μεγαλύτερη τιμή. Το γεγονός αυτό υποδυκνύει ότι ο άξονας περιστροφής είναι προσανατολισμένος στη διεύθυνση Α - Δ και ότι η βύθιση έχει γίνει προς τα βόρεια.

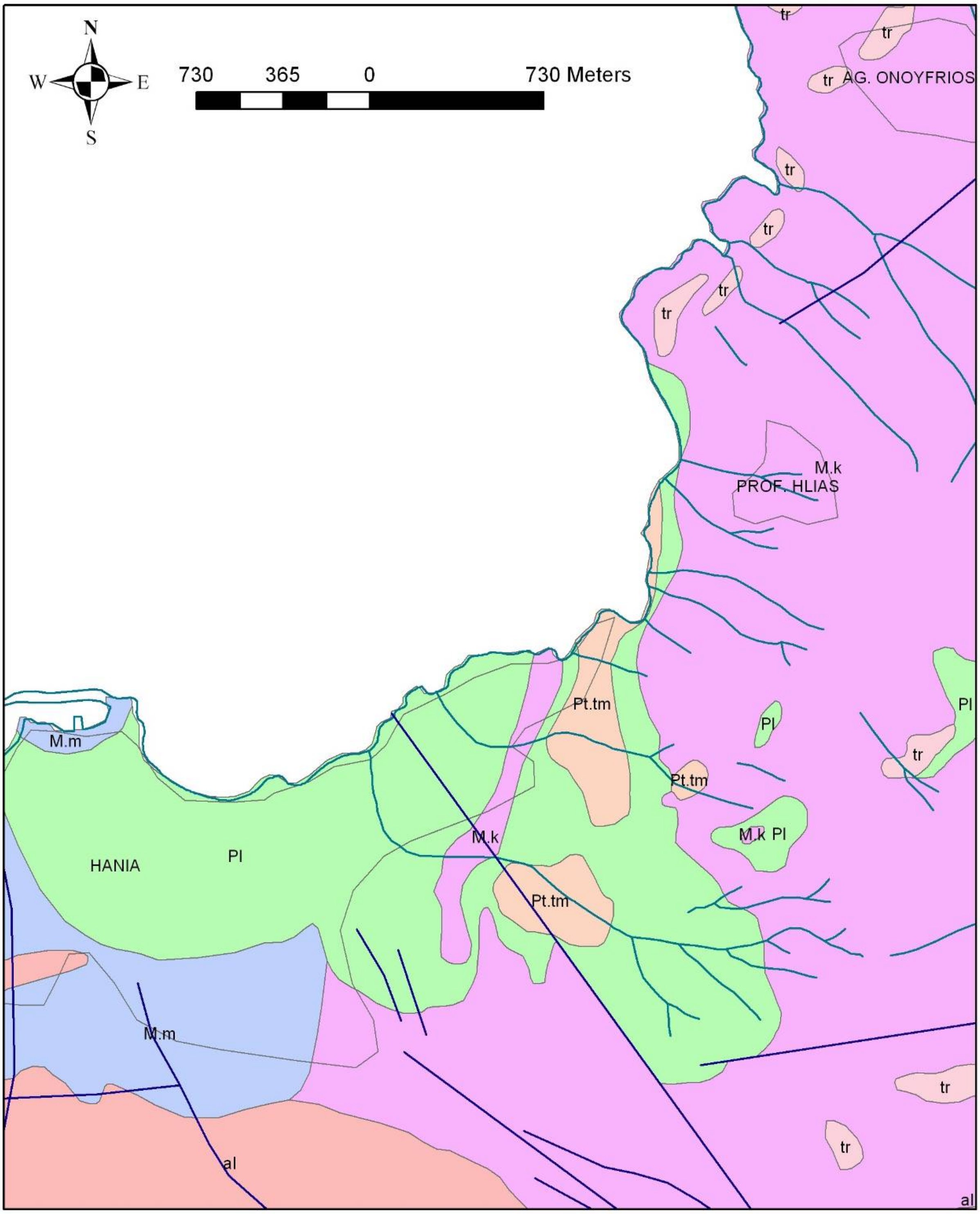
Η τεκτονική κατά την διάρκεια του Νεογενούς για την περιοχή της Κρήτης είναι κυρίως εφελκυστική με πιθανά διαλείμματα συμπιεστικών φάσεων. Από το Μειόκαινο έως σήμερα δύο μεγάλα γεωδυναμικά γεγονότα καθορίζουν την γεωλογική εξέλιξη της Κρήτης: η σύγκλιση Αφρικής και Ευρασίας και της διαφυγής της μικροπλάκας της Ανατολίας προς τα νοτιοδυτικά. Τρεις μεγάλες ομάδες ρηγμάτων προέκυψαν από τις εφελκυστικές φάσεις που έπληξαν την Κρήτη από το Μειόκαινο έως σήμερα.

Η πρώτη και παλαιότερη ομάδα αποτελείται από ρήγματα γενικής διεύθυνσης Α-Δ με ηλικία Μέσο/Άνω Μειόκαινο με αρχές Μεσσηνίου. Οι λεκάνες που είναι προσανατολισμένς στην διεύθυνση Α-Δ είναι αποτέλεσμα αυτών των ρηγμάτων.

Τα ρήγματα γενικής διεύθυνσης Β-Ν και ηλικίας περίπου τέλος Μεσσηνίου με μέσο Πλειόκαινο αποτελούν την δεύτερη μεγάλη ομάδα, υπεύθυνη για την δημιουργία των λεκανών του Ηρακλείου, Ιεράπετρας και Καστελίου Χανίων.

Τέλος η τρίτη και νεότερη ομάδα αποτελείται από ρήγματα γενικής διεύθυνσης ΒΑ-ΝΔ και ΒΔ-ΝΑ. Πολλά από αυτά τα ρήγματα είναι ακόμα ενεργά.

Τα πιο αξιόλογα τεκτονικά στοιχεία στην ευρύτερη περιοχή (Σχήμα 2.1) είναι η παρουσία ρηξιγενούς ζώνης διεύθυνσης ΒΔ-ΝΑ. Στο σημείο αυτό πρέπει να αναφερθεί ότι δεν εντοπίζεται η παρουσία κάποιου ρήγματος στην εξεταζόμενη περιοχή.



Σχήμα 2.1 Γεωλογικός χάρτης της πόλης των Χανίων όπου παρουσιάζονται οι κρυριότεροι γεωλογικοί σχηματισμοί, τα ρήγματα και το υδρογραφικό δίκτυο. Επεξήγηση συμβόλων: al-Αλλουβιακές αποθέσεις, tr-αποθέσεις ερυθρογής, κυρίως εντός καρστικών εγκοίλων, Pt.tm-Μάργες, άμμοι, κροκαλοπαγή, Pl-Πλειοκαινικές αποθέσεις, M.m and M.k-, Μειοκαινικές αποθέσεις.

3. Η ΒΥΘΟΜΕΤΡΙΑ ΣΤΗΝ ΕΥΡΥΤΕΡΗ ΠΕΡΙΟΧΗ ΤΗΣ ΚΡΗΤΗΣ

3.1 Εισαγωγή

Στο συγκεκριμένο κεφάλαιο παρουσιάζεται η επεξεργασία των στοιχείων που προέκυψαν από την ψηφιοποίηση των ναυτικών χαρτών της Κρήτης. Ο στόχος ήταν, με βάση την βαθυμετρία και σε συνδυασμό με βιβλιογραφική έρευνα (Leite & Mascle, 1982; ten Veen and Postma, 1999; Le Pichon et al., 2002, Alves et al., 2007, Βραχνού, 2011), να προσδιοριστούν οι κύριες ρηξιγενείς δομές στον θαλάσσιο χώρο της Κρήτης.

3.2 Βυθομετρικοί χάρτες

Βυθομετρικός Χάρτης: η χωρική απεικόνιση του βυθού σε μια οριζόντια διάσταση Ναυτικός Χάρτης: η περιληπτική παρουσίαση της παράκτιας και θαλάσσιας περιοχής που περιλαμβάνει απαραίτητες πληροφορίες για την ασφαλή ναυσιπλοΐα. Σε έναν ναυτικό χάρτη περιλαμβάνονται βυθομετρικά δεδομένα που δίνουν μια σχετικά καλή εικόνα της μορφολογίας του βυθού

Βυθομετρική διατομή: η δισδιάστατη απεικόνιση του βυθού σε μια κάθετη τομή

Ισοβαθής: η γραμμή που ενώνει τα σημεία με ίδιο βάθος.

Ισοδιάσταση: η απόσταση σε μέτρα μεταξύ δυο διαδοχικών ισοβαθών.

Χαρακτηριστικά ναυτικών χαρτών

Τα κυριότερα στοιχεία ενός ναυτικού χάρτης είναι η χωρική διευθέτηση των απαραίτητων γεωγραφικών πληροφοριών, η απεικόνιση της ξηράς, ακτογραμμής και του θαλάσσιου πυθμένα, και σύμβολα ναυσιπλοΐας.

Χωρική διευθέτηση

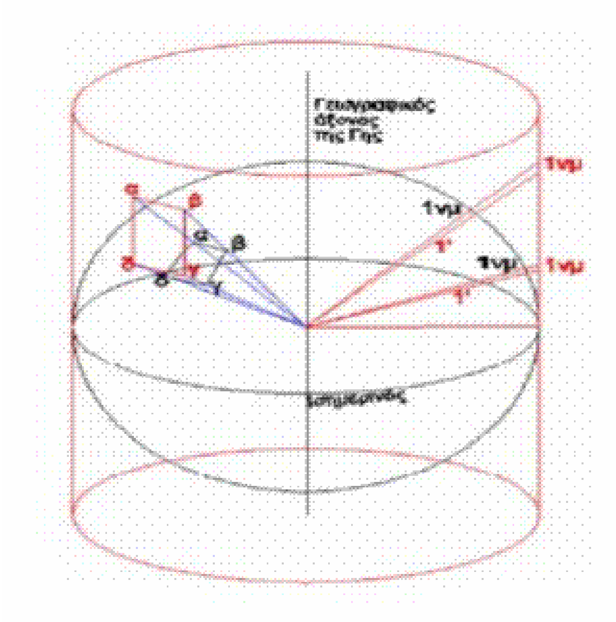
Συντεταγμένες

Κάθε σημείο της επιφάνειας της Γης προσδιορίζεται από δύο Γεωγραφικές Συντεταγμένες: Το Γεωγραφικό Πλάτος (φ, Latitude) που είναι το τμήμα (τόξο) του μεσημβρινού που περιλαμβάνεται μεταξύ του ισημερινού της γης και της συγκεκριμένης θέσης. Μετράται σε μοίρες, όπου η αρχή του (00°) είναι ο Ισημερινός και το τέλος του (90°) είναι οι πόλοι.

Χαρακτηρίζεται ως Βόρειο (N) ή Νότιο (S), αναλόγως το ημισφαίριο στο οποίο βρίσκεται η θέση. Το Γεωγραφικό Πλάτος σημειώνεται στο αριστερό και δεξιό πλαίσιο ενός ναυτικού χάρτη. Με βάση αυτή την κλίμακα μετρώνται όλες οι αποστάσεις πάνω στον χάρτη, όπου η μια μοίρα ισοδυναμεί με 60 ναυτικά μίλια (1ο = 60 μίλια = 111,11 χλμ.) και ένα πρώτο της μοίρας ισοδυναμεί με ένα ναυτικό μίλι και (1΄ = 1 μίλι = 1,852 χλμ.). Το Γεωγραφικό Μήκος (λ, Longitude) είναι το τμήμα (τόξο) του παράλληλου που περιλαμβάνεται μεταξύ του 1ου μεσημβρινού και της συγκεκριμένης θέσης. Μετράται σε μοίρες, όπου η αρχή του (000˚) είναι ο μεσημβρινός που διέρχεται από το Greenwich και το τέλος του (180˚) είναι ο (αντί-)μεσημβρινός που διέρχεται κοντά από τα νησιά Φίτζι στον Ειρηνικό Ωκεανό. Χαρακτηρίζεται ως Ανατολικό (Ε) ή Δυτικό (W) αναλόγως το ημισφαίριο στο οποίο βρίσκεται η θέση. Το Γεωγραφικό Μήκος σημειώνεται στο πάνω και κάτω πλαίσιο του ναυτικού χάρτη. Σε αντίθεση με την κλίμακα μήκους τις οποίας οι υποδιαιρέσεις έχουν το ίδιο πάχος, στην κλίμακα πλάτους, όσο πλησιάζουμε προς τους πόλους το πάχος των υποδιαιρέσεων μειώνεται.

Προβολή

Οι ναυτικοί χάρτες στην Ελλάδα απεικονίζονται με βάση την Εγκάρσια Μερκατορική Προβολή (Universal Transverse Mercator ή U.T.M.) (σχ. 3.1), για ζώνες εύρους 6° (η γη χωρίζεται σε 60 ζώνες). Στην Ε.Μ.Π., η γήινη επιφάνεια προβάλλεται πάνω σε έναν κύλινδρο, ο άξονας του οποίου είναι κάθετος ως προς την ευθεία που ενώνει τους δύο πόλους. Ο μεσημβρινός που ορίζεται από την επαφή του κυλίνδρου με τη γήινη επιφάνεια είναι ο Κεντρικός Μεσημβρινός της προβολής και ταυτίζεται με τον κατακόρυφο άξονα του προβολικού συστήματος. Ο οριζόντιος άξονας όλων των Ε.Μ.Π. είναι ο Ισημερινός.



Σχήμα 3.1 Η Εγκάρσια Μερκατορική Προβολή της επιφάνειας της γης.

Κλίμακα

Κλίμακα ενός χάρτη είναι η σχέση ανάμεσα στο σχεδιασμένο γραφικό μήκος και στο αντίστοιχο πραγματικό. Η κλίμακα ορίζεται ως ένα κλάσμα που έχει αριθμητή το σχεδιασμένο μήκος στον χάρτη και παρονομαστή το αντίστοιχο πραγματικό μήκος:

Κ=1/α

Για παράδειγμα, ένας χάρτης με κλίμακα 1:50.000 (ένα προς πενήντα χιλιάδες) υποδηλώνει ότι 1 cm στον χάρτη αντιστοιχεί σε 50.000 cm (ή 500 m) στην πραγματική διάσταση της χαρτογραφημένης περιοχής.

Εκτός από την κλίμακα γεωγραφικού πλάτους και μήκους που πλαισιώνει τον χάρτη, πιθανώς να υπάρχει και μια γραφική κλίμακα, με την μορφή βαθμονομημένης γραμμής που αντιπροσωπεύει με μονάδες αποστάσεων στο έδαφος (συνήθως σε χιλιόμετρα ή μίλια).

Προσανατολισμός

Συνήθως οι χάρτες είναι προσανατολισμένοι με το πάνω μέρος τους προς τον βορρά. Ωστόσο, υπάρχουν γραφικά σύμβολα που επιβεβαιώνουν την αρχή αυτή. Ένα ιδιαίτερο σύμβολο είναι το Ανεμολόγιο Ναυτικού Χάρτη (compass rose).

Πρόκειται για χάρτινο δίσκο που αναπαριστά τον ορίζοντα, η περιφέρεια του οποίου υποδιαιρείται από 0° έως 360° (στη πράξη το σημείο 0° είναι το αυτό των 360°) και φέρει δύο διαμέτρους κάθετες από τις οποίες η μία δείχνει τη μεσημβρινή γραμμή με άκρα τα σημεία του ορίζοντα Β (Βορρά) και Ν (Νότου) και η άλλη τη γραμμή του πρώτου καθέτου με άκρα τα σημεία του ορίζοντα Α (Απηλιώτη - Ανατολή) και Ζ (Ζέφυρο -Δύση). Έτσι ο δίσκος διαιρείται σε 4 τεταρτοκύκλια, προς 90 μοίρες έκαστο, το πρώτο Β-Α, το δεύτερο Ν-Α, το τρίτο Ν-Ζ και το τέταρτο Β-Ζ. Τα ανεμολόγια χρησιμεύουν εκτός του προσδιορισμού των ανέμων στη μέτρηση πλεύσεων, διοπτεύσεων, ραδιοδιοπτεύσεων, και του αζιμούθιου. Ο εσωτερικός κύκλος του ανεμολογίου ονομάζεται Μαγνητικό Ανεμολόγιο. Διαιρείται σε 360°, με τον μαγνητικό Βορρά να βρίσκεται στις 0o και 360o. Λόγω της μη ταύτισης του γεωγραφικού με τον μαγνητικό βορρά, τα σταυρόνημα των δύο ομόκεντρων κύκλων του ανεμολογίου δεν συμπίπτουν. Η διαφορά αυτή ονομάζεται Απόκλιση και διαφέρει από τόπο σε τόπο. Στο κέντρο του ανεμολογίου αναφέρεται και η ετήσια απόκλιση της περιοχής. Έτσι, όταν στο ανεμολόγιο υπάρχει η ένδειξη 2o 53΄Α 1997 (2΄Α) σημαίνει ότι η Απόκλιση στο συγκεκτριμένο σημείο ήταν 2o 53΄ Ανατολική του 1997 και αυξάνεται (με κατεύθυνση Ανατολική) κατά 2΄ το έτος. Επομένως, το 2008 η Απόκλιση θα πρέπει να είναι: 2o 53΄ + 0o 22΄ (0o 02΄ x 11 έτη) = 3o 15΄ Ανατολική.

<u>Απεικόνιση της ξηράς και της ακτογραμμής</u>

Ακτογραμμή

Η ακτογραμμή είναι το όριο μεταξύ της στεριάς και της θάλασσα και ταυτίζεται με την ισοβαθή του «μηδέν». Επειδή η στάθμη της θάλασσας μεταβάλλεται συνεχώς, η μέτρηση των βαθών και η επακόλουθη απεικόνιση τους στους ναυτικούς και βυθομετρικούς χάρτες, πρέπει να αναχθεί σε ένα σταθερό οριζόντιο επίπεδο αναφοράς το οποίο λέγεται Επίπεδο Αναγωγής Βολισμάτων (sounding datum). Στην Ελλάδα το Ε.Α.Β. ταυτίζεται με την χαμηλότερη στάθμη της παλίρροιας (δηλαδή την Κατωτάτη Ρηχία - Κ.Τ.Π.) έτσι ώστε, σχεδόν πάντοτε, τα πραγματικά βάθη στην περιοχή να μην είναι μικρότερα από αυτά που απεικονίζονται στους χάρτες, για λόγους ασφάλειας της ναυσιπλοΐας. Η Κ.Τ.Π. είναι το ελάχιστο ύψος της επιφάνειας της θάλασσας που παρατηρήθηκε τα τελευταία 18,6 χρόνια, τουλάχιστον.

Επισημαίνεται ότι το σημείο «μηδέν» των ναυτικών και βυθομετρικών χαρτών δεν συμπίπτει με το τοπογραφικό σημείο μηδέν, το οποίο ορίζεται ως η Μέση Στάθμη της Θάλασσας (Μ.Σ.Θ.), δηλαδή το μέσο ύψος της επιφάνειας της θάλασσας που προκύπτει από παρατηρήσεις που λαμβάνονται ανά ίσα χρονικά διαστήματα για μία μακροχρόνια περίοδο που κατά προτίμηση πρέπει να είναι τουλάχιστον 18,6 έτη. Πρακτικά, το «μηδέν» των ελληνικών ναυτικών χαρτών είναι, κατά μέσο όρο, περίπου 50 cm χαμηλότερα από το «μηδέν» των τοπογραφικών χαρτών και, επομένως, η ακτογραμμή στους ναυτικούς χάρτες είναι μετατωπισμένη κατά τι προς τη θάλασσα.

