



**MEDITERRANEAN ACTION PLAN (MAP)
REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE
MEDITERRANEAN SEA (REMPEC)**

Regional Expert Meeting on National Action Plans
for the Implementation of the Regional Strategy
for Prevention of and Response to Marine Pollution
from Ships (2016-2021)

REMPEC/WG.39/4
Date: 11 October 2016

Barcelona, Spain, 8-9 November 2016

Original: English

Agenda Item 4

**DEVELOPMENT OF A COMMON TEMPLATE FOR THE PREPARATION OF NATIONAL ACTION
PLANS FOR THE IMPLEMENTATION OF THE REGIONAL STRATEGY (2016-2021), INCLUDING
NATIONAL ASSESSMENTS**

Note by the Secretariat

SUMMARY

Executive Summary: This document provides information on the development of a common template for the preparation of National Action Plans for the implementation of the Regional Strategy (2016-2021), including national assessments. The Appendix to the present document sets out a draft Guidance Document, including Common Template (Annex I), List of Examples of National Actions (Annex II) and National Assessment Form (Annex III).

Action to be taken: Paragraph 18

Related documents: UNEP(DEPI)/MED IG.19/8, UNEP(DEPI)/MED IG.22/28,
REMPEC/WG.39/INF.3

Introduction

1 The Nineteenth Ordinary Meeting of the Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean ("the Barcelona Convention") and its Protocols, which was held in Athens, Greece from 9 to 12 February 2016, adopted Decision IG.22/4 related to the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021) (UNEP(DEPI)/MED IG.22/28), hereinafter referred to as the Regional Strategy (2016-2021), which is presented in the Annex to document REMPEC/WG.39/INF.3.

2 The Regional Strategy (2016-2021), including its General and Specific Objectives, were developed on the basis of the original Regional Strategy for Prevention of and Response to Marine Pollution from Ships adopted by the Fourteenth Ordinary Meeting of the Contracting Parties to the Barcelona Convention and its Protocols, which was convened in Portorož, Slovenia from 8 to 11 November 2005. The revision exercise was carried out in parallel to the preparation of the Integrated Six Year Programme of Work of the Mediterranean Action Plan (MAP) of the United Nations Environment Programme (UNEP), also referred to as UNEP/MAP, for the period 2016 to 2021 (Mid-Term Strategy), the drafting of the Mediterranean Strategy for Sustainable Development (MSSD) 2.0 (2016-2025) and the implementation of the Ecosystem Approach (EcAp) during the biennium 2014-2015. The Regional Strategy (2016-2021) should, therefore, be seen as an integral part of the UNEP/MAP's Mid-Term Strategy.

3 Bearing in mind the legal, financial and institutional framework of the Barcelona system, including in particular the provisions of the Protocol concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea ("the 2002 Prevention and Emergency Protocol"), the mandate of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) as the Regional Activity Centre charged with the implementation of the said Protocol, as well as the present and expected future scenarios characterising the maritime industry and the Mediterranean region, the general objectives of the Regional Strategy (2016-2021) are threefold, namely:

- .1 prevention of pollution from ships;
- .2 prevention of maritime accidents; and
- .3 preparation for response to major pollution incidents.

4 Section 4 of the Regional Strategy (2016-2021) describes the Specific Objectives which, if achieved, will meet the general objectives as set out above. For each Specific Objective, certain goals are proposed which will also serve as criteria for indicating the success (or otherwise) of Contracting Parties to the Barcelona Convention in meeting the objectives. The implementation goals are set out in tabular form in Appendix 1 thereto. Although the role of REMPEC will, as it has been since its inception, be primarily one of assistance to the Contracting Parties to the Barcelona Convention in enhancing their national capacities and in facilitating the means for regional or sub-regional cooperation, most of the Specific Objectives include definite tasks which are entrusted to the Secretariat (REMPEC) as an integral part of the Regional Strategy (2016-2021). For each Specific Objective, expected outputs relating to the Contracting Parties to the Barcelona Convention and the Secretariat are defined as follows:

- .1 Outputs relating to the Contracting Parties to the Barcelona Convention: actions by all Contracting Parties to the Barcelona Convention to implement the Regional Strategy (2016-2021); and
- .2 Outputs relating to the Secretariat: supporting actions offered by the Secretariat as defined by Resolution 7 adopted by the Conference of Plenipotentiaries of the Coastal States of the Mediterranean Region on the Protection of the Mediterranean Sea at Barcelona on 9 February 1976 and by the subsequent Decision on the mandate of REMPEC of the Sixteenth Ordinary Meeting of the Contracting Parties to the Barcelona Convention and its Protocols (UNEP(DEPI)/MED IG.19/8, Annex II, pages 45-58), which was held in Marrakesh, Morocco from 3 to 5 November 2009.