Ωστόσο, το «μηδέν» ενός ναυτικού χάρτη μπορεί να διαφέρει από το αντίστοιχο «μηδέν» κάποιου άλλου ναυτικού χάρτη. Για παράδειγμα, σε περιοχές με μεγάλο παλιρροιακό εύρος, η Κατώτατη ρηχία είναι σε χαμηλότερο επίπεδο (π.χ. στη Βόρεια Γαλλία είναι 4 μέτρα κάτω από το απόλυτο τοπογραφικό «μηδέν») από ότι σε περιοχές με μικρό παλιρροιακό εύρος (π.χ. στη Ελλάδα είναι 0,5 μέτρα κάτω από το απόλυτο τοπογραφικό «μηδέν»).

Το είδος της ακτής

Η αποτύπωση της μορφολογίας μιας ακτής πάνω σε ένα ναυτικό χάρτη είναι ιδιαίτερα σημαντική για την ασφαλή προσέγγιση των περιοχών αυτών από τα σκάφη. Συνήθως γίνεται μια απλουστευμένη ταξινόμηση και χρησιμοποιούνται διάφορα σύμβολα, όπως ένα νέφος τελειών για αμμώδεις παραλίες, κάθετες πυκνές γραμμές για απόκρημνες βαραχώδεις ακτές κ.ά.. Επιπλέον, είναι δυνατό να δίνονται πληροφορίες για το αν μια παράκτια περιοχή είναι ελώδης, δενδοφυτεμένη, άγονη κ.ά.

Ξηρά

Η γραφική απεικόνηση του χερσαίου τμήματος μιας περιοχής είναι σχετικά απλή και έχει συνήθως κίτρινο φόντο. Περιλαμβάνονται περιορισμένες πληροφορίες για το υψόμετρο (ισοϋψείς ανά 100 m, ύψη κορυφών βουνών και λόφων), το υδρογραφικό και συγκοινωνιακό δίκτυο καθώς και ονόματα οικισμών, χωριών ή πόλεων.

Προβολή σταθερών σημείων

Ένα από τα απαραίτητα δεδομένα που περιλαμβάνει ένας ναυτικός χάρτης είναι η προβολή των φάρων με τα διακριτικά τους και τα τόξα ορατότητάς τους. Οι φάροι είναι κτίσματα που οικοδομούνται σε διάφορα σημεία των ηπειρωτικών και, νησιωτικών ακτών, στην κορυφή των οποίων υπάρχει ειδικός μηχανισμός που φωτοβολεί (εκπέμπει) φως. Για πολλούς αιώνες αποτελούν ένα ιδιαίτερο βοηθητικό μέσο στην ασφαλή ναυσιπλοΐα. Το σύνολο των εγκατεστημένων φάρων, η διάταξή τους και τα χαρακτηριστικά εκάστου αποτελούν το φαρικό σύστημα της Χώρας που περιλαμβάνεται σε ειδικά ναυτιλιακά βοηθήματα, τους

Φαροδείκτες

Αρμόδια Υπηρεσία ελέγχου και γενικής εποπτείας του ελληνικού φαρικού συστήματος είναι η Υπηρεσία Φάρων, ανεξάρτητη Υπηρεσία του Ελληνικού Πολεμικού Ναυτικού. Επιπρόσθετα, για τη διευκόλυνση των ναυτιλομένων και τον καλύτερο προσανατολισμό τους, οι ναυτικοί χάρτες περιλαμβάνουν πολλές φορές κάποια ευδιάκριτα σταθερά σημεία επί της χέρσου («σημάδια»), όπως εκκλησίες, κάστρα, γέφυρες, πηγές κ.ά., έτσι ώστε να είναι δυνατή η άμεση αναγνώρισή τους σε περίπτωση ανάγκης. Ωστόσο, στους χάρτες υπάρχουν πολλά σφάλματα που σχετίζονται με την ακριβή θέση των παραπάνω σημειακών και γραμμικών συμβόλων ή με τα ονόματα των τοποθεσιών. Για αυτό οι χάρτες αναθεωρούνται και βελτιώνονται με νέες διορθωμένες εκδόσεις.

Απεικόνηση του θαλάσσιου πυθμένα

Το βάθος της θάλασσας (σημεία και ισοβαθείς)

Όταν ένας χάρτης απεικονίζει με μεγάλη λεπτομέρεια μια υποθαλάσσια περιοχή ονομάζεται Βυθομετρικό Διάγραμμα. Τα βάθη εμφανίζονται συνήθως ως σημεία που δίπλα τους αναγράφεται η τιμή τους με ακρίβεια ενός δεκάτου του μέτρου. Με την σημειακή έκφραση των βαθών μπορεί να συνυπάρξει και η γραμμική απεικόνιση, δηλαδή οι ισοβαθείς. Η ισοδιάστασή τους εξαρτάται από την εφαρμογή του χάρτη, δηλαδή από το πόσο μεγάλη λεπτομέρεια χρειάζεται να προσφέρει στον χρήστη. Τα αβαθή νερά (βάθη μικρότερα των 10 m) χρωματίζονται στον χάρτη με γαλάζιο φόντο έτσι ώστε να είναι ευανάγνωστα από τους ναυτιλομένους.

Το είδος του βυθού

Σε μερικές υποθαλάσσιες περιοχές, όπου έχουν πραγματοποιεί λεπτομερείς επιστημονικές έρευνες, παρέχονται πληροφορίες για τη φύση και τη σύσταση του βυθού. Δηλαδή, ένας βαθυμετρικός χάρτης μπορεί να δώσει σε γενικές γραμμές αν ο πυθμένας είναι βραχώδης, αμμώδης ή λασπώδης.

Πληροφορίες για ασφαλή ναυσιπλοΐα

Εκτός από τις γεωγραφικές πληροφορίες που παρέχει ένας ναυτικός χάρτης, επισημαίνει τους διάφορους κινδύνους που πιθανώς να υπάρχουν σε μια περιοχή, όπως την ύπαρξη υφάλων, πεδίων βολής του Πολεμικού Ναυτικού και την διέλευση υποβρυχίων.

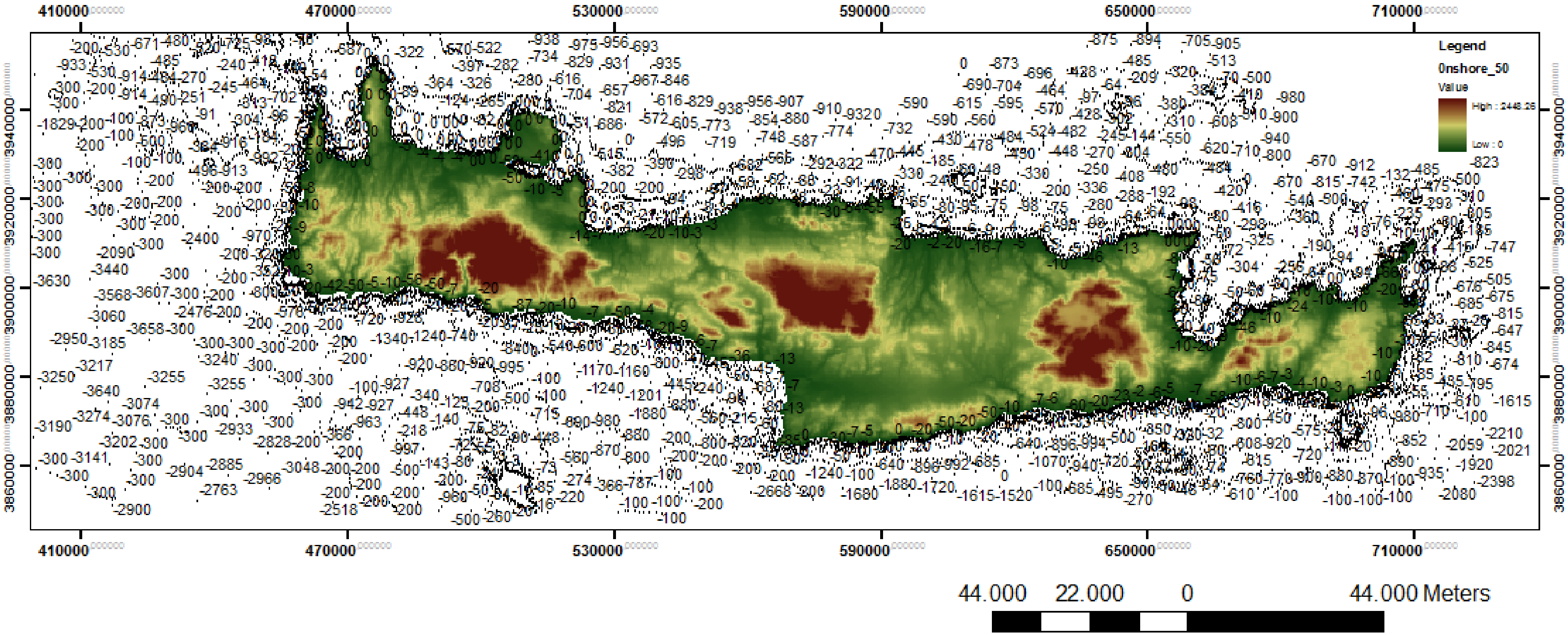
3.3 Η βυθομετρία της Κρήτης

Στα σχήματα 3.2 – 3.7 παρουσιάζεται η επεξεργασία των δεδομένων σε ΓΣΠ. Ο εντοπισμός των ρηξιγενών ζωνών στο θαλάσσιο της Κρήτης, που αποτελεί τον στόχο της παρούσας εργασία παρουσιάζεται στο σχήμα 5.6.

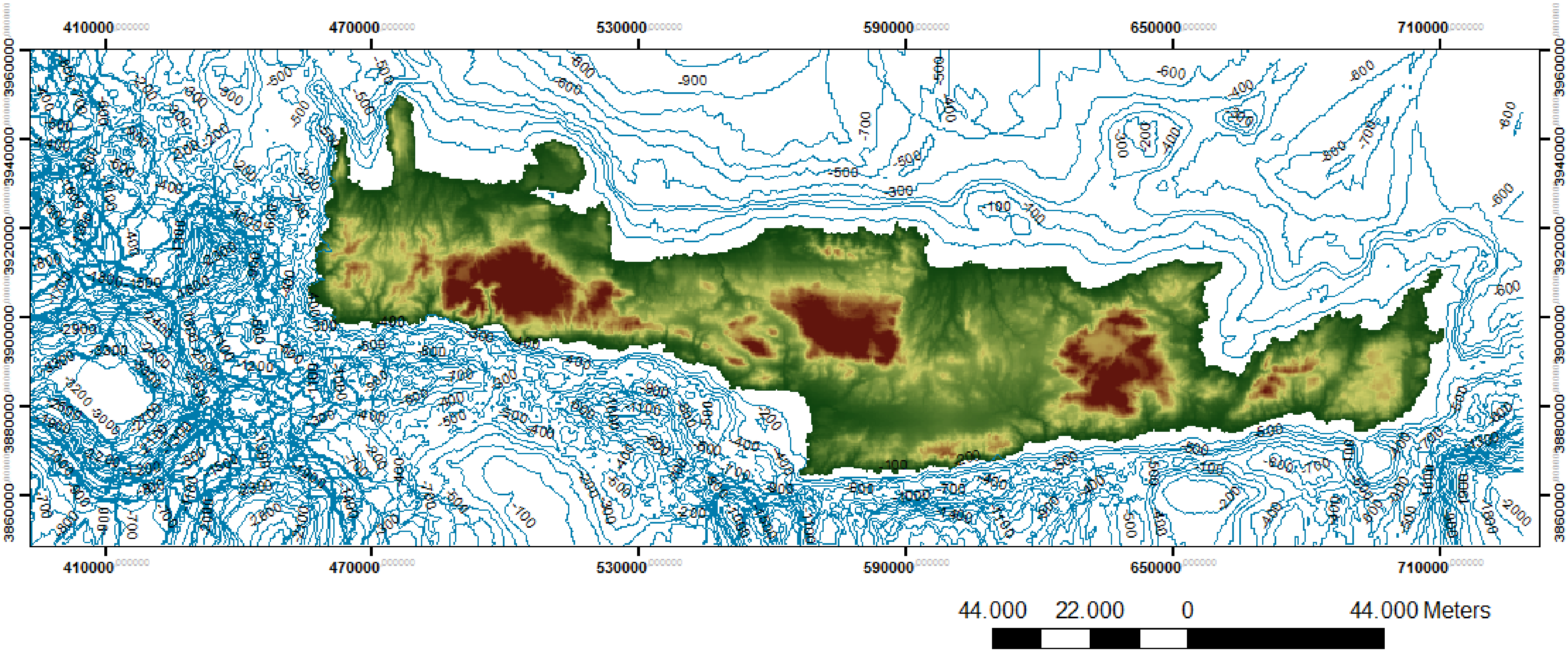
Τα μεγαλύτερα βάθη εντοπίζονται στο νότιο τμήμα της Κρήτης και μάλιστα αρκετά κοντά σε στην ξηρά. Το γεγονός αυτό οφείλεται στην παρουσία μεγάλων τάφρων στην περιοχή (Πτολεμαίου, Πλίνιου και Στράβωνα), που είναι αποτέλεσμα της τεκτονικής δράσης. Η πολύ μεγάλη βύθιση που εντοπίζεται στο νοτιοδυτικό θαλάσσιο τμήμα του νησιού είναι αποτέλεσμα της παρουσίας της Ελληνκής αύλακας στην περιοχή.

Τα ρήγματα, που εντοπίστηκαν, διακρίνονται με βάση την διεύθυνση τους σε τέσσερις κύριες ομάδες.

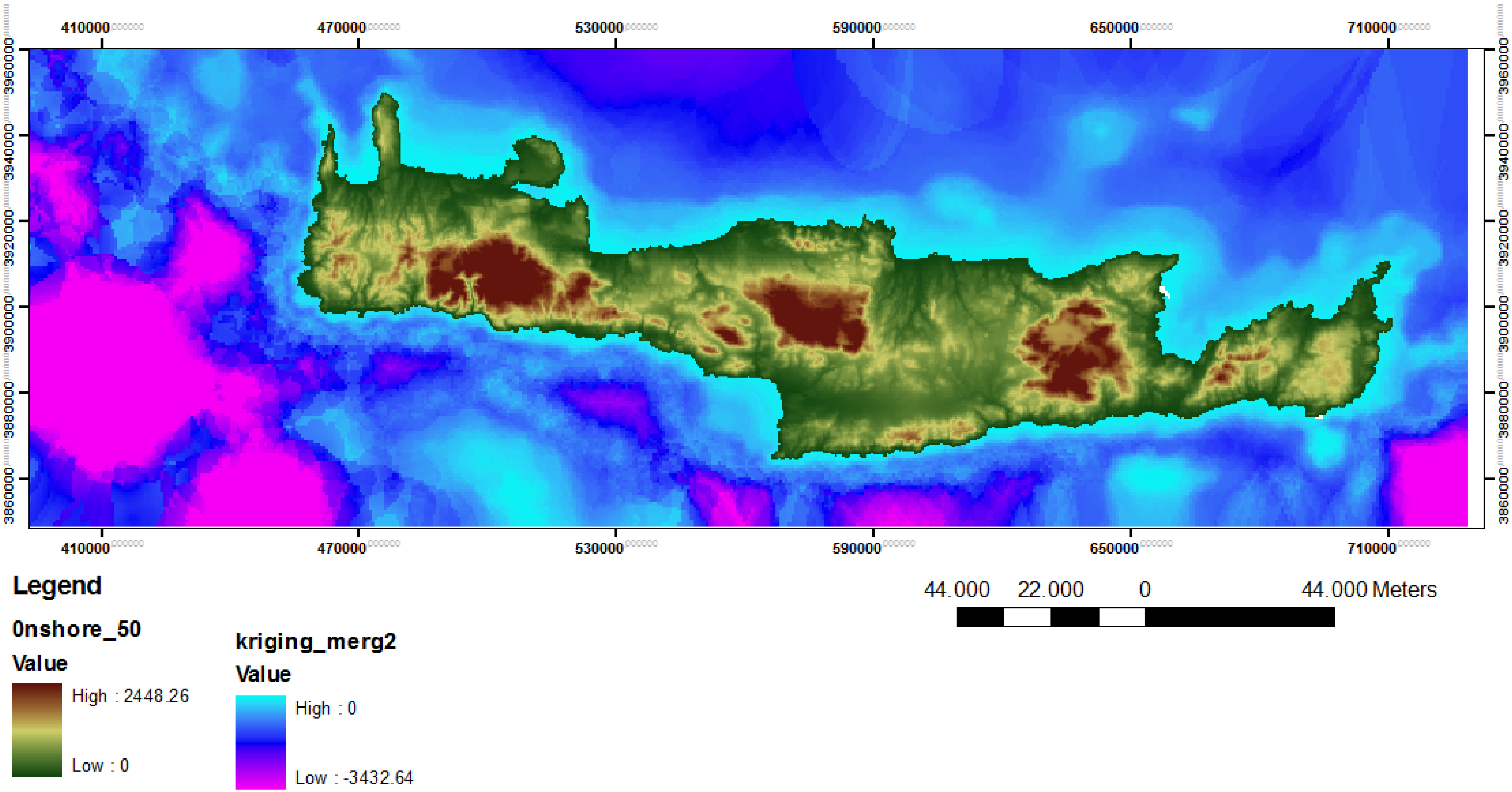
Η πρώτη πολυπληθής ομάδα ρηγμάτων περιλαμβάνει μεγάλου μήκους (αρκετά Km) κανονικά ρήγματα της πρώτης γενιάς (Σεραβάλλιο), με γενική διεύθυνση Α – Δ. Η δεύτερη ομάδα περιλαμβάνει ρήγματα γενικής διεύθυνσης Β – Ν, τα οποία επηρεάζουν τα μέλη της πρώτης ομάδας (Ανωτ. Μειόκαινο - Κατ. Πλειόκαινο). Η τρίτη, επίσης, πολυπληθής ομάδα αντιπροσωπεύει μεγάλες ρηξιγενείς γραμμές, με διεύθυνση ΒΑ – ΝΔ, οι οποίες αναπτύσσονται τόσο στα αλπικά όσο και στα μεταλπικά ιζήματα στην ξηρά της Κρήτης. Τέλος, η τέταρτη ομάδα αντιπροσωπεύει κανονικά, κλιμακωτά ρήγματα με διεύθυνση ΒΔ – ΝΑ. Τα μέλη των δύο τελευταίων ομάδων (Ανωτ. Πλειόκαινο) επηρεάζουν τις παλαιότερες - συγκριτικά - εφελκυστικές δομές.



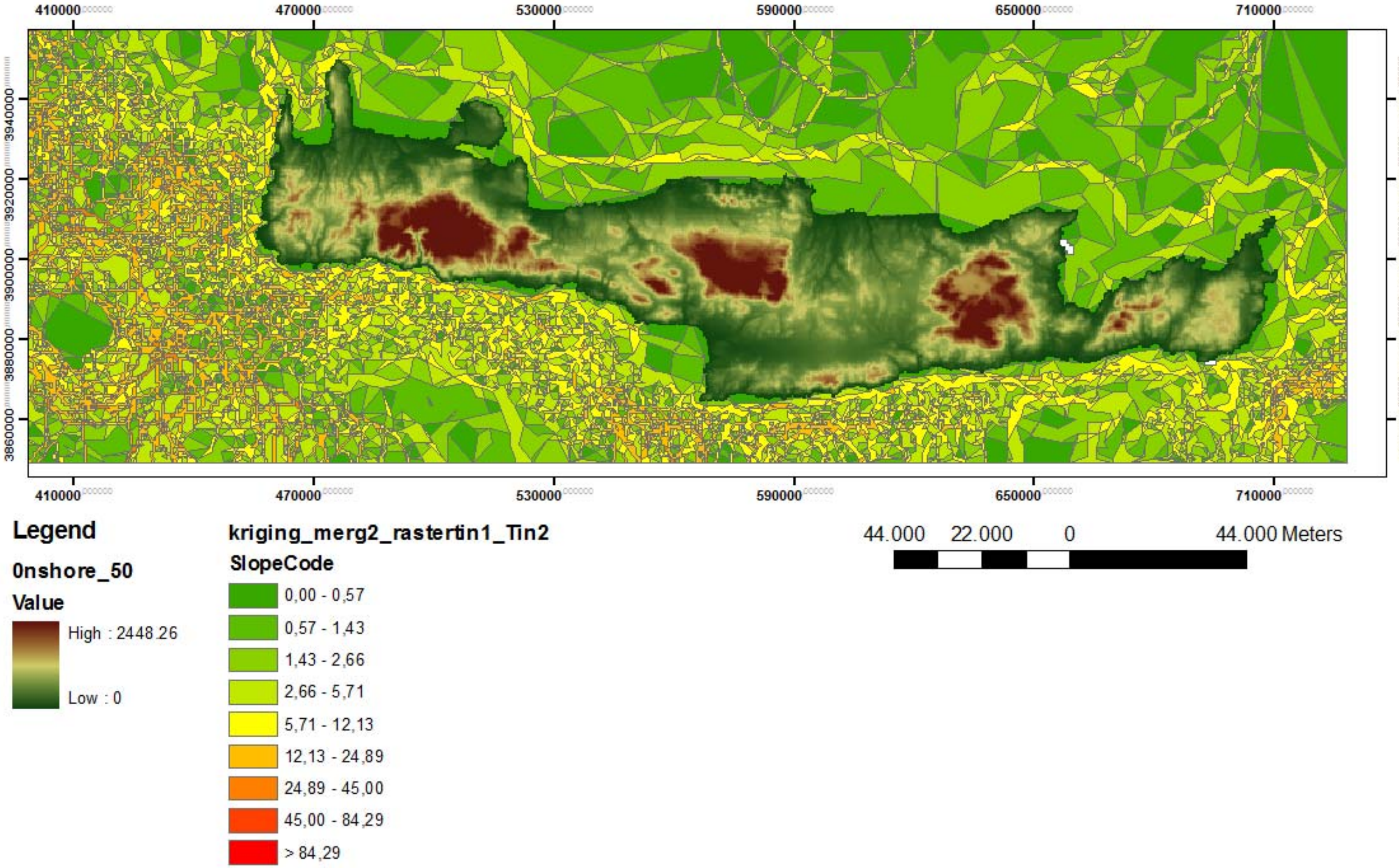
Σχήμα 3.2. Βυθομετρικό μοντέλο σημείων της ευρύτερης περιοχής της Κρήτης.



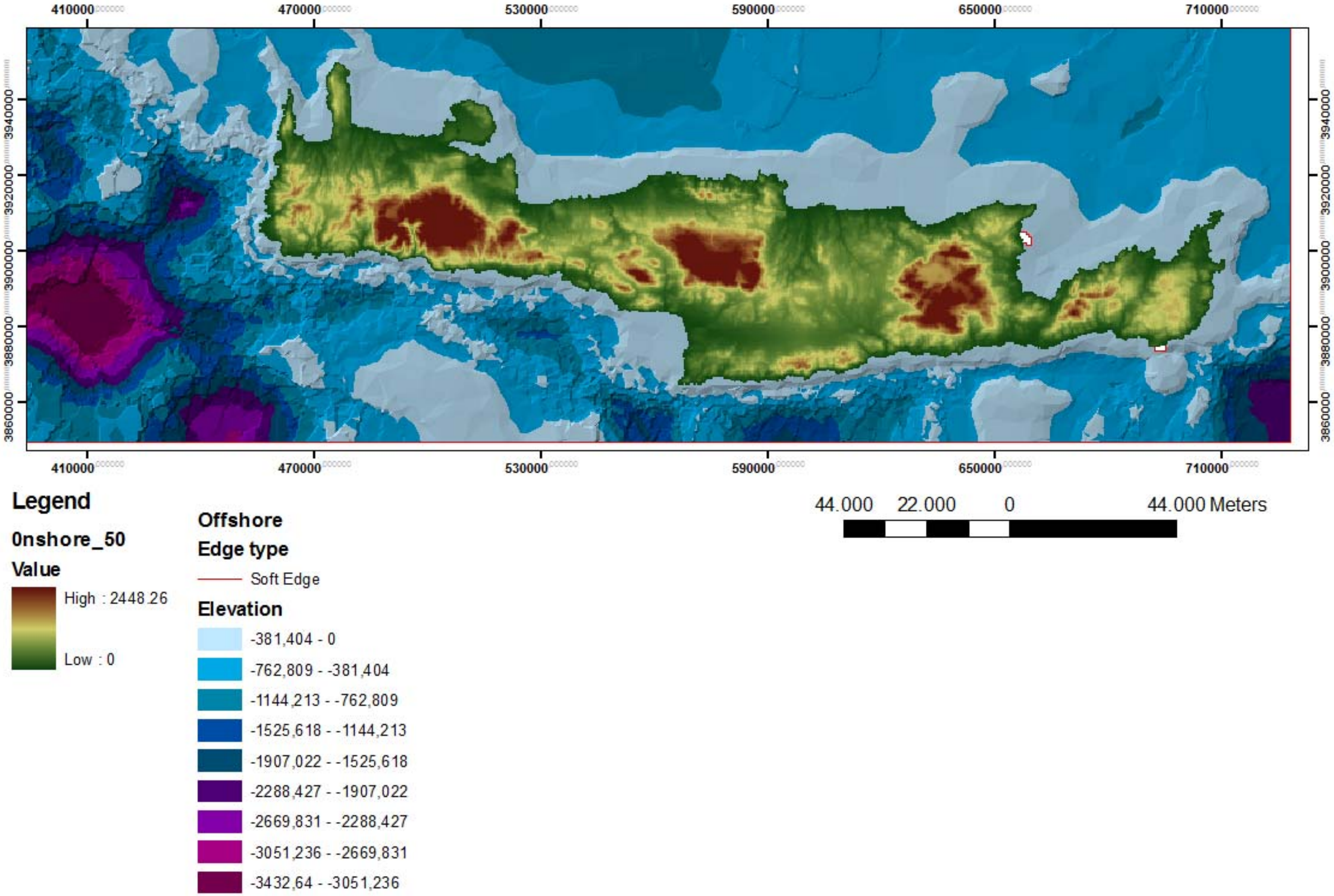
Σχήμα 3.3. Βυθομετρικό μοντέλο (ισοβαθείς) της ευρύτερης περιοχής της Κρήτης.



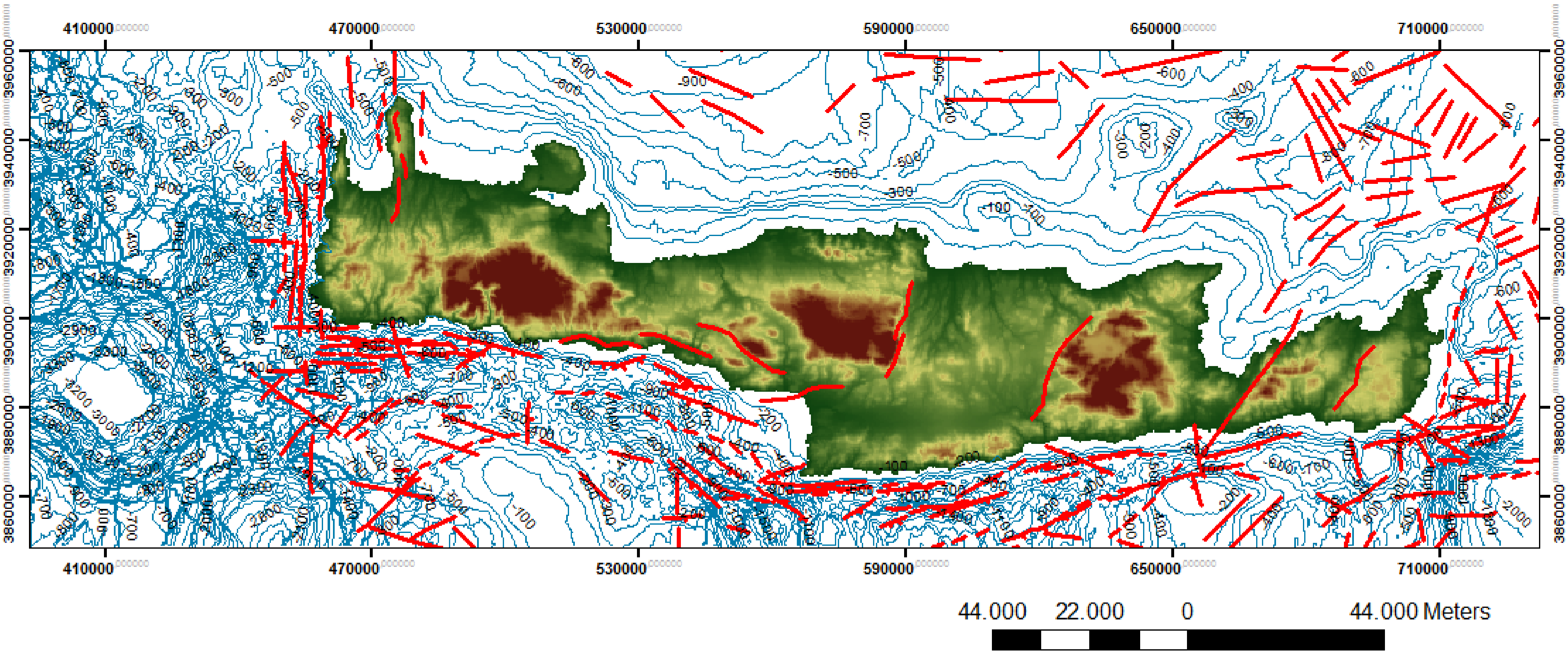
Σχήμα 3.4. Εφαρμογή της παρεμβολής (Kriging)) για το βυθομετρικόμοντέλο της ευρύτερης περιοχής της Κρήτης.



Σχήμα 3.5. Χάρτης κλίσεων του βυθομετρικό μοντέλου της ευρύτερης περιοχής της Κρήτης.



Σχήμα 3.6. Τρισδιάστατο μοντέλο(TIN) της ευρύτερης περιοχής της Κρήτης.



Σχήμα 3.7. Εντοπισμός ρηξιγενών ζωνών με βάση την βυθομετρία της ς ευρύτερης περιοχής της Κρήτης σε συνδυασμό με βιβλιογραφική έρευνα.

4. ΑΞΙΟΛΟΓΗΣΗ ΕΥΑΙΣΘΗΣΙΑΣ ΑΚΤΟΓΡΑΜΜΗΣ

4.1 Ταξινόμηση της ευαισθησίας ακτογραμμής

Η ταξινόμηση της περιβαλλοντικής ευαισθησίας της ακτογραμμής, που ακολουθεί στηρίζεται στην εργασία των Adler and Inbar (2007):

- ESI 1 Φυσικά, κατακόρυφα εκτεθειμένοι πετρώδεις γκρεμοί ή απόκρημνα ακρωτήρια ή κατακόρυφοι τεχνητοί κυματοθραύστες ή δομές εκτεθειμένες στην ανοιχτή θάλασσα. Εκτεθειμένοι στην ανοιχτή θάλασσα – αδιαπέραστοι από πετρέλαιο – υψηλή φυσική ικανότητα καθαρισμού.
- ESI 2 A Θαλάσσιες επίπεδες πλατφόρμες, εκτεθειμένες στην υψηλή ενέργεια των κυμάτων - αδιαπέραστες από πετρέλαιο (με εξαίρεση τις συνθήκες μεγάλης νηνεμίας και χαμηλής παλίρροιας) - υψηλή φυσική ικανότητα καθαρισμού.
- ESI 2B Επίπεδες, τραχιές ή ελαφρά κεκλιμένες εκτεθειμένες πλατφόμες που δημιουργήθηκαν από κύματα ή χαμηλές, εκτεθειμένες πετρώδεις παραλίες με μεγαλύτερους πετρώδεις ογκόλιθους ή δομές. Ελαφρά κεκλιμένες πλατφόρμες, κατά κύριο λόγο αδιαπέραστες από πετρέλαιο – με αρκετά υψηλή φυσική ικανότητα καθαρισμού.
- ESI 3 Αμμώδεις παραλίες με ψιλή προς μέτρια άμμο, κυρίως με μέτρια κλίση. Χαμηλή προς μέτρια διείσδυση πετρελαίου (ειδικά σε ζεστό καιρό)- εκτεθειμένες παραλίες με μέτρια προς υψηλή φυσική ικανότητα καθαρισμού.
- ESI 4A – Αμμώδεις παραλίες με χονδρή άμμο, κυρίως με πιο απότομη κλίση. Μέτρια διείσδυση και ταφή πετρελαίου – μέτρια φυσική ικανότητα καθαρισμού.
- ESI 4B – Τεχνητή χωματερή οικοδομικών υλικών και/ή ανάμεικτου αμμοχάλικου και μικρών ογκόλιθων. Χαμηλή «περιβαλλοντική αξία» (χωματερές οικοδομικών υλικών) – υψηλή διείσδυση και ταφή από πετρέλαιο. Συχνά, πετρώματα –καλύμματα ως «παγίδες» πετρελαίου.
- ESI 5A – Παραλίες με αναμείξεις από χονδρή άμμο, αμμοχάλικο, βότσαλα και/ή κοχύλια. Μέτρια προς υψηλή διείσδυση και ταφή πετρελαίου.
- ESI 5B – Ακανόνιστες προεξοχές βράχων διαμέσου άμμου, κοχυλιών ή αμμοχάλικου ή οποιαδήποτε άλλη άτακτη, ακατέργαστη ανάμειξη βράχων και μη ενοποιημένα ιζήματα. «Παγίδες» πετρελαίου στις ανώμαλες μορφολογίες – μέτρια προς υψηλή διείσδυση πετρελαίου – περιορισμένη φυσική ικανότητα καθαρισμού.

- ESI 6A – Παραλίες με αμμοχάλικο και βότσαλα. Βαθιά διείσδυση και ταφή πετρελαίου (ειδικά σε ζεστό καιρό)- εκτεθειμένες στην ανοιχτή θάλασσα και την υψηλή ενέργεια των κυμάτων – περιορισμένη φυσική ικανότητα καθαρισμού.
- ESI 6B – Τεχνητοί, εκτεθειμένοι κυματοθραύστες που προεκτείνονται στην ανοιχτή θάλασσα, που έχουν δημιουργηθεί από μεγάλους βράχους, βράχους σταθεροποίησης ακτών, ή συμπαγή «τετράποδα» ή τεχνητές δομές βράχων για τη σταθεροποίηση ακτών, για παράκτια προστασία. Υψηλή διείσδυση πετρελαίου σε ρήγματα μεταξύ των βράχων, συχνά μία παγίδα για μεγάλες ποσότητες πετρελαίου. Η πλευρά προς την ανοιχτή θάλασσα έχει υψηλή φυσική ικανότητα καθαρισμού – σε περίπτωση που διεισδύσει πετρέλαιο στις καλυμμένες περιοχές (του λιμένα) –χαμηλή φυσική ικανότητα καθαρισμού.
- ESI7 – Μικρά ανοίγματα ποταμών και «υγρές» αμμώδεις παραλίες από υψηλά υπόγεια ύδατα. Χαμηλή διείσδυση πετρελαίου – υψηλή βιολογική παραγωγικότητα – κατά κύριο λόγο έκθεση στην ανοιχτή θάλασσα – πιθανή είσοδος πετρελαίου στα ποτάμια.
- ESI 8 – Λιμάνια και μαρίνες που προστατεύονται από κυματοθραύστες ή βραχώδεις παραλίες που προστατεύονται ή δεν είναι εκτεθειμένες στην ανοιχτή θάλασσα. Περιοχές καλυμμένες από την ανοιχτή θάλασσα – ανώμαλες επιφάνειες και μορφολογίες – συχνά παγίδες για μεγάλες ποσότητες πετρελαίου.
- ESI 9 – Παραλίες υψηλής περιβαλλοντικής ή βιολογικής αξίας ή παραλίες με κάποια άλλη υψηλή ευαισθησία ή σημασία. Φυσικά αποθέματα, ειδικά προστατευμένες περιοχές, λήψη δροσερού νερού για σταθμούς ενέργειας κτλ.

4.2 Το παραλιακό μέτωπο των Χανίων

Η ταξινόμηση της περιβαλλοντικής ευαισθησίας της ακτογραμμής στηρίκτηκε κατά το μεγαλύτερο τμήμα της στην μεθοδολογία που προτείνεται στην εργασία των Alves, Kokinou and Zodiatis (2014) με τίτλο "A three-step model to assess shoreline and offshore susceptibility to oil spills: The south Aegean (Crete) as an analogue for confined marine basins", η οποία δημοσιεύτηκε στο επιστημονικό περιοδικό Marine Pollution Bulletin του εκδοτικού οίκου Elsevier τον Αύγουστο του έτους 2014 (Παράρτημα). Συλλέχθηκαν όλοι οι απαραίτητοι χάρτες Google, έγινε έρευνα πεδίου, μελετήθηκε η παράκτια γεωλογία (Κεφ. 2 και παράρτημα), η μορφολογία του πυθμένα κοντά στην ακτή (Κεφ. 3) καθώς και τα ωκεανογραφικά στοιχεία από το Ευρωπαϊκό Πρόγραμμα Nereids. Παρουσιάζεται στα παρακάτω σχήματα από τα ανατολικά προς τα δυτικά του Μετώπου των Χανίων.

Σχήμα 4.1 Φωτ. από το ανατολικό τμήμα της ακτής. Ευαισθησία ESI 8.

Σχήμα 4.2 Φωτ. από το ανατολικό τμήμα της ακτής. Ευαισθησία ESI 9.

Σχήμα 4.3 Φωτ. από το ανατολικό τμήμα της ακτής. Ευαισθησία ESI 8.

Σχήμα 4.4 Φωτ. από το ανατολικό τμήμα της ακτής. Ευαισθησία ESI 5B .