National Action Plans for the Implementation of the Regional Strategy (2016-2021)

5 As explained under Specific Objective 4.3, the full implementation of the Regional Strategy (2016-2021) should also be a measure of the effectiveness of a maritime administration. A well-structured and specific National Action Plan (NAP) clearly defining the procedures and required actions that will help each country to implement the Regional Strategy (2016-2021) will ensure, or at least facilitate, the attaining of the aims and objectives of the Regional Strategy (2016-2021) with the support of REMPEC.

6 Such initiative would also facilitate the linking of the NAP with International Maritime Organization (IMO) efforts concerning the definition of IMO instruments compliance gaps, *inter alia* the IMO Member State Audit Scheme (IMSAS), including the IMO Instruments Implementation Code (III Code), IMO's plans to assist developing countries with the preparation of national maritime policies focusing on IMO related issues, and, ultimately, to define a plan of action to fill the identified gaps. In other words, the NAPs would provide a useful tool to assess progress in individual countries and guide them in their implementation efforts in a tailored manner, including the carrying out of a national assessment and the definition of the remedial action that may be deemed necessary.

7 It is worth noting that, under this Specific Objective, Contracting Parties to the Barcelona Convention are expected to:

- .1 develop a NAP to enable them to fully implement the Regional Strategy (2016-2021) in a timely and thorough manner;

- .2 enhance, on the basis of their NAP, the performance of their maritime administration in accordance with the applicable IMO recommendations and guidelines; and
- .3 prepare for undertaking the IMSAS, using the III Code as the audit standard and following the Framework and Procedures for the Scheme.

8 Under this Specific Objective, depending on the availability of resources, the Secretariat (REMPEC) will:

- .1 assist Mediterranean coastal States in the development of a NAP, designed to enable them to assess progress made, to guide them in the full implementation of the Regional Strategy (2016-2021) in a tailored manner, and to conduct a national assessment of their capabilities and define the necessary remedial action;
- .2 assist Mediterranean coastal States in enhancing the performance of their maritime administrations in line with new IMO developments, in particular the IMSAS;
- .3 provide support to Mediterranean coastal States to prepare for undertaking the IMSAS, having explored the possible technical assistance to which some of them may be entitled under the IMO's Integrated Technical Cooperation Programme (ITCP) and other sources; and
- .4 contribute to improve the knowledge and expertise of flag State inspection officers by running a programme of training activities related to relevant international instruments, in particular MARPOL, ensuring appropriate training for ship inspectors.

Common template for the preparation of NAPs, including national assessments

9 The Nineteenth Ordinary Meeting of the Contracting Parties to the Barcelona Convention and its Protocols agreed to support the preparation of NAPs according to a common template including national assessment in the MAP Programme of Work and Budget 2016-2017.

10 Consequently, REMPEC, with the assistance of a Consultant, developed a draft Guidance Document for the preparation of NAPs, including Common Template, List of Examples of National Actions and National Assessment Form, for the implementation of the Regional Strategy (2016-2021), hereinafter referred to as the draft Guidance Document, which is set out in the Appendix to the present document.

11 In preparing the draft Guidance Document, it was acknowledged that a NAP should, amongst others:

- .1 be based on the twenty-two (22) Specific Objectives of the Regional Strategy (2016-2021) and the Outputs relating to the Contracting Parties to the Barcelona Convention;
- .2 translate into actions the said objectives and outputs, schedule in time the implementation of the said actions, and allocate the roles and responsibilities among the various stakeholders;
- .3 consider the Outputs relating to the Secretariat (REMPEC) under each Specific Objective in order to be adapted to the achievement of the NAP activities.