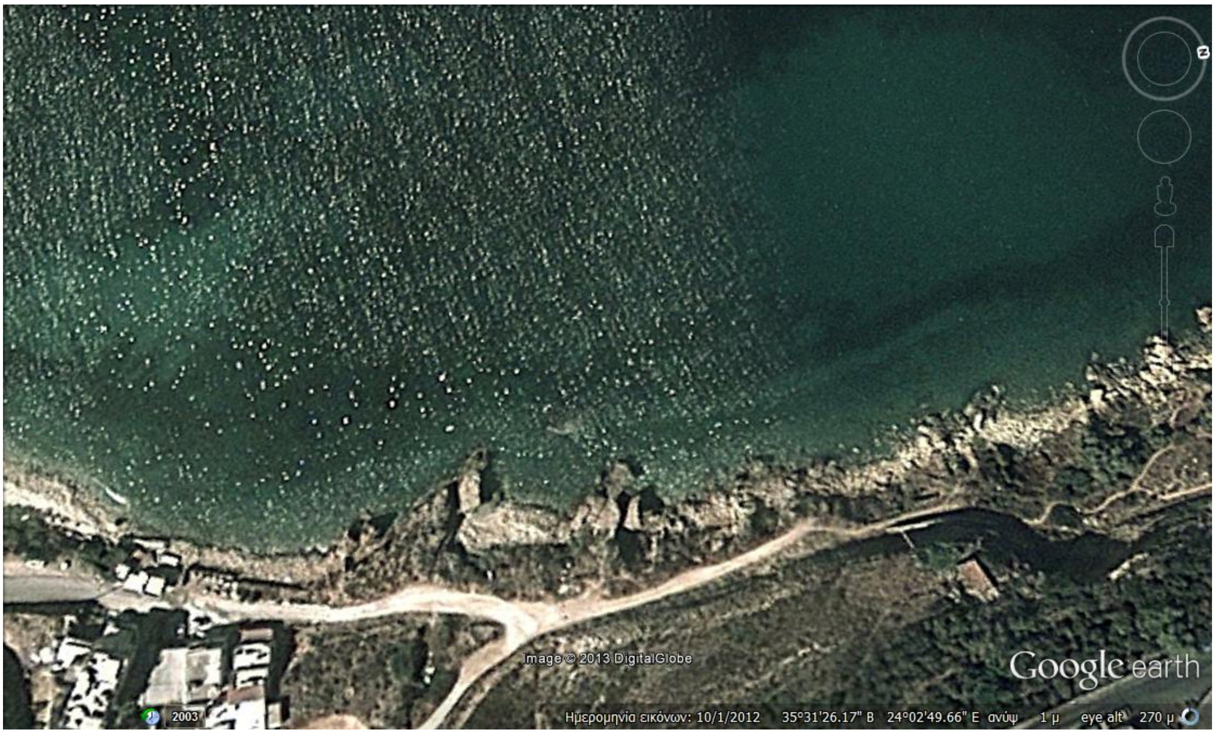
Σχήμα 4.5 Φωτ. από το ανατολικό τμήμα της ακτής. Ευαισθησία ESI 6B.


© 2013 Google
Image © 2013 DigitalGlobe
Google earth
2003
Ημερομηνία εικόνων: 10/1/2012 35°31'01.31" Β 24°00'53.97" Ε ανύψ 11 μ eye alt 475 μ

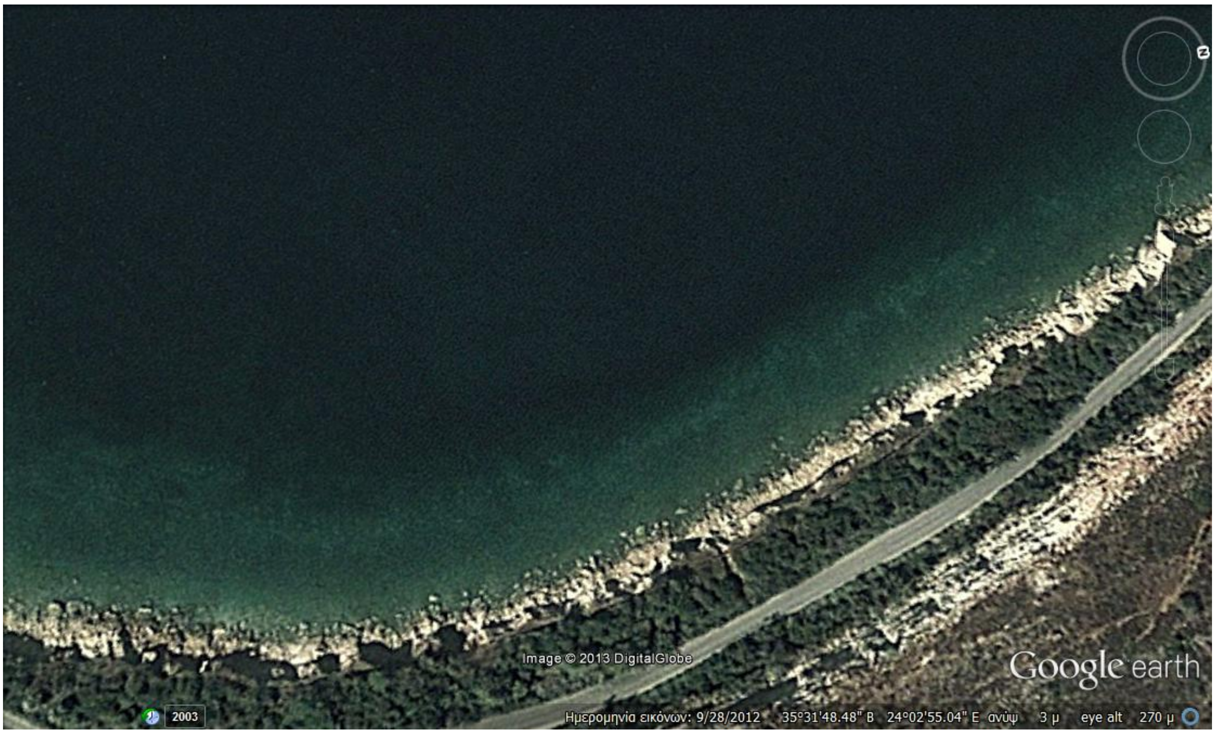
(α)


Image © 2013 DigitalGlobe
Google earth
2003
Ημερομηνία εικόνων: 10/1/2012 35°31'15.63" Β 24°02'19.31" Ε ανύψ 5 μ eye alt 270 μ

(β)



(γ)



(δ)

Σχήμα 4.6 Φωτ.από το λιμάνι Χανίων. Ευαισθησία ESI 8-9.

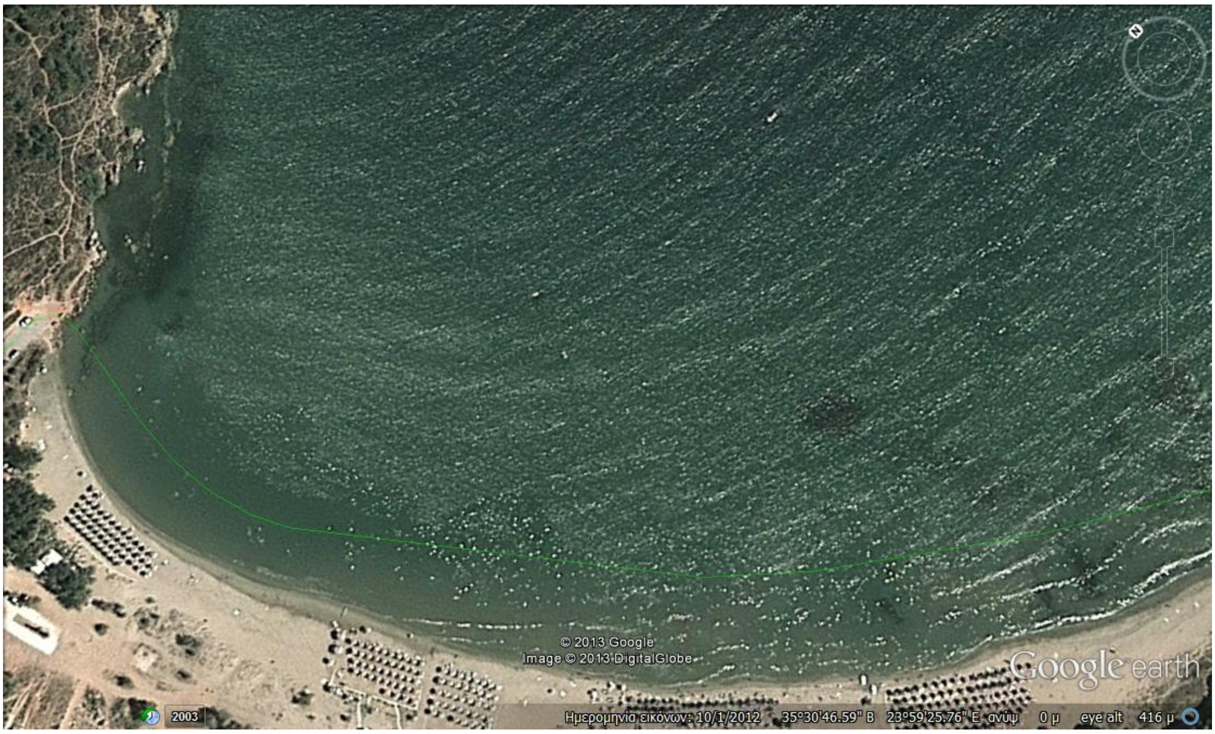
(α)

(β)

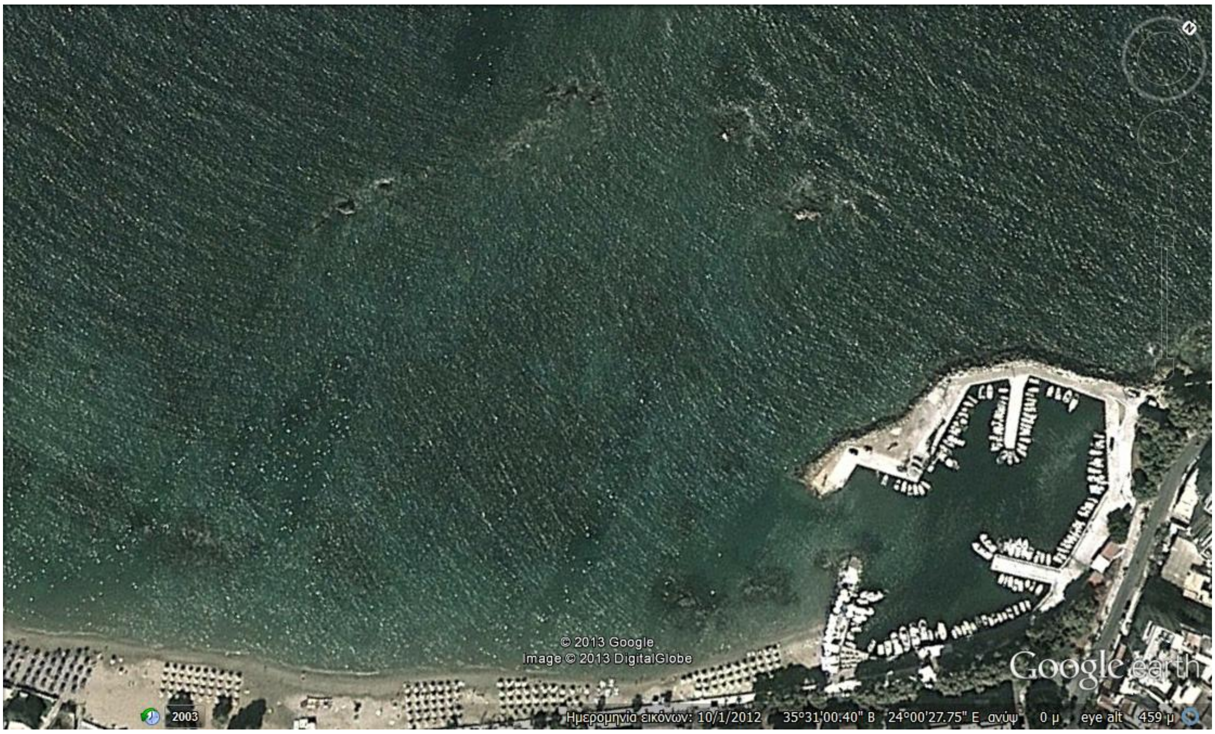
Σχήμα 4.7 Φωτ.από τη Νέα Χώρα. Ευαισθησία ESI 8-9.


© 2013 Google
Image © 2013 DigitalGlobe
Google earth
2005
Ημερομηνία εικόνων: 10/1/2012 35°30'53.30" Β 23°58'44.99" Ε ανύψ 1 μ eye alt 639 μ

(α)

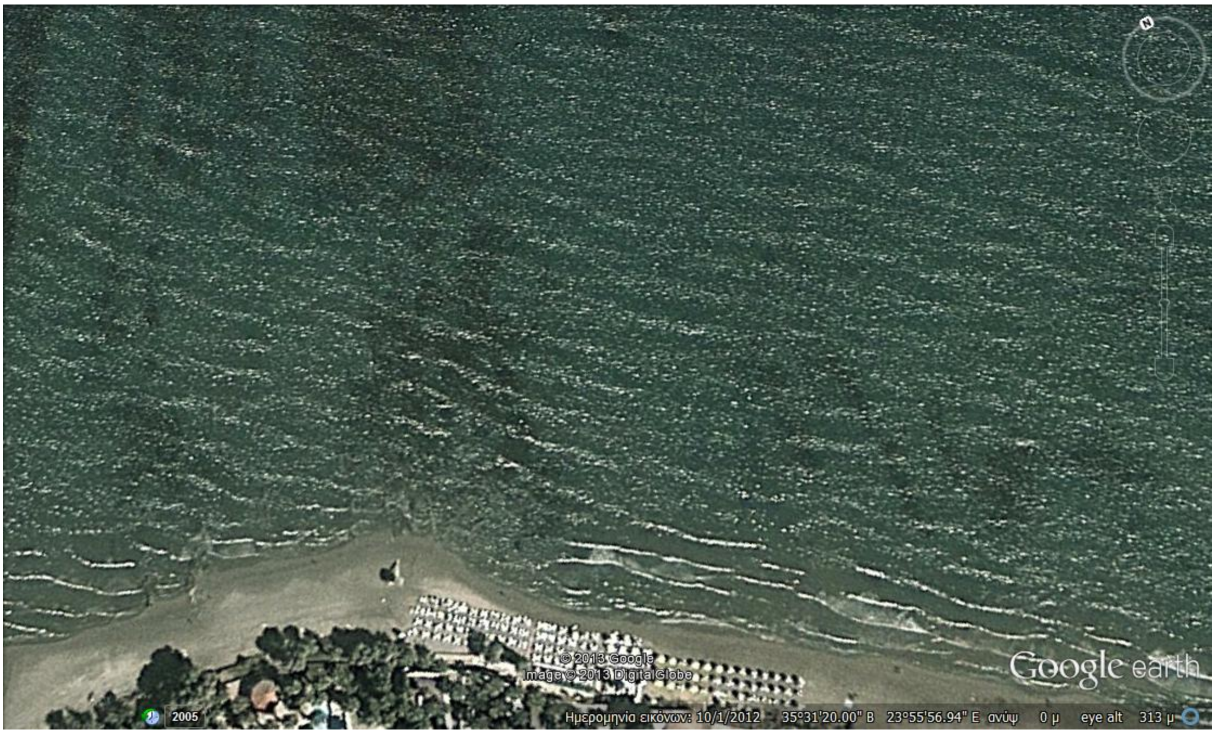

© 2013 Google
Image © 2013 DigitalGlobe
Google earth
2003
Ημερομηνία εικόνων: 10/1/2012 35°30'46.59" Β 23°59'25.76" Ε ανύψ 0 μ eye alt 416 μ

(β)



(γ)

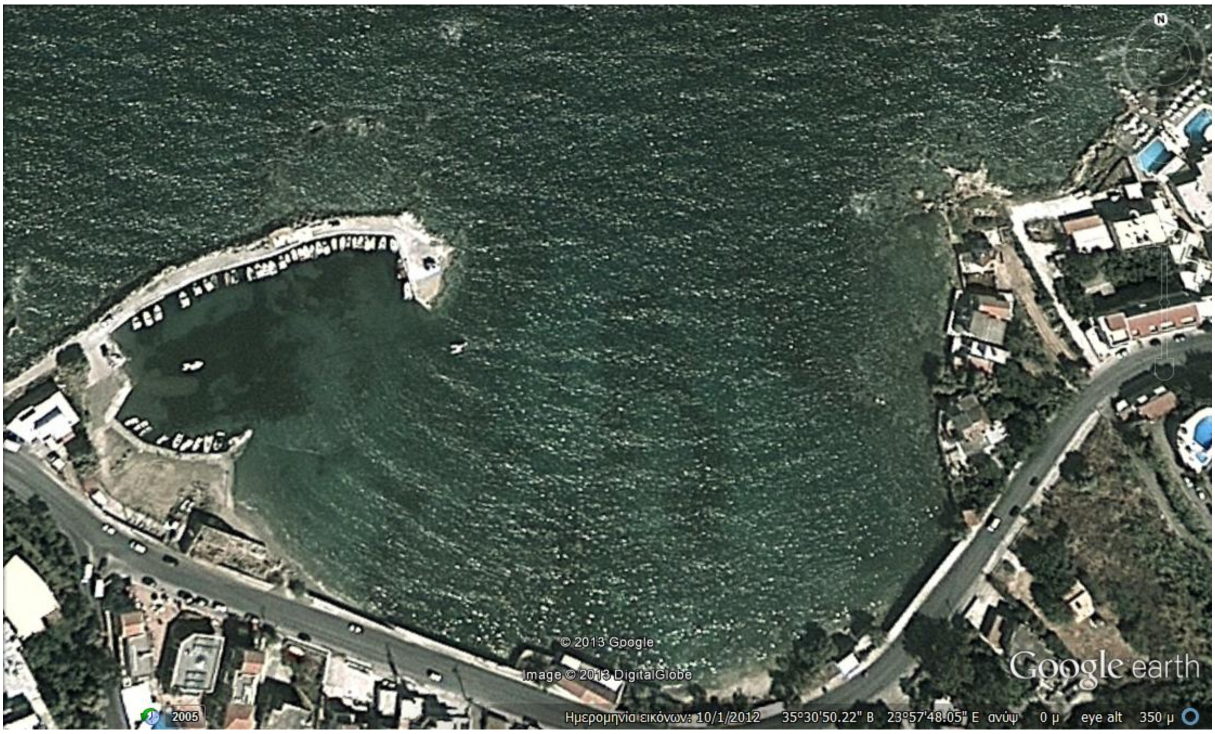
Σχήμα 4.8 Φωτ.από τους Αγίους Αποστόλους. Ευαισθησία ESI 8-9.



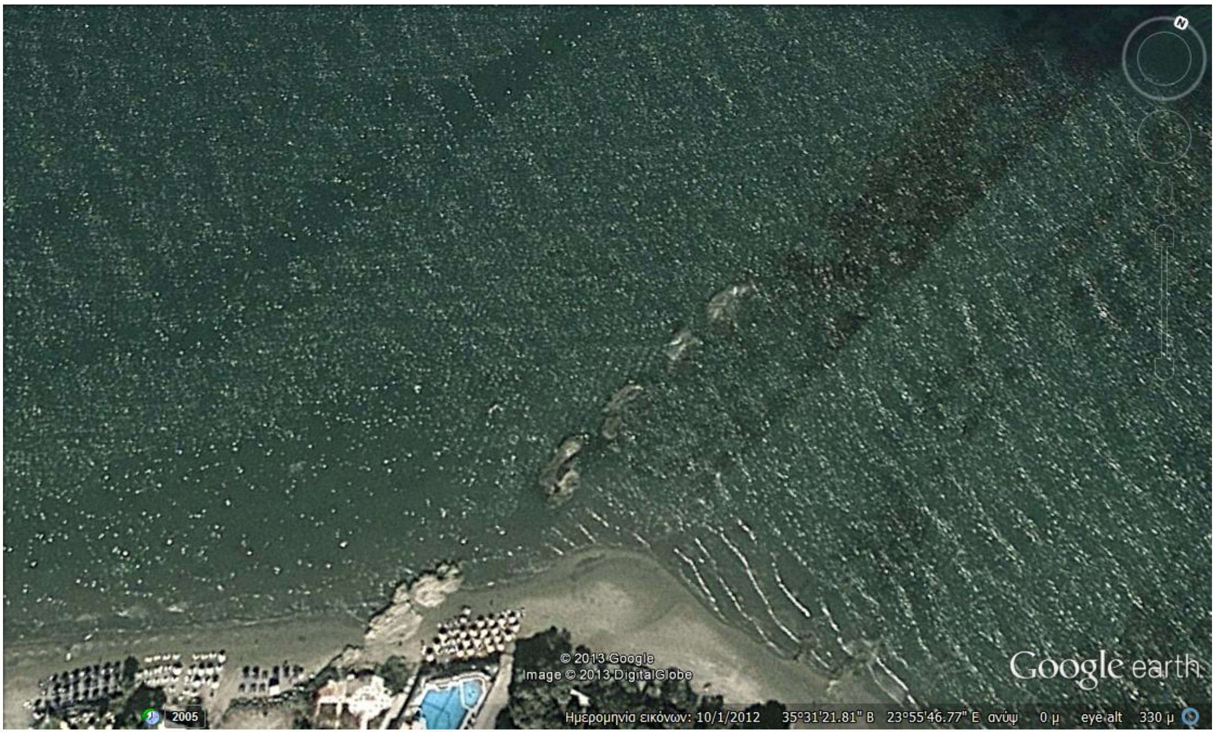
(α)


© 2013 Google
Image © 2013 DigitalGlobe
Google earth
2005
Ημερομηνία εικόνων: 10/1/2012 35°30'48.92" Β 23°57'21.15" Ε ανύψ 1 μ eye alt 237 μ

(β)


© 2013 Google
Image © 2013 DigitalGlobe
Google earth
2005
Ημερομηνία εικόνων: 10/1/2012 35°30'50.22" Β 23°57'48.05" Ε ανύψ 0 μ eye alt 350 μ

(γ)



(δ)

Σχήμα 4.9 Φωτ. από την Αγία Μαρίνα. Ευαισθησία ESI 8-9.

(α)

(β)

Σχήμα 4.10 Φωτ. από τον Πλατανιά. Ευαισθησία ESI 8-9.

5. ΣΥΜΠΕΡΑΣΜΑΤΑ

5.1 Εισαγωγή

Στα πλαίσια της συγκεκριμένης εργασίας αξιολογήθηκε η περιβαλλοντική ευαισθησία του παραλιακού μετώπου της ευρύτερης περιοχής των Χανίων. Για την υλοποίηση της συλλέχθηκαν όλοι οι απαραίτητοι χάρτες Google, έγινε έρευνα πεδίου, μελετήθηκε η παράκτια γεωλογία (Κεφ. 2 και παράρτημα), η μορφολογία του πυθμένα κοντά στην ακτή (Κεφ. 3) καθώς και τα ωκεανογραφικά στοιχεία από το Ευρωπαϊκό Πρόγραμμα Nereids.

5.2 Συμπεράσματα και αξιολόγηση της μεθοδολογίας

Κάνοντας μια ανασκόπηση όσων έχουν παρουσιαστεί στα προηγούμενα κεφάλαια παρουσιάζομε τα κυριότερα συμπεράσματα.

- Η στρωματογραφία της περιοχής αποτελείται κυρίως από Πλειοκαινικές αποθέσεις αποτελούμενες από μαργαϊκούς ψαμμίτες, μάργες, μαργαϊκούς ασβεστολίθους,κροκαλοπαγή και παρεμβολές γύψων (g). Κατά θέσεις παρατηρείται επικράτηση των μαργών (m), των μαργαϊκών ασβεστολίθων (k) και των κροκαλοπαγών.
- Μέσα στον κόλπο των Χανίων τα μέγιστα βάθη φθάνουν τα 200-300 μέτρα και αυτά προς την έξοδο του κόλπου.
- Το παραλιακό μέτωπο των Χανίων παρουσιάζει γενικά υψηλούς δείκτες περιβαλλοντικής ευαισθησίας, γεγονός που οφείλεται στην περίπλοκη μορφολογία των ακτών.

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6. ΒΙΒΛΙΟΓΡΑΦΙΑ

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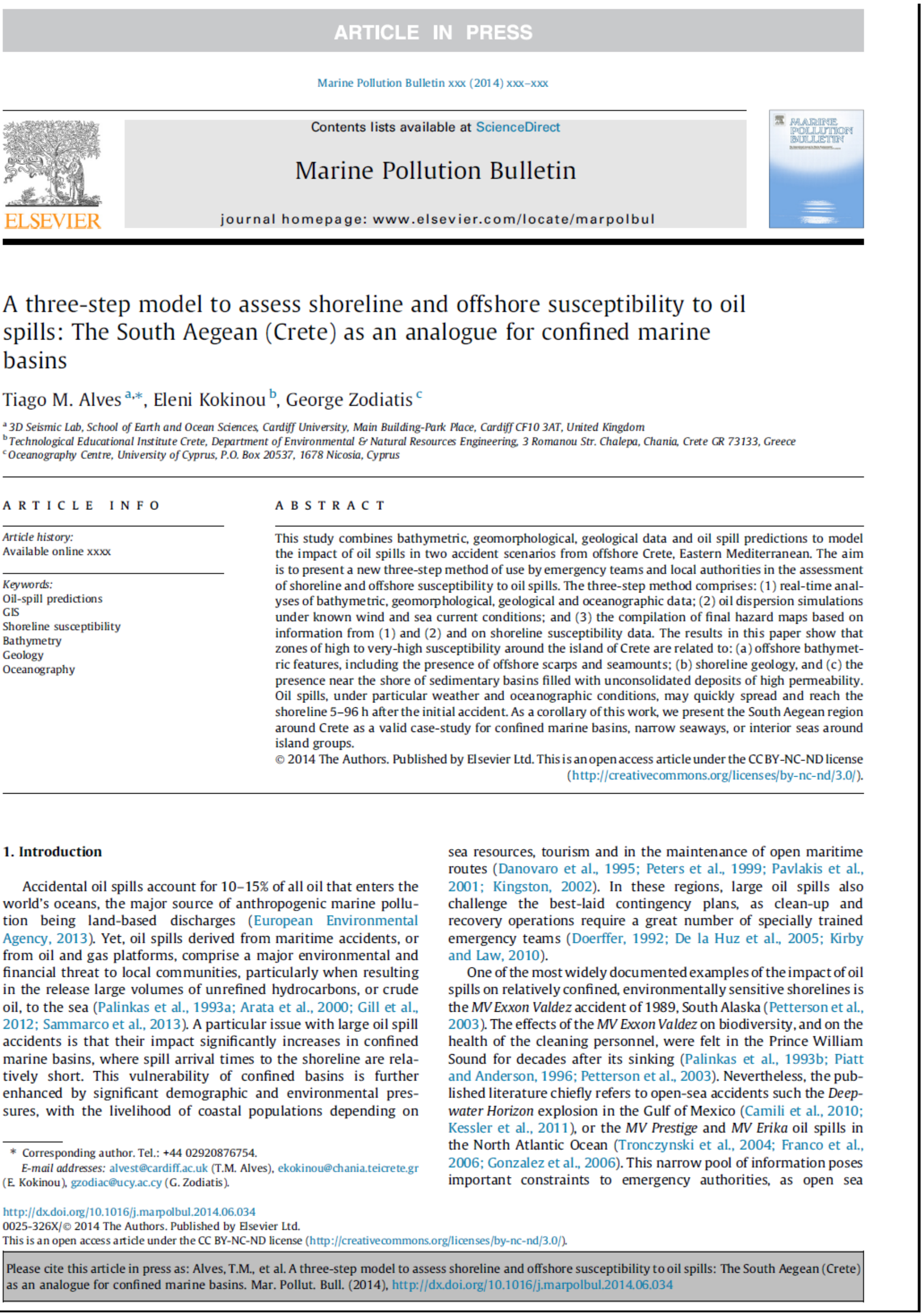
7. ΠΑΡΑΡΤΗΜΑ



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A three-step model to assess shoreline and offshore susceptibility to oil spills: The South Aegean (Crete) as an analogue for confined marine basins

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ABSTRACT

This study combines bathymetric, geomorphological, geological data and oil spill predictions to model the impact of oil spills in two accident scenarios from offshore Crete, Eastern Mediterranean. The aim is to present a new three-step method of use by emergency teams and local authorities in the assessment of shoreline and offshore susceptibility to oil spills. The three-step method comprises: (1) real-time analyses of bathymetric, geomorphological, geological and oceanographic data; (2) oil dispersion simulations under known wind and sea current conditions; and (3) the compilation of final hazard maps based on information from (1) and (2) and on shoreline susceptibility data. The results in this paper show that zones of high to very-high susceptibility around the island of Crete are related to: (a) offshore bathymetric features, including the presence of offshore scarps and seamounts; (b) shoreline geology, and (c) the presence near the shore of sedimentary basins filled with unconsolidated deposits of high permeability. Oil spills, under particular weather and oceanographic conditions, may quickly spread and reach the shoreline 5–96 h after the initial accident. As a corollary of this work, we present the South Aegean region around Crete as a valid case-study for confined marine basins, narrow seaways, or interior seas around island groups.

1. Introduction

Accidental oil spills account for 10–15% of all oil that enters the world's oceans, the major source of anthropogenic marine pollution being land-based discharges (European Environmental Agency, 2013). Yet, oil spills derived from maritime accidents, or from oil and gas platforms, comprise a major environmental and financial threat to local communities, particularly when resulting in the release large volumes of unrefined hydrocarbons, or crude oil, to the sea (Palinkas et al., 1993a; Arata et al., 2000; Gill et al., 2012; Sammarco et al., 2013). A particular issue with large oil spill accidents is that their impact significantly increases in confined marine basins, where spill arrival times to the shoreline are relatively short. This vulnerability of confined basins is further enhanced by significant demographic and environmental pressures, with the livelihood of coastal populations depending on sea resources, tourism and in the maintenance of open maritime routes (Danovaro et al., 1995; Peters et al., 1999; Pavlakis et al., 2001; Kingston, 2002). In these regions, large oil spills also challenge the best-laid contingency plans, as clean-up and recovery operations require a great number of specially trained emergency teams (Doerffer, 1992; De la Huz et al., 2005; Kirby and Law, 2010).

One of the most widely documented examples of the impact of oil spills on relatively confined, environmentally sensitive shorelines is the *MV Exxon Valdez* accident of 1989, South Alaska (Petterson et al., 2003). The effects of the *MV Exxon Valdez* on biodiversity, and on the health of the cleaning personnel, were felt in the Prince William Sound for decades after its sinking (Palinkas et al., 1993b; Piatt and Anderson, 1996; Petterson et al., 2003). Nevertheless, the published literature chiefly refers to open-sea accidents such the *Deepwater Horizon* explosion in the Gulf of Mexico (Camili et al., 2010; Kessler et al., 2011), or the *MV Prestige* and *MV Erika* oil spills in the North Atlantic Ocean (Tronczynski et al., 2004; Franco et al., 2006; Gonzalez et al., 2006). This narrow pool of information poses important constraints to emergency authorities, as open sea

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accidents require emergency responses distinct from oil spills occurring in topographically confined seas. Oil spills in open seas have the potential to unfold relatively slowly, but spreading through large areas to hinder any spill containment procedures (see Galt et al., 1991; Carson et al., 1992). In contrast, oil spills in confined marine basins will potentially reach the shoreline in just a few hours, as shown by the models in this paper, but potentially dispersing through relatively small areas.

In the topographically confined Mediterranean Sea, to quickly assess shoreline susceptibility to oil spill accidents is paramount to the management of human resources and emergency plans by civil protection authorities. Moreover, the coordination of emergency teams in all countries bordering the Mediterranean Sea requires a swift methodology to predict oil spill spreading, dispersion and advection in sea water. This paper presents a new method to help emergency-team response to oil spills in confined marine basins, using the island of Crete as a case-study (Fig. 1a and b). The method was developed under the umbrella of European Commission's NEREIDs project to assist local authorities operating in Crete and Cyprus, Eastern Mediterranean Sea. The method results from the urgent need to coordinate local authorities and civil protection groups in this region when of maritime and offshore platforms accidents. Such a need is particularly pressing at a time when hydrocarbon exploration and production are being equated in deep-water regions of the Eastern Mediterranean (Cohen et al., 1990; Roberts and Peace, 2007).

This paper uses a three-step approach to assess shoreline and offshore susceptibility for two (2) accident scenarios chosen by their proximity to oil and gas depots (Kaloi Limenes) and heavily populated areas (Ierapetra), both in Southern Crete (Fig. 1b). We combine oceanographic, bathymetric and geological data to: (a) assist emergency response plans and (b) to predict the behaviour and fate of oil spilled in the marine environment.

The paper starts with a summary of the past behaviour of oil slicks in the Mediterranean Sea. After listing the new datasets and methodologies utilised, we review the geological setting of Crete prior to presenting the results of our shoreline susceptibility analysis and oil spill modelling. Later in this work, we discuss guidelines for oil-spill mitigation in coastal areas, and the importance of the South Aegean as a case-study for confined maritime basins. We compare and discuss the two accident scenarios modelled with hypothetical scenarios for Northern Crete (Heraklion). Part of this discussion on Northern Crete is based on previous risk analyses undertaken by Kassomenos (2004). As discussed later, the proposed accident scenarios result in distinct geographic distributions and time lengths of spilled oil, parameters that influence any subsequent containment and mitigation work. We then propose that potential impacts differ for two distinct oil spills sources; oil spills during drilling operations, and oil spills caused by maritime accidents.

2. Past behaviour of oil spills in the Mediterranean Sea

2.1. Eastern Mediterranean

The semi-arid climate of the Eastern Mediterranean Sea, in which sun irradiation is high and surface sea temperatures reach 30 °C during the summer months (Coppini et al., 2011), can result in the consumption of up to 93% of spilt oil through emulsification and oxidation processes (Burns and Saliot, 1986). In general, rapid in-situ oxidation is expected in warm waters, imposing an important seasonal control on oil movement and advection in the Eastern Mediterranean (see van Vleet and Reinhardt, 1983 for similar data from semi-tropical estuaries). As a result of rapid oxidation during the summer months, there is little evidence of large-scale accumulations of hydrocarbons in shoreline sediments across the Mediterranean Sea. However, locally there are important accumulations of hydrocarbons where burial rates are high or petroleum inputs are large (Burns and Saliot, 1986). In the Cretan Sea, for instance, *in situ* hydrographic observations demonstrated that important amounts of floating tar enter the Cretan Sea through the Khythira Strait, Western Crete (Kornilios et al., 1998) (Fig. 1a).

The July 2006 Lebanon oil spill allowed the acquisition of important data on the holding capacity of sandy and rocky shorelines in the Eastern Mediterranean (Adler and Inbar, 2007; Coppini et al., 2011). For the Lebanon oil spill, the MEDSLIK model predicted almost 80% of the original oil spilled at sea to have landed after six days along the Lebanese and South Syrian coasts (Coppini et al., 2011). In turn, 20% of the original oil was estimated to have been evaporated within the first days after the spill, whereas less than 1% of the oil remained in the sea. Surface currents were recorded as moving to the east and north in July–August 2006, with velocities

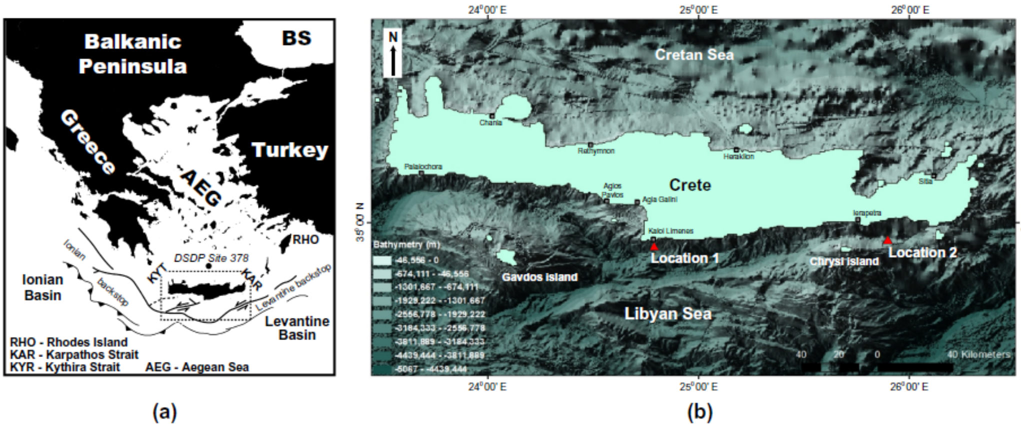

Fig. 1. (a) Location of the study area in the South Aegean Sea. The area considered in this paper is highlighted by the box surrounding the island of Crete. (b) Bathymetric map of the Libyan and Cretan Seas surrounding the island. Note the relative position of Locations 1 and 2 in Southern Crete. Main towns and cities referred to in this paper are highlighted in the figure.

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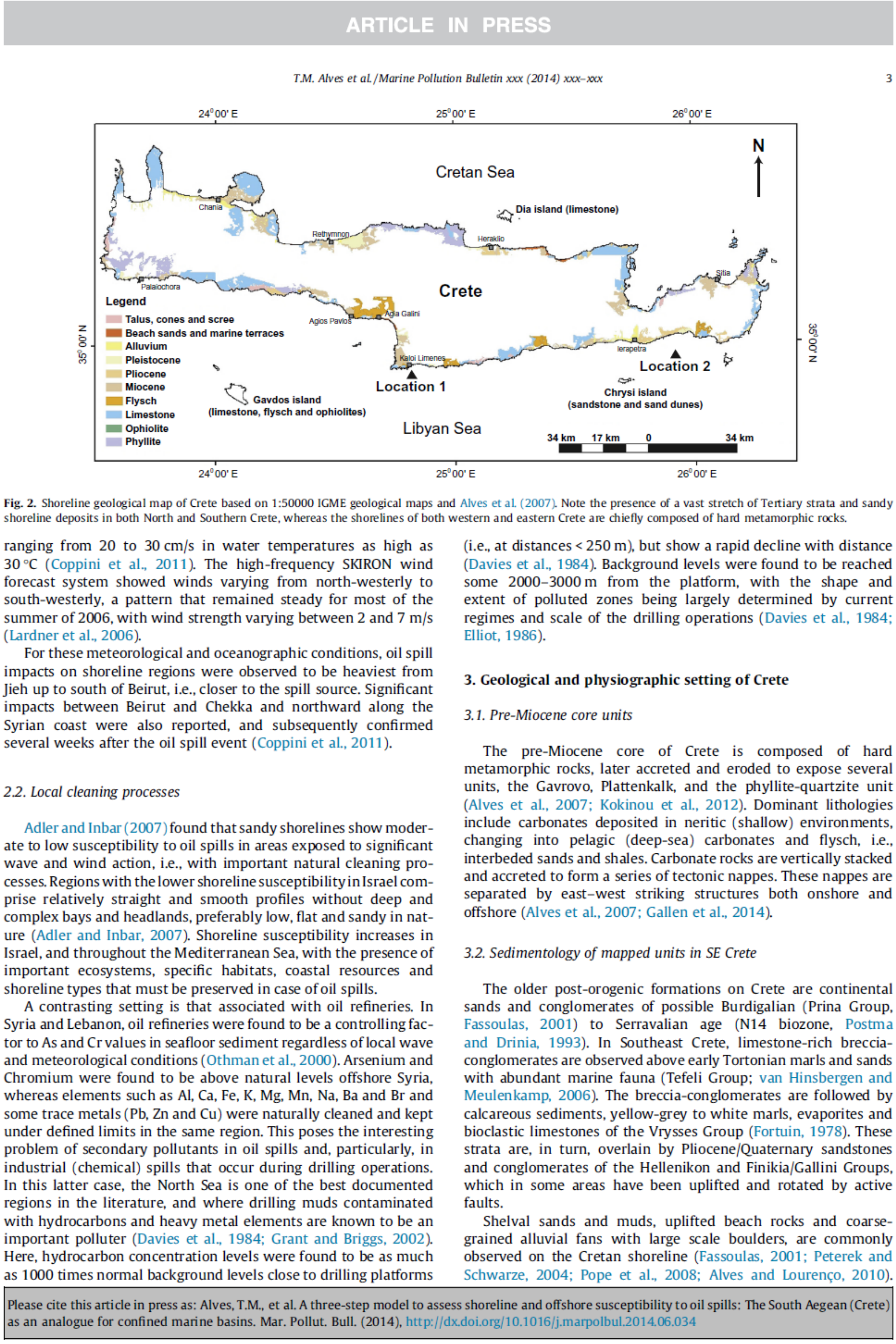

Fig. 2. Shoreline geological map of Crete based on 1:50000 IGME geological maps and Alves et al. (2007). Note the presence of a vast stretch of Tertiary strata and sandy shoreline deposits in both North and Southern Crete, whereas the shorelines of both western and eastern Crete are chiefly composed of hard metamorphic rocks.

ranging from 20 to 30 cm/s in water temperatures as high as 30 °C (Coppini et al., 2011). The high-frequency SKIRON wind forecast system showed winds varying from north-westerly to south-westerly, a pattern that remained steady for most of the summer of 2006, with wind strength varying between 2 and 7 m/s (Lardner et al., 2006).