12 The draft Guidance Document sets out the required narrative and guidance to support Contracting Parties in the development of their NAP. In particular, it includes some background information (Part I), some guidance for the identification of national actions for the implementation of the Regional Strategy (2016-2021) (Part II), a common template for the preparation of a NAP (Annex I), a list of examples of national actions (Annex II) and a national assessment form (Annex III).

13 All parts of the draft Guidance Document stick to the chronological order of the Specific Objectives, as presented in the Regional Strategy (2016-2021), with a view to following a logical path towards the preparation of NAPs, including national assessment.

14 Although the current work on the draft Guidance Document, as well as the subsequent preparations of NAPs, including national assessments, are part and parcel of the implementation of Specific Objective 4.3 (*Ensuring effective maritime administrations*), information relevant to that Specific Objective (e.g. IMSAS, etc.) was integrated within Part I (Background) with a view to clearly explaining the linkages existing between apparently distinct processes (preparations of NAPs, including national assessments; IMSAS; etc.). Indeed, a NAP should not be seen as a static document but a living tool that can be reviewed and updated regularly, based on new external developments (e.g. IMO developments; IMSAS; general audits carried out by the European Maritime Safety Agency (EMSA) in each of the Member States of the European Union that are also Contracting Parties to the Barcelona Convention) and on-going internal achievements (e.g. national developments; national assessments under the Regional Strategy (2016-2021) but also Self-assessment of flag State performance through implementation of IMO Assembly resolution A.912(22)).

15 The common template for the preparation of a NAP is available as Annex I to the draft Guidance Document. As its name implies, it is a template, i.e. a model. Therefore it takes the form of a “skeleton document”, already laid out as required and setting out essential titles as well as placeholders to insert text, as necessary. All that the Contracting Parties to the Barcelona Convention need to do is to supply the technical content based on the list of examples of national actions (Annex II) and the completed national assessment form (Annex III), where appropriate, as well as the outcome of their own national discussions and consultations.

16 All in all, the draft Guidance Document intends to serve as a facilitating tool to assist the Contracting Parties to the Barcelona Convention in the process of implementing the Regional Strategy (2016-2021) through the definition of a practical and simple step-by step procedure to guide Administrations in their efforts to apply the commitments agreed under the said Strategy, including implementation guidelines and references to relevant documentation. The national assessment will in turn determine, not only the capacities within the Administration, but also the gaps in need of addressing and the necessary remedial actions to be taken. Ultimately, the draft Guidance Document should enable maritime Administrations to reassess themselves and revise their objectives with the aim of defining a NAP, specific to each Administration.

17 Further detailed information on the development and the intended use of the draft Guidance Document is provided in Part I (Background) thereof.

Actions requested by the Meeting

18 **The Meeting is invited to:**

- .1 **take note** of the information provided in the present document;
- .2 **comment** upon the draft Guidance Document, which is set out in the Appendix to the present document, as deemed appropriate; and
- .3 **request** the Secretariat to prepare a final draft Guidance Document prior to its submission to the Twelfth Meeting of the Focal Points of REMPEC, to be tentatively held in Malta in May 2017, for their review and recommendations.

APPENDIX

Draft Guidance Document

**for the preparation of National Action Plans, including
Common Template, List of Examples of National Actions
and National Assessment Form**

**for the implementation of the Regional Strategy
for Prevention of and Response to Marine Pollution from Ships
(2016-2021)**

October 2016

This activity has been financed by the Mediterranean Trust Fund (MTF) and the International Maritime Organization (IMO) Integrated Technical Cooperation Programme (ITCP), and has been implemented by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC).

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ANNEX I. COMMON TEMPLATE FOR THE PREPARATION OF A NATIONAL ACTION PLAN