For these meteorological and oceanographic conditions, oil spill impacts on shoreline regions were observed to be heaviest from Jieh up to south of Beirut, i.e., closer to the spill source. Significant impacts between Beirut and Chekka and northward along the Syrian coast were also reported, and subsequently confirmed several weeks after the oil spill event (Coppini et al., 2011).

2.2. Local cleaning processes

Adler and Inbar (2007) found that sandy shorelines show moderate to low susceptibility to oil spills in areas exposed to significant wave and wind action, i.e., with important natural cleaning processes. Regions with the lower shoreline susceptibility in Israel comprise relatively straight and smooth profiles without deep and complex bays and headlands, preferably low, flat and sandy in nature (Adler and Inbar, 2007). Shoreline susceptibility increases in Israel, and throughout the Mediterranean Sea, with the presence of important ecosystems, specific habitats, coastal resources and shoreline types that must be preserved in case of oil spills.

A contrasting setting is that associated with oil refineries. In Syria and Lebanon, oil refineries were found to be a controlling factor to As and Cr values in seafloor sediment regardless of local wave and meteorological conditions (Othman et al., 2000). Arsenium and Chromium were found to be above natural levels offshore Syria, whereas elements such as Al, Ca, Fe, K, Mg, Mn, Na, Ba and Br and some trace metals (Pb, Zn and Cu) were naturally cleaned and kept under defined limits in the same region. This poses the interesting problem of secondary pollutants in oil spills and, particularly, in industrial (chemical) spills that occur during drilling operations. In this latter case, the North Sea is one of the best documented regions in the literature, and where drilling muds contaminated with hydrocarbons and heavy metal elements are known to be an important polluter (Davies et al., 1984; Grant and Briggs, 2002). Here, hydrocarbon concentration levels were found to be as much as 1000 times normal background levels close to drilling platforms (i.e., at distances < 250 m), but show a rapid decline with distance (Davies et al., 1984). Background levels were found to be reached some 2000–3000 m from the platform, with the shape and extent of polluted zones being largely determined by current regimes and scale of the drilling operations (Davies et al., 1984; Elliot, 1986).

3. Geological and physiographic setting of Crete

3.1. Pre-Miocene core units

The pre-Miocene core of Crete is composed of hard metamorphic rocks, later accreted and eroded to expose several units, the Gavrovo, Plattenkalk, and the phyllite-quartzite unit (Alves et al., 2007; Kokinou et al., 2012). Dominant lithologies include carbonates deposited in neritic (shallow) environments, changing into pelagic (deep-sea) carbonates and flysch, i.e., interbeded sands and shales. Carbonate rocks are vertically stacked and accreted to form a series of tectonic nappes. These nappes are separated by east–west striking structures both onshore and offshore (Alves et al., 2007; Gallen et al., 2014).

3.2. Sedimentology of mapped units in SE Crete

The older post-orogenic formations on Crete are continental sands and conglomerates of possible Burdigalian (Prina Group, Fassoulas, 2001) to Serravalian age (N14 biozone, Postma and Drinia, 1993). In Southeast Crete, limestone-rich breccia-conglomerates are observed above early Tortonian marls and sands with abundant marine fauna (Tefeli Group; van Hinsbergen and Meulenkamp, 2006). The breccia-conglomerates are followed by calcareous sediments, yellow-grey to white marls, evaporites and bioclastic limestones of the Vrysses Group (Fortuin, 1978). These strata are, in turn, overlain by Pliocene/Quaternary sandstones and conglomerates of the Hellenikon and Finikia/Gallini Groups, which in some areas have been uplifted and rotated by active faults.

Shelval sands and muds, uplifted beach rocks and coarse-grained alluvial fans with large scale boulders, are commonly observed on the Cretan shoreline (Fassoulas, 2001; Peterek and Schwarze, 2004; Pope et al., 2008; Alves and Lourenço, 2010).

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The modern seafloor offshore Crete is composed of conglomerates and coarse-grained sands intercalated with unconsolidated muds and debris flows within offshore tectonic troughs (Alves et al., 2007; Strozyk et al., 2009).

3.3. Average oceanographic and meteorological conditions

Dominant currents offshore South Crete are west-flowing along the shoreline, and locally influenced by sub-regional gyres and eddies (Malanotte-Rizzoli and Bergamasco, 1991; Theocharis et al., 1993). In contrast, Northern Crete reveals a predominant current direction from northwest to southeast. Periodically, the flow reverses its direction (Zodiatis 1991, 1992, 1993a, 1993b; Triantafyllou et al., 2003). In the Kythira and Karpathos Straits, currents also alternate between northerly and southerly directions (Zodiatis, 1991, 1992, 1993a, 1993b; Theocharis et al., 1999).

Current direction on the Cretan shoreline depends closely on the relative position of water gyres and eddies to the South and North of the island, and on sea-bottom topography (Theocharis et al., 1993, 1999). Quick oil spill dispersion should be expected with strong prevailing winds and strong swells. An important observation is that moderate northerly winds are recorded in Northern Crete during the summer, exposing the shoreline to any major oil spills occurring in the Cretan Sea (Fig. 1b). These same winds are able, in South Crete, to potentially disperse any oil spill away from the island into the Libyan Sea (Fig. 1b).

4. Datasets utilised

The method presented in this work uses the following datasets as the basic information necessary for emergency planning, oil spill prevention and oil spill mitigation.

4.1. Bathymetric data

Bathymetric data from EMODNET were used in this work (Berthou et al., 2008) (Fig. 1b). The EMODNET Hydrography data repository stores Digital Terrain Models (DTM) from selected maritime basins in Europe. DTMs used in this study comprise a grid size of 0.25 min. Each grid cell comprises the following data: (a) *x*, *y* coordinates, (b) minimum water depth in metres, (c) average water depth in metres, (d) maximum water depth in metres, (e) standard deviation of water depth in metres, (f) number of values used for interpolation over the grid cell, (g) number of elementary surfaces used to compute the average grid cell depth, (h) average water depth smoothed by means of a sp line function in metres, and (i) an indicator of the offsets between the average and smoothed water depth as a percentage of water depth.

4.2. Onshore Digital Terrain Models (DTMs)

Onshore topography is amongst the principal parameters used in this study to evaluate shoreline susceptibility. Onshore Digital Terrain Models (DTMs) comprise a 3D digital model of the Earth's surface (McCullagh, 1998; El-Sheimy et al., 2005). For this work, an onshore digital elevation model was created for Crete through the detailed digitization of topographic map contours (1:5000 scale maps) from the Hellenic Military Geographical Service (HAGS) (Fig. 3a). The cell size of the digital elevation model was 20 m.

4.3. Shoreline geological and sensitivity maps

Geological data concerning the near-shore structure and the hydrographic network of Crete were included in the database used in this work. Data sources comprise digital geological maps on the 1:50,000 scale (IGME) and local geological maps completed in the period 2005–2013 (Alves and Lourenço, 2010; Kokinou et al., 2012, 2013). Particular care was taken in the identification of local structures, bed dips, rock and soil quality in the regions where shoreline susceptibility was recognised to be high when of the geological mapping of the shoreline.

Shoreline susceptibility maps were compiled based on field geological data, later complemented by morphological data acquired from Google Maps©. Our susceptibility maps are based on the application of Adler and Inbar (2007) classification, used in Israel to characterise shorelines according to their susceptibility to oil spills and natural cleaning up capacity (Table 1). The Environmental Susceptibility Index (ESI) proposed by Adler and Inbar (2007) considers a range of values between 1 and 9, with level 1 (ESI 1) representing areas of low susceptibility, impermeable to oil spilt during accidents (Table 1). Conversely, ESI 9 shorelines are highly vulnerable, often coinciding with natural reserves and special protected areas (Table 1). As ESI 9 shorelines coincide with such areas of natural importance, data from the updated NATURA 2000 database (http://cdr.eionet.europa.eu/gr/eu/n2000/envujeg6w) were also included in our susceptibility analysis.

4.4. Oceanographic and meteorological data

For the oil spill predictions in the sea area around Crete, sea currents and sea surface temperatures have been acquired from the ALERMO (Aegean Levantine Regional Model) (Korres and Lascaratos, 2003; Sofianos et al., 2006). The ALERMO is downscaling from MyOcean (www.myocean.eu) regional MFS (Mediterranean Forecasting System) (Pinardi et al., 2007; Tonani et al., 2008; Oddo et al., 2010) and covers the Eastern Mediterranean with forecast data every 6 h, with a horizontal resolution of 3 km. Both the MyOcean regional MFS and the downscaled ALERMO model use satellite-derived sea surface altimetry and available in-situ data. Wind data were obtained from SKIRON (Kallos and SKIRON group, 1998a, 1998b, 1998c, 1998d, 1998e, 1998f) as high frequency weather forecasts (every hour with a 5-km horizontal resolution), while wave data were obtained from CYCOFOS every 3 h, with a 10-km horizontal resolution (Galanis et al., 2012; Zodiatis et al., 2014a, 2014b).

5. Methodology

The three-step method proposed in this paper can be summarised as follows:

(1) Bathymetric, geomorphological, geological and oceanographic data for the area of interest are initially acquired and analysed, considering these parameters as key to the dispersion of oil slicks in offshore areas.
(2) In a second step, oil dispersion is simulated using MEDSLIK (Lardner and Zodiatis, 1998; Lardner et al., 2006; Zodiatis et al., 2012b) under certain wind, wave and sea current conditions. The aim is to compute in Step 3 multiple hazard maps for Crete taking into account specific accident scenarios.
(3) Finally, all previous information is integrated in Geographic Information Systems (GIS) to produce the final hazard maps for the study area.

5.1. Step 1 – integration of bathymetric, geomorphological, geological and oceanographic data

In this initial step, the morphological structure of onshore and offshore areas in Crete (Panagiotakis and Kokinou, in press) was analysed using bathymetric, elevation data, and their derivatives

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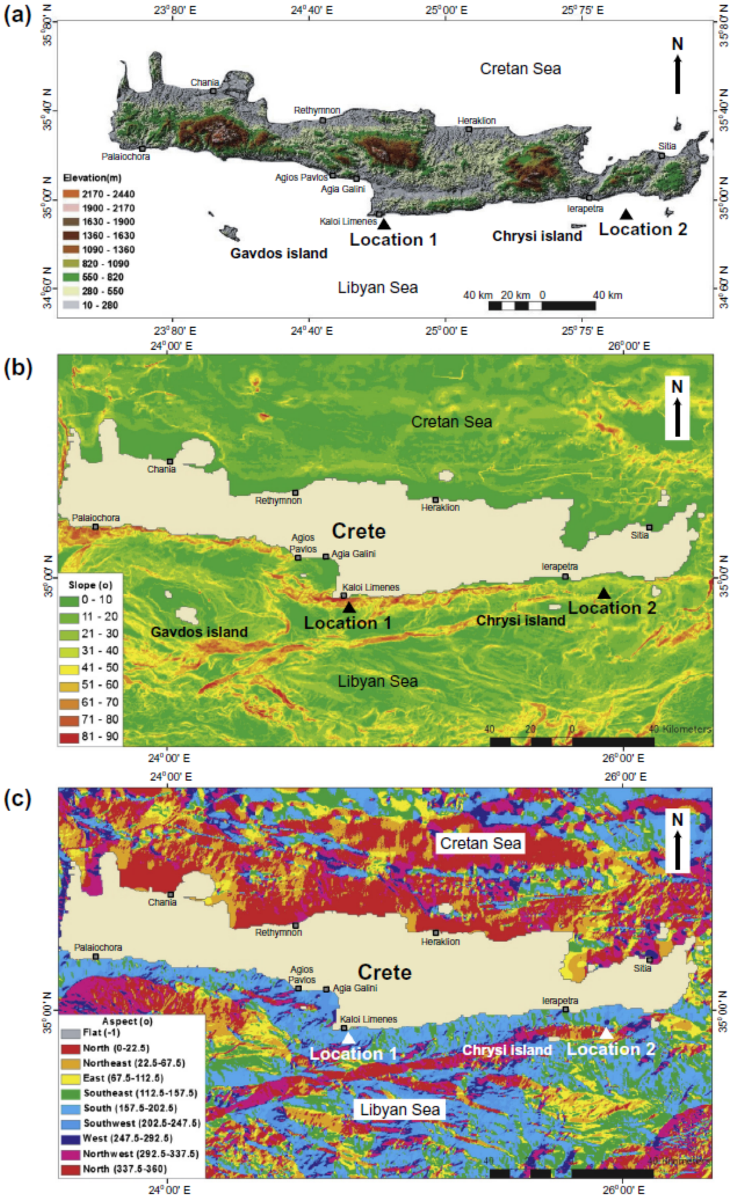

Fig. 3. (a) Onshore elevation map (DTM) for Crete based on data from geological and Hellenic Army charts (see text for details), (b) slope map of the Cretan and Libyan Seas, offshore Crete, as computed from EMODNET bathymetric data, and (c) aspect map computed from EMODNET data following the methodology described in this paper.

(slope and aspect). Our aim was to select the areas of the possible oil spill accidents near to: (a) major sea-bottom features, (b) urban areas with important infrastructures and tourism sites, and (c) coastal regions showing high sensitivity to oil pollution due to their morphology and structure. Slope and aspect features are calculated for each point p of a bathymetric/topographic surface Z using the plane tangent vector $u(p)$:

$$u(p) = \left[\frac{\partial Z(p)}{\partial x}, \frac{\partial Z(p)}{\partial y}\right]^T \qquad (1)$$

Slope $S(p)$ is defined as the maximum rate of change in bathymetry or altitude. Thus, the rates of surface change in the horizontal $\frac{\partial Z(p)}{\partial x}$ and vertical $\frac{\partial Z(p)}{\partial y}$ directions from the point p can be used to determine the slope angle $S(p)$:

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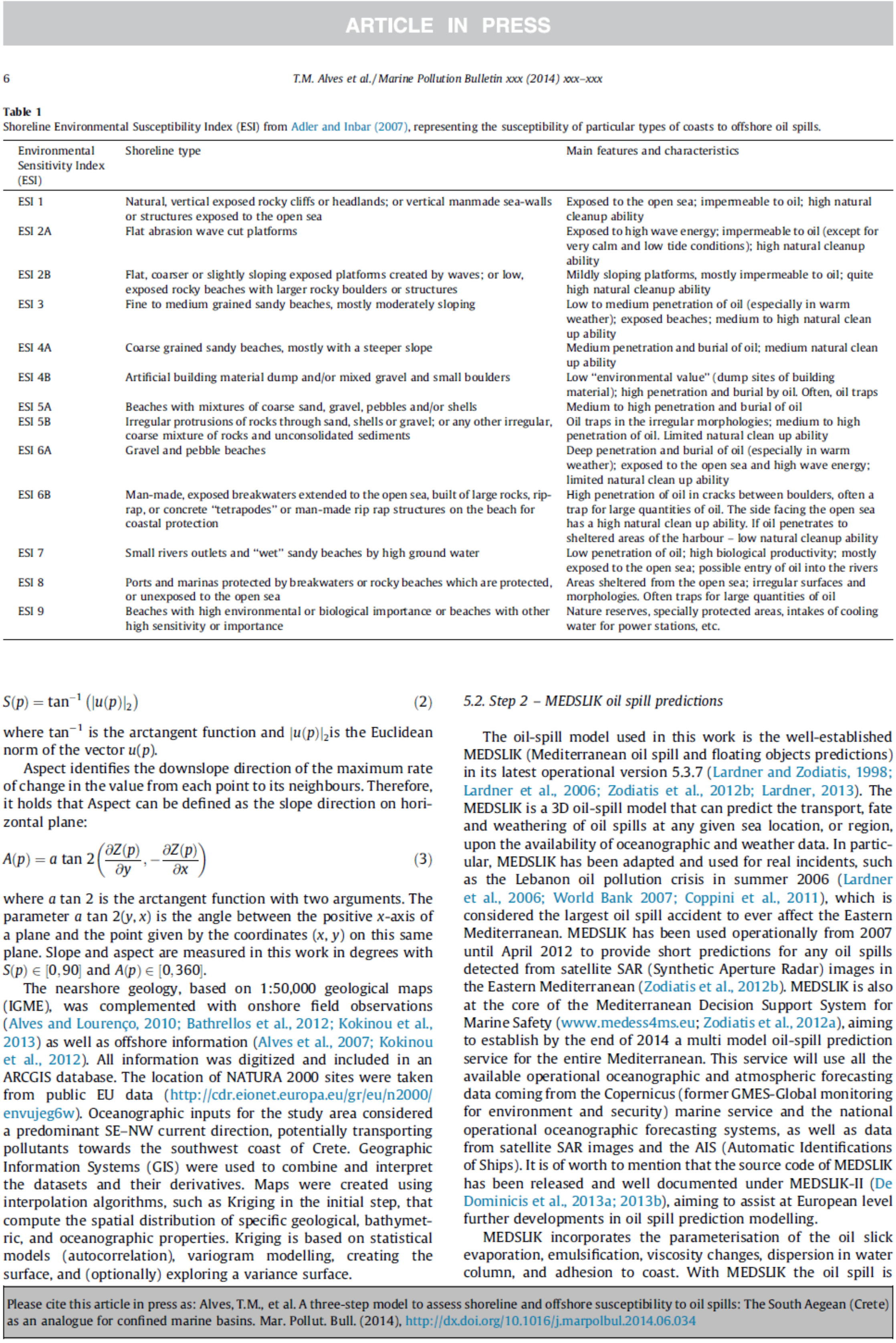

Table 1
Shoreline Environmental Susceptibility Index (ESI) from Adler and Inbar (2007), representing the susceptibility of particular types of coasts to offshore oil spills.

Environmental Sensitivity Index (ESI)	Shoreline type	Main features and characteristics
ESI 1	Natural, vertical exposed rocky cliffs or headlands; or vertical manmade sea-walls or structures exposed to the open sea	Exposed to the open sea; impermeable to oil; high natural cleanup ability
ESI 2A	Flat abrasion wave cut platforms	Exposed to high wave energy; impermeable to oil (except for very calm and low tide conditions); high natural cleanup ability
ESI 2B	Flat, coarser or slightly sloping exposed platforms created by waves; or low, exposed rocky beaches with larger rocky boulders or structures	Mildly sloping platforms, mostly impermeable to oil; quite high natural cleanup ability
ESI 3	Fine to medium grained sandy beaches, mostly moderately sloping	Low to medium penetration of oil (especially in warm weather); exposed beaches; medium to high natural clean up ability
ESI 4A	Coarse grained sandy beaches, mostly with a steeper slope	Medium penetration and burial of oil; medium natural clean up ability
ESI 4B	Artificial building material dump and/or mixed gravel and small boulders	Low "environmental value" (dump sites of building material); high penetration and burial by oil. Often, oil traps
ESI 5A	Beaches with mixtures of coarse sand, gravel, pebbles and/or shells	Medium to high penetration and burial of oil
ESI 5B	Irregular protrusions of rocks through sand, shells or gravel; or any other irregular, coarse mixture of rocks and unconsolidated sediments	Oil traps in the irregular morphologies; medium to high penetration of oil. Limited natural clean up ability
ESI 6A	Gravel and pebble beaches	Deep penetration and burial of oil (especially in warm weather); exposed to the open sea and high wave energy; limited natural clean up ability
ESI 6B	Man-made, exposed breakwaters extended to the open sea, built of large rocks, rip-rap, or concrete "tetrapodes" or man-made rip rap structures on the beach for coastal protection	High penetration of oil in cracks between boulders, often a trap for large quantities of oil. The side facing the open sea has a high natural clean up ability. If oil penetrates to sheltered areas of the harbour – low natural cleanup ability
ESI 7	Small rivers outlets and "wet" sandy beaches by high ground water	Low penetration of oil; high biological productivity; mostly exposed to the open sea; possible entry of oil into the rivers
ESI 8	Ports and marinas protected by breakwaters or rocky beaches which are protected, or unexposed to the open sea	Areas sheltered from the open sea; irregular surfaces and morphologies. Often traps for large quantities of oil
ESI 9	Beaches with high environmental or biological importance or beaches with other high sensitivity or importance	Nature reserves, specially protected areas, intakes of cooling water for power stations, etc.

$$S(p) = \tan^{-1}\left(|u(p)|_2\right) \qquad (2)$$

where $\tan^{-1}$ is the arctangent function and $|u(p)|_2$is the Euclidean norm of the vector $u(p)$.

Aspect identifies the downslope direction of the maximum rate of change in the value from each point to its neighbours. Therefore, it holds that Aspect can be defined as the slope direction on horizontal plane:

$$A(p) = a\tan 2\left(\frac{\partial Z(p)}{\partial y}, -\frac{\partial Z(p)}{\partial x}\right) \qquad (3)$$

where $a\tan 2$ is the arctangent function with two arguments. The parameter $a\tan 2(y, x)$ is the angle between the positive x-axis of a plane and the point given by the coordinates (x, y) on this same plane. Slope and aspect are measured in this work in degrees with $S(p) \in [0, 90]$ and $A(p) \in [0, 360]$.

The nearshore geology, based on 1:50,000 geological maps (IGME), was complemented with onshore field observations (Alves and Lourenço, 2010; Bathrellos et al., 2012; Kokinou et al., 2013) as well as offshore information (Alves et al., 2007; Kokinou et al., 2012). All information was digitized and included in an ARCGIS database. The location of NATURA 2000 sites were taken from public EU data (http://cdr.eionet.europa.eu/gr/eu/n2000/envujeg6w). Oceanographic inputs for the study area considered a predominant SE–NW current direction, potentially transporting pollutants towards the southwest coast of Crete. Geographic Information Systems (GIS) were used to combine and interpret the datasets and their derivatives. Maps were created using interpolation algorithms, such as Kriging in the initial step, that compute the spatial distribution of specific geological, bathymetric, and oceanographic properties. Kriging is based on statistical models (autocorrelation), variogram modelling, creating the surface, and (optionally) exploring a variance surface.

5.2. Step 2 – MEDSLIK oil spill predictions

The oil-spill model used in this work is the well-established MEDSLIK (Mediterranean oil spill and floating objects predictions) in its latest operational version 5.3.7 (Lardner and Zodiatis, 1998; Lardner et al., 2006; Zodiatis et al., 2012b; Lardner, 2013). The MEDSLIK is a 3D oil-spill model that can predict the transport, fate and weathering of oil spills at any given sea location, or region, upon the availability of oceanographic and weather data. In particular, MEDSLIK has been adapted and used for real incidents, such as the Lebanon oil pollution crisis in summer 2006 (Lardner et al., 2006; World Bank 2007; Coppini et al., 2011), which is considered the largest oil spill accident to ever affect the Eastern Mediterranean. MEDSLIK has been used operationally from 2007 until April 2012 to provide short predictions for any oil spills detected from satellite SAR (Synthetic Aperture Radar) images in the Eastern Mediterranean (Zodiatis et al., 2012b). MEDSLIK is also at the core of the Mediterranean Decision Support System for Marine Safety (www.medess4ms.eu; Zodiatis et al., 2012a), aiming to establish by the end of 2014 a multi model oil-spill prediction service for the entire Mediterranean. This service will use all the available operational oceanographic and atmospheric forecasting data coming from the Copernicus (former GMES-Global monitoring for environment and security) marine service and the national operational oceanographic forecasting systems, as well as data from satellite SAR images and the AIS (Automatic Identifications of Ships). It is of worth to mention that the source code of MEDSLIK has been released and well documented under MEDSLIK-II (De Dominicis et al., 2013a; 2013b), aiming to assist at European level further developments in oil spill prediction modelling.

MEDSLIK incorporates the parameterisation of the oil slick evaporation, emulsification, viscosity changes, dispersion in water column, and adhesion to coast. With MEDSLIK the oil spill is

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modelled using a Monte Carlo method. The pollutant is divided into a large number of Lagrangian parcels, up to 500,000, of equal size. For this work 100,000 parcels were used, with the size of each parcel being 0.01 m^3. The advective velocity of each oil parcel is a sum of the mean and turbulent fluctuation components of the drift velocity. The advection of the oil slick is caused by the combined action of currents, wind, as well as the Stoke drift. MEDSLIK uses a drift factor approach, which is considered to be the most practical approach for adjusting the advection of the oil slicks coming from low resolution hydrodynamic models. With this method the mean drift velocity of the surface oil is considered to be a weighted sum of the wind velocity and the surface Eulerian velocity field. At each time step, each parcel is given a convective and a diffusive displacement.

The oil spills modelled in MEDSLIK consider a light evaporative component and a heavy non-evaporative component. Emulsification is also simulated, and any viscosity changes in the oil are computed according to the amounts of emulsification and evaporation. Evaporation of the lighter oil fractions follows Mackay et al. (1980b) algorithm, whereas emulsification uses Mackay et al. (1980a) concepts. Beaching on the coast and absorption depending on the type and nature of the shoreline (see Shen et al., 1987 after Torgrimson, 1980). The MEDSLICK model, in addition to its successful use in real oil spill incidents, has received inter-comparison data with other oil spill models using surface drifters (Brostrom et al., 2008; De Dominicis et al., 2010; Zodiatis et al., 2014b).

5.3. Step 3 – compilation of shoreline hazard maps

In a third step, DTM and their derivatives, geological data and the current direction used in oil slick simulations were imported into ArcGIS 10's Iso Cluster Unsupervised Classification package to compile oil spill hazard maps (see Irvin et al., 1997 and Murthy et al., 2003). This is a method of multivariate statistical analysis, searching the relationships among different type of attributes. It is similar to cluster analysis, assigning observations to the same class due to their similar values. It is useful in cases of no pre-existing field data and when the training datasets cannot be accurately specified.

In the analysis in this paper the larger weights have been given to the current direction raster and the derivatives of the DTM, because these parameters control the dispersion of oil spills when an accident occurs near the shore. The output rasters corresponding to the hazard maps of the two selected areas (offshore Ierapetra and in Kaloi Limenes-South Heraklion) are classified in four and five classes respectively and are tied to shoreline sensitivity data (see Section 6). By using hazard maps as such compiled in this work, civil protection agencies can be aware of the exact length of affected shoreline areas, their morphology and degree of access of specific locations to emergency teams.

6. Results

6.1. Bathymetry

It is well known that bathymetry is strongly related to ocean circulation (Marshall, 1995; Whitehead, 1998; Gille et al., 2004), by blocking the water flow and further controlling the direction of the ocean currents, hence the oil spill trajectory. Especially in regions like South Crete, where large fault-bounded scarps are observed offshore, bathymetric features control the amount of the water passing between basins.

Two useful products derived from the analysis of bathymetry data are slope angle and slope aspect plots (Fig. 3b and c). These two types of maps were used in this work to isolate ranges of slope angles for statistical treatment, to identify zones of marked slope instability, and to recognise submarine outcrop exposures. Both datasets (slope angle and slope azimuth) were used to illuminate trends associated with submarine tectonic features (e.g., faults and main ridges). Data from the slope map were grouped in nine classes: (i) 0–10°, (ii) 11–20°, (iii) 21–30°, (iv) 31–40°, (v) 41–50°, (vi) 51–60°, (vii) 61–70°, (viii) 71–80°, and (ix) 81–90° (Fig. 3b). Data from the slope aspect-azimuth maps were grouped in ten classes, varying from flat seafloor areas to features oriented 337–360° (Fig. 3c).

Slope and aspect maps confirmed the presence of important bathymetric features (see also Kokinou et al., 2012). Prevailing slopes in the study areas are greater than 20° steep, while prevailing slope azimuths are 0–40°, 160–200°, 280–320° and 320–359°. It is obvious in South Crete that steep slopes are mainly related to N–S, E–W and WNW–ESE oriented faulting (Kokinou et al., 2012).

6.2. Assessment of shoreline sensitivity

The geomorphology of nearshore areas is an important parameter controlling oil spill advection. In addition, the spatial distribution of contaminants in marine sediments is impacted by natural factors such as parent rock weathering, weather conditions and marine circulation patterns (Rooney and Ledwin, 1989). Marine sediments can, therefore, be a sensitive indicator for both spatial and temporal trend monitoring of contaminants in the marine environment. In this paper, we used geological data from the IGME 1:50,000 digital geological map, new field geological data, high quality aerial imagery from Google Maps© and DTMs from Crete to classify the shoreline of Crete according with the classification in Table 1. Shoreline sensitivity was therefore examined according to Environmental Sensitivity Index (ESI) of Adler and Inbar (2007) for Mediterranean areas (Fig. 4 and Table 1).

Our results show a series of high sensitivity (ESI 9) areas in both north and south Crete. They are related in both regions to the presence of sandy shorelines, with Miocene to Holocene fine sands and muds deposited over older friable sediment of high porosity (Figs. 2, 4 and 5). They also coincide with highly populated areas, regardless of their inclusion, or not, in NATURA 2000 natural reserves (Fig. 5).

6.3. Oil spill spreading and dispersion predictions

Oil spill prediction (Fig. 6) were simulated for South Crete near the natural port of Kaloi Limenes (Location 1), where an oil storage and terminal facility are located, and Ierapetra (Location 2) - comprising a main tourism area. Additionally, these areas were selected based on environmental and demographic criteria (Kassomenos, 2004), as they comprise regions in South Crete where large towns occur, or where NATURA 2000 sites occur close to the shoreline (Fig. 7).

The MEDSLIK oil slick predictions for Locations 1 and 2 present the trajectory of an assumed oil slick with 10,000 tonnes, with a dominant current direction from SE to NW away for the coast to E–W near to the coast (Fig. 6). In the two oil spill models for Locations 1 and 2, the oil slick thickness ranges between 0 and 16.86 mm. In the case of Kaloi Limenes (Location 1, Fig. 6a) the oil slick moved through the Gulf of Tympaki, affecting the coast of Agia Galini as well as part of the eastern coast of Crete. In the case of Ierapetra (Location 2, Fig. 6b), the oil slick affected the low-lying beaches that extend west of Ierapetra (Figs. 4c and 6b). Considering the arrival times for the two cases, the spill arrives to the shore approximately 94 h after the oil spill accident in Kaloi Limenes (Location 1), and 38 h after the accident in Ierapetra (Location 2) (Fig. 6).

6.4. Final hazard maps

The final outcome of the Iso Cluster Unsupervised Classification is a hazard map showing which marine and nearshore areas will be

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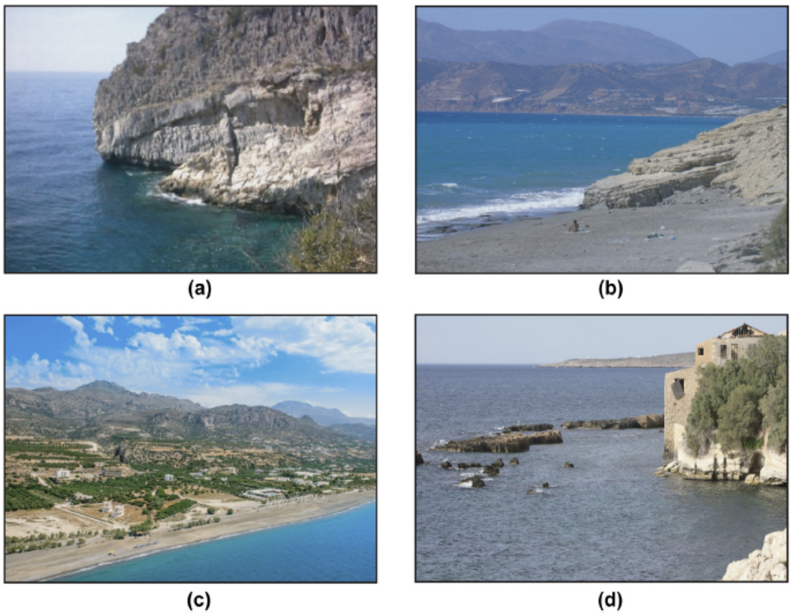

Fig. 4. Examples of shoreline types according to Adler and Inbar (2007) Environmental Susceptibility Index (ESI) classification. (a) ESI 1 shoreline at Agios Pavlos (see Fig. 3 for location) on which vertical rocks exposed to the open sea are observed. These rocks are impermeable to oil and have a high natural cleanup ability. (b) ESI 2A shoreline in the Tympaki Gulf (between Agia Galini and Kaloi Limenes, see Fig. 3 for location). Flat abrasion wave cut platforms, potentially exposed to oil landing from the sea, occur in this region together with coarse-grain sands and pebble beaches. (c) ESI 9 shoreline, Ierapetra beach, gently sloping to the south, and formed over Miocene sands (see Fig. 3 for location). High penetration and burial of oil, but with medium natural clean up ability. (d) ESI 5B shoreline in Chania, showing irregular protrusions of rocks and boulders alternating with unconsolidated sediments (see Fig. 3 for location). This complex shoreline morphology creates oil traps and shows medium to high penetration of oil. ESI 5B shorelines have limited natural clean up ability.

primarily affected in case of an oil spill accident in Locations 1 and 2 (Fig. 8). These maps were compiled taking into account the derivatives of the bathymetry (slope and aspect), geomorphologic factors, and current direction orienting E–W to SE–NW. The division of a probability map into categories was performed for visualization purposes and does not imply a discrete zonation of the study area in safe and unsafe places (Begueria and Lorente, 2003; Lamelas et al., 2008). These values were categorized into five classes for the case of Kaloi Limenes (more sensitive) and four classes for the area of Ierapetra, corresponding to different susceptibility levels (very low, low, moderate, high and very high). In particular, high and very high susceptibility zones are strongly related to bathymetric features, rugged shoreline profiles, and the direction of surface and deeper marine currents.

7. Local effects on end-member scenarios modelled in South Crete

In the early 1980s, over three quarters of a million tonnes of oil were estimated to have been introduced annually into the Mediterranean Sea from land-based and open-sea discharges (Burns and Saliot, 1986). Most of these discharges result from ships navigating in international waters with a minor amount resulting from drilling (Ferraro et al., 2007; European Environmental Agency, 2013). This paper considers two distinct case-studies, one located close to a main depot where maritime accidents may happen (Location 1), and a second case-study (Location 2) where exploratory drilling might be considered in the future (Fig. 8).

Published work in Alves et al. (2007) and Kokinou et al. (2012) demonstrated the existence of a complex depositional setting south of Crete where coarse-grained sediment sourced from dense (hyperpycnal) flows during flash-flood events mostly bypass the short continental shelf into adjacent tectonic troughs. Recognised sedimentary processes during these flash-flood conditions include high-density turbidity flows, and hyperpycnal flows sourced from streams and gorges striking north–south on Crete (Fig. 5). In such a setting, local wind and precipitation conditions have a pronounced effect on proximal near-shoreline conditions.

Comprising a narrow continental shelf, except on the Messara Basin and between Ierapetra and Gaiduronissi, northerly wind conditions during flash-flood events will potentially move any oil spills away from South Crete, at the same time reducing the effect of oil spills on local communities until the moment they reach the continental shelf. In contrast, southerly winds in relatively dry conditions will shorten the time necessary for an oil spill to reach the shoreline. In both situations, the rugged continental slope of South Crete, and intermediate to deep-water current conditions, will potentially form barriers to deeper, sinking oil slicks. The distribution of deep, sunken oil will mainly depend on seasonal currents flowing in tectonic troughs at the time of the oil spill. In the absence of significant upwelling currents along the continental slope of South Crete, the velocity in which the oil slick(s) will sink is an important factor, as sinking slicks will be trapped in tectonic troughs with the steep continental slope of Crete creating a barrier to oil dispersion (Figs. 5 and 8).

A contrasting setting to Southern Crete occurs in the northern half of the island. The continental slope is much broader here, at places culminating in a wide shelf region extended in a SSW–NNE along the island (Fig. 1b). The seafloor offshore Heraklion, for instance, opens to the north forming a gentle continental slope.

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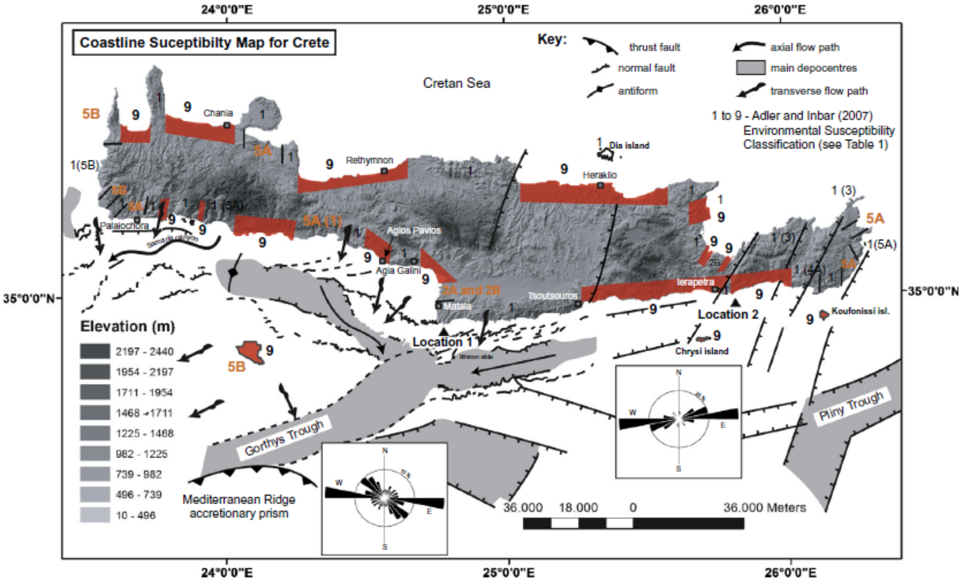

Fig. 5. Shoreline susceptibility map showing (in red) the regions of higher susceptibility on Crete. The map was compiled based on geological maps from SE Crete and shoreline analyses based on field data and Google Earth©. See Table 1 for a description of types ESI 1 to ESI 9 according to Adler and Inbar (2007). (For interpretation of the references to colour in this figure legend, the reader is referred to the web version of this article.)

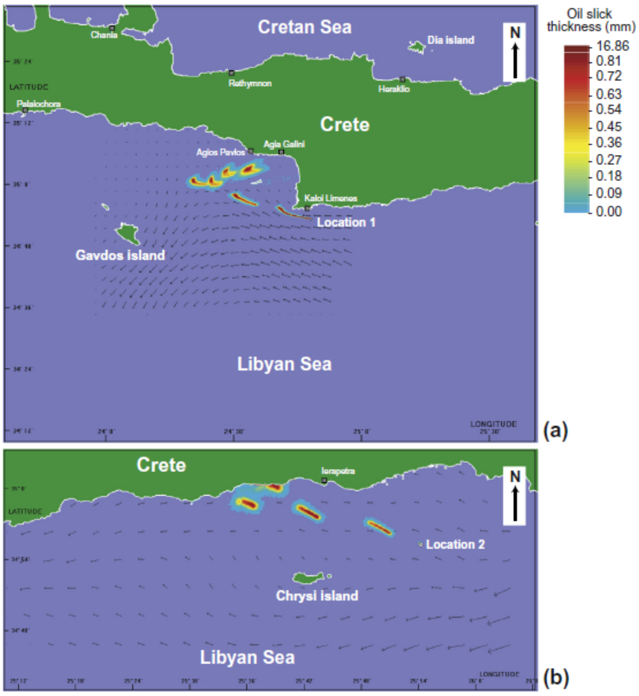

Fig. 6. MEDSLIK oil spill spreading and diffusion models for Locations 1 and 2. Both show a predominant SE–NW spreading direction, with oil spills reaching the shoreline at different times some 5–96 h after the initial accident. Arrows represent surface current vectors for the period analysed.

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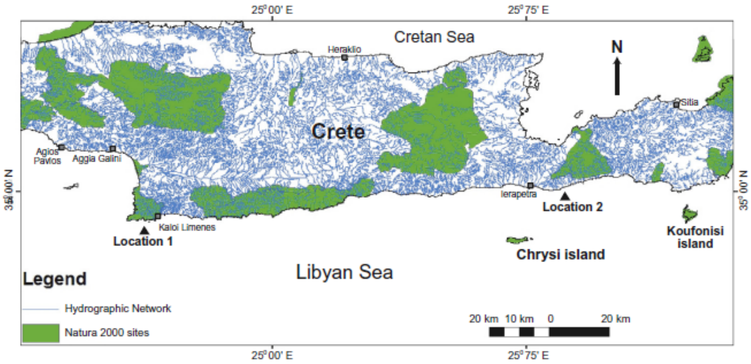

Fig. 7. Location of NATURA 2000 sites on Crete and corresponding hydrographic network.

The average seafloor depth is 35 m some 1.5 km offshore, and is still 50 m deep ~2.0 km from the Northern Crete shoreline (Triantafyllou et al., 2003) (Fig. 1b). Importantly, the shoreline of Northern Crete is sandy to muddy in most of its course, with Holocene sediments resting upon a marly substrate (see Tselepides et al., 2000) of marine origin in the regions were shoreline susceptibility is higher (ESI 9, Fig. 5). In this setting, the vulnerability of the Northern Crete shoreline to any oil spill accident will closely depend on the distance of oil spills to the shore, with close-distance accidents potentially having an immediate impact on shelf and shoreline sediments.

8. Discussion and recommendations

8.1. The South Aegean as a case-study for confined marine basins

The Northern Crete example is that of a gentle continental shelf and slope, such as in parts of North Africa where prevailing winds, surface currents, and a simpler bathymetry may contribute to more moderate rates of oil spill advection. Locations 1 and 2 in South Crete comprise the opposite example, with the existence of complex directions of prevailing winds, submarine currents and topography contributing for less predictable oil spill advection paths. In the straits separating Crete from continental Greece and Turkey, a close dependence of oil spill advection on prevailing current and wind conditions should exist, as these are known to be seasonally variable (Theocharis et al., 1993, 1999).

In Northern Crete, the gentle continental shelf bordering the island contributes to a larger concentration of hydrocarbons close to the shore. Oil dispersion and emulsification might be enhanced if the spill is to form long, linear shapes parallel to the shoreline, sourced from more distant accidents. In contrast, if the spill occurs close to the shoreline it will be important to confine any stranded tanker to a bay or a coastal spit, taking account the dominant wind and current conditions. The aim in this case should be to confine the spill by shoreline topography, taking account shoreline susceptibility and local demography.

Prevalent wind and current conditions are of key importance in confined marine basins. In the worst case scenario large oil spills can rapidly propagate, impacting heavily on islands, spits and bays in Southern Crete. In the case of northerly winds and surface currents, the northern coast of Crete will be in danger, with wind transporting oil slicks towards Crete, while oil spills generated close to the Southern Cretan shore will propagate into the Libyan Sea, where the conditions to dissipate and sink are improved. In the case of prevailing southerly winds, the southern coast of Crete will present the largest risk, while the northern coast will present the lowest risk (e.g., Theocharis et al., 1993, 1999).

Close to the shoreline, decision-makers should avoid any environmentally protected sites, or major cities, using topographic features on the shoreline as a mean to contain the spill. The accessibility of accident areas needs to be taken into account due to the scarcity of major roads. In areas of complex bathymetry, distant oil spills will have the capacity to degrade and sink (Fig. 5). In this case, downwelling and upwelling effects might be significant as controlling factors to the emergence or submergence of oil. Emulsification and dispersion will be higher if wave conditions are rough, as prevailing wave movement is often dependent on currents and winds (Pye, 1992). In gentler slopes as those in Northern Crete, the potential to pollute vast swathes of the seafloor is greater, adding to the susceptibility of the shoreline – already a region with high demographic pressure (Fig. 5). We suggest spill containing procedures to be very swift in case of an oil spill in areas of gentle bathymetry, unless wind and current conditions disperse the slick offshore.

8.2. A guideline for the mitigation of coastal oil spills

The primary questions emergency teams should pose when assessing oil spill scenarios are: (1) who will suffer the impact if an oil spill reaches the shore? (2) will the oil spill, when reaching the shore, impact on areas of significant demographic pressure (e.g., major cities), environmental importance, or both?, and (3) if so, what can be done to mitigate (i.e., reduce) the impact on shoreline ecosystems and populations?

A key factor when addressing Question 1 is oil spill distance to the shoreline (Fig. 9). Previous accidents such as the *MV Prestige* oil spill in 2002 showed that towing operations can be hindered by poor weather conditions, particularly when of remote oil spills that occur far from the shoreline (Balseiro et al., 2003). In the case of the *MV Prestige*, the option taken in November 2002 was to tow the tanker to a distant offshore area where prevailing currents would keep the spill away from the shoreline, allowing for the natural degradation of oil in the Atlantic Ocean (Wirtz and Liu, 2006). The option was taken due to the precarious state of the tanker, which showed substantial hull damage and was in the imminence of sinking. Otherwise, ships should be towed to shoreline areas in which the spill can be contained and oil can be pumped out of containers by mechanical means, if the volume of oil is not overwhelmingly large. National and international environmental laws may apply to specific cases, such as in the USA with the oil pollution Act of 1990 (United States Congress, 1990), but a good

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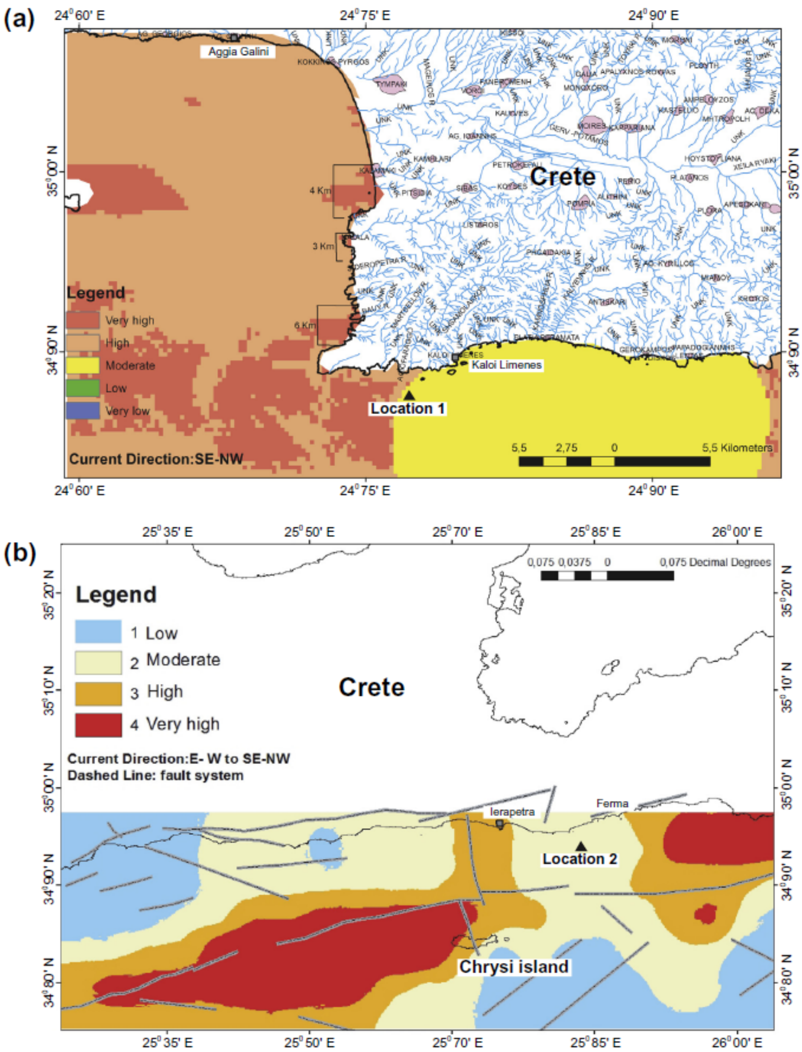

Fig. 8. Oil spill hazard maps indicating the areas where oil spill spreading and diffusion is interpreted to have a larger probability of polluting the shoreline and seafloor bathymetric features in Southern Crete.

example of this latter procedure is the oil spill of 1999 in the Sydney Bay, Australia (MacFarlane and Burchett, 2003). The readily availability of equipment in this harbour allowed the *Laura D'Amato* tanker to remain inside the Shell oil terminal in Gore Cove, with the oil spill being confined to a small area (Sydney Morning Herald, 1999; MacFarlane and Burchett, 2003). Crude oil spilt totalled some 296,000 l during unloading at the terminal of the Shell Co of Australia, but this volume was contained within a small portion of Sydney Bay.

Question 2 depends mainly on the volume and type(s) of oil released to the water and, secondarily, on the volumes reaching the shoreline when of an oil spill (Fig. 9). In this case, two classes of oil spills can be defined: (a) oil spills derived from maritime accidents and (b) oil spills derived from production platforms. The main properties which affect the fate of spilled oil at sea are specific gravity, or its density relative to pure water (often expressed as API° or API gravity); the distillation characteristics of oil slicks (volatility); the viscosity of oil, and the pour point (i.e., the temperature below which the oil slick will not flow). In addition, high wax and asphaltene contents will influence the likelihood of oil mixing with water to form a water-in-oil emulsion (ITOPF, 2013). Oils forming stable oil-in-water emulsions persist longer at the water surface. Typically, oil density is classified in the following groups:

(a) Group I (density < 0.8 g/cm^3), comprising gasoline and kerosene.
(b) Group II (density 0.8–0.85 g/cm^3), gas oil and Abu Dhabi Crude.
(c) Group III (density 0.85–0.95 g/cm^3), Arabian Light Crude, North Sea Crude Oils (e.g., Forties crude).

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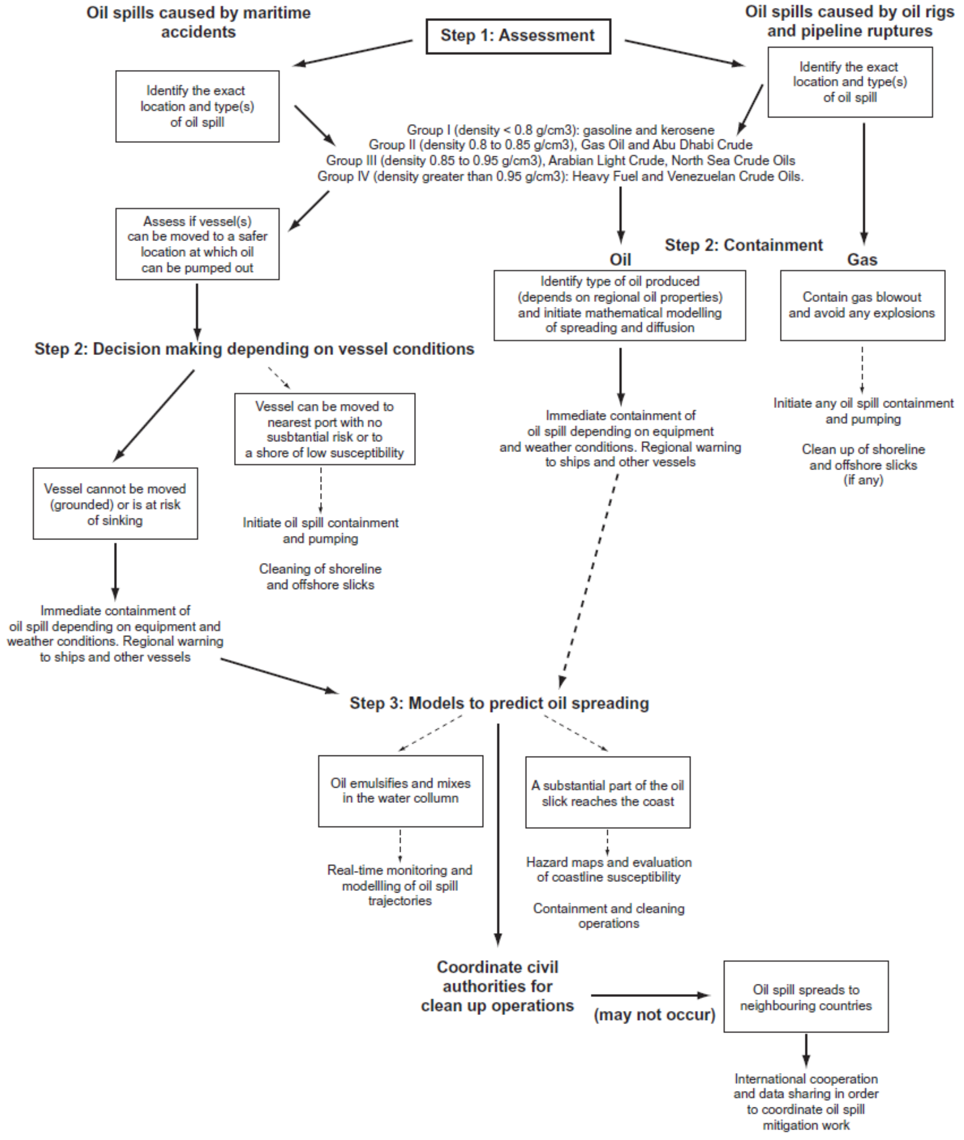

Fig. 9. Workflow suggested in this paper for maritime and platform accidents.

(d) Group IV (density greater than 0.95 g/cm^3), or heavy fuel and Venezuelan Crude Oils.

Group I oils (i.e., non-persistent) tend to dissipate completely through evaporation within a few hours and do not normally form emulsions. Group II and III oils can lose up to 40% by volume through evaporation. Because of their tendency to form viscous emulsions, there is an initial volume increase as well limited natural dispersion, particularly in the case of Group III oils. Group IV oils are very persistent due to their lack of volatile material and high viscosity, which preclude both evaporation and dispersion (ITOPF, 2013).

The volume and type of oil released when of maritime accidents will naturally depend on the type of accident (sinking of oil tanker, with or without hull splitting; grounding of tankers with variable degrees of hull rupture; collision between oil tankers; collision between smaller ships) and on the tonnage of stricken ships. Most of the oil tankers crossing the Mediterranean Sea head to, or from, the Suez Canal – which imposes a tonnage limit of 240,000 deadweight tonnes (DWT) on oil tankers (Suez

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Canal Rules of Navigation). However, open sea harbours in the Mediterranean can accommodate ultra large crude carriers with up to 550,000 DWT.

Accidents in production platforms, in contrast, depend closely on local geological conditions and rig equipment (e.g., Deepwater Horizon Investigation Report, 2010) (Fig. 9). In hydrocarbon production stages, accidents are mostly related to pipeline ruptures and explosions on rigs (e.g., Alpha-Piper, Cullen, 1993), with the type of hydrocarbon produced by the platforms being of paramount importance to any spill predictions. Gas blowouts such as the West Vanguard blowout in Norway (October 1985) are capable of releasing large amounts of gas into the water column, but will not result in large oil spills (Sætren, 2007).

Question 3 relates to the response civil protection, governmental institutes, ship and rig operators will provide in the hours after the spill accidents. Based on the experience of two table top exercises for oil spill accidents organised in the context of the NEREIDs project (http://www.nereids.eu/site/en/index.php?file=nereids-project) we suggest the following procedure for specific accidents as a guide to address Question 3:

(a) Ship accidents – evaluate type of accident (grounding, collision, hull rupture), identify type of oil released, and assess distance to shoreline. Consider if towing the ship to harbour or coastal embayment, where shoreline susceptibility is known to be low, are feasible options. Cleaning operations should start immediately upon arrival and should focus on emptying remaining crude from tanks, fuel from ships, and on containing any spills.
(b) Platform accidents – assess type of accident, and if oil is being at all released from platforms or pipelines. Gas platforms accidents result in smaller spills, if any. Accidents on oil production platforms may result in larger accidents if containing equipment malfunctions, or if geological conditions bypass blowout preventers and other machinery. Emphasis should be given on containment, avoiding at the same time any platform explosions.

Finally we suggest cleaning operations to start soon after the spill by using common apparatuses such as booms, skimmers, dredges and pumping vessels (Fig. 9). Bioremediation methods, use of solvents and dispersants, or controlled burning of oil slicks might be options to consider. Due to the long life of hydrocarbons in certain shoreline types, it is imperative that severe measures are taken to address the problem early in the accident(s), at national and international levels, so the impact on marine ecosystems and shoreline populations is mitigated or prevented. Post-spill monitoring of key environmental parameters is therefore crucial to monitor the normal shoreline recovery procedures (Doerffer, 1992; De la Huz et al., 2005; Kirby and Law, 2010).

9. Final concluding remarks

The main conclusion of this work is that the three-step method proposed in this paper allows the definition of regions of higher susceptibility and hazard in case on an oil spill in confined marine basins. The three-step method can be summarised as follows:

(1) Step 1 – bathymetric, geomorphological, geological and oceanographic parameters from the region surrounding the oil spill should be considered as key parameters controlling the dispersion of oil slicks.
(2) Oil dispersion simulations using MEDSLIK are carried out taking into account high-resolution wind, wave and sea current data.
(3) In the third and final step, Geographic Information Systems (GIS) should be used to evaluate the varied factors selected and to compile final shoreline hazard maps.

The compilation of oil spill hazard maps is important to a successful response to oil spill accidents in their early stage. This is because areas of intense urbanization, or environmentally sensitive zones, require an accurate management from civil protection authorities in the very first hours after an oil spill. In the case of an oil spill in deep offshore areas, real-time oceanographic and meteorological data will be paramount to model the path and dispersion rates of oil slicks. As a corollary of this work, the two scenarios modelled show that sea bottom irregularities controlled by the geological structure, as well as coastline morphology and geology, have important impacts on oil spill spreading and dispersion in confined marine basins.

In all models, a final factor to consider is the coupling between the direction of shallow sea currents, wind and wave during rough weather conditions. Changing wind conditions can be an important factor and should be taken into account in oil spill models, as they can allow the movement of oil slicks without affecting the shoreline. Similarly, the effect of the Stoke drift when of rough sea state conditions has to be taken into account, especially close to the shoreline.

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Αντιπροσωπευτικές φωτογραφίες για την παράκτια γεωλογία του μετώπου των Χανίων

Φωτ. 1

Φωτ. 2

Φωτ. 3

Φωτ. 4

Φωτ. 5

Φωτ. 6

Φωτ. 7

Φωτ. 8

Φωτ. 9

Φωτ. 10