ANNEX II. LIST OF EXAMPLES OF NATIONAL ACTIONS

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LIST OF ABBREVIATIONS

AESOP	Aerial and satellite surveillance of operational pollution
AIS	Automatic Identification System
APM	Associated protective measure (in relation with PSSA)
BWM Convention	International Convention for the Control and Management of Ships' Ballast Water and sediments, 2004
CECIS	Common Emergency Communication and Information System
CleanSeaNet	European satellite-based oil spill and vessel detection service
ECA	Emission Control Area
EcAp	Ecosystem Approach
EMSA	European Maritime Safety Agency
ERCC	Emergency Response and Co-ordination Centre
EU	European Union
HNS	Hazardous and Noxious Substances
IMO	International Maritime Organization
IMSAS	IMO Member State Audit Scheme
Interspill	European oil spill conference and exhibition
IOSC	International Oil Spill Conference
ITCP	IMO's Integrated Technical Co-operation Programme
JEU	Joint UN Office for the Coordination of Humanitarian Affairs (OCHA) Environment Unit
MARCOAST	Operational Marine Oil Spill and Water Quality Monitoring Services
MARPOL	International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 (MARPOL 73/78), as amended by the Protocol of 1997
MAS	Maritime Assistance Services
MAU	Mediterranean Assistance Unit
MEDESS-4MS	Mediterranean Decision Support System for Marine Safety
MedMPAnet Project	Regional Project for the Development of a Mediterranean Marine and Coastal Protected Areas (MPAs) Network
MENELAS	Mediterranean Network of Law Enforcement Officials relating to MARPOL within the framework of the Barcelona Convention
MEPC	IMO's Marine Environment Protection Committee
MONGOOS	Mediterranean Operational Network for the Global Ocean Observing System
MPA	Marine Protected Area
MRCC	Maritime Rescue Coordination Centre
MSP	Maritime Spatial Planning
MTF	Mediterranean Trust Fund
MTWG	Mediterranean Technical Working Group
NAP	National Action Plan
OPRC Convention	International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990
OPRC-HNS Protocol	Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000
OSCAR-MED	Coordinated Aerial Surveillance Operation for Illicit Ship Pollution Discharges
PPR Sub-Committee	IMO's Sub-Committee on Pollution Prevention and Response
PSSA	Particularly Sensitive Sea Area
RAC/SPA	Regional Activity Centre for Specially Protected Areas
REMPEC	Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea
RIS	Regional Information System
SAFEMED	Euromed Cooperation on Maritime Safety and Prevention of Pollution from Ships
SAR	Search and Rescue
SOx	Sulphur oxides
TSS	Traffic Separation Scheme

UCPM	Union Civil Protection Mechanism
UN OCHA	UN Office for the Coordination of Humanitarian Affairs
UNEP	United Nations Environment Programme
UNEP/MAP	United Nations Environment Programme/Mediterranean Action Plan
VIMSAS	Voluntary IMO Member State Audit Scheme
VTMIS	Vessel Traffic Management Information System
VTSS	Vessel Traffic Services

I. BACKGROUND

1. INTRODUCTION

General

1.1 Under the General Objectives of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021), hereinafter referred to as the Regional Strategy (2016-2021), it is recognised that the full and effective implementation of the Regional Strategy (2016-2021) depends, *inter alia*, on three main factors:

- .1 the political will of Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean Sea (“the Barcelona Convention”);
- .2 the capacity of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) to respond to the demands of Contracting Parties in the preparation of documents, such as guidelines and other enabling instruments, and in the coordination and organisation of activities; and
- .3 the provision of adequate human and financial resources.

1.2 On the one hand, although the political willingness of Contracting Parties to take action in the field of prevention of and response to marine pollution from ships has already been demonstrated by the adoption of several instruments emanating from the framework of the Barcelona Convention, especially the Protocol Concerning Co-operation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea (“the 2002 Prevention and Emergency Protocol”), a sizeable number of Contracting Parties have not been able to accomplish many of the Specific Objectives adopted through the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2005-2015), hereinafter referred to as the original Regional Strategy (2005-2015). Therefore, it is evident that further concrete action is necessary in order to give meaningful effect to the political and legal commitments which the adoption of the 2002 Prevention and Emergency Protocol and its associated strategies and action plans imply.

1.3 Secondly, it is important to ensure that REMPEC is given adequate human resources and facilities in order to fulfil its responsibilities in assisting Contracting Parties to enhance their national capabilities and in facilitating regional cooperation, as required by the Specific Objectives under the Regional Strategy (2016-2021).

1.4 Considering that in many cases the lack of implementation and enforcement is the result of inadequate human and financial resources being allocated within the maritime administrations to carry out the tasks required to achieve the goals and objectives of the Regional Strategy (2016-2021), it will be essential for all Contracting Parties to ensure that their national maritime safety and marine environment authorities allocate the necessary resources.

1.5 It may also be argued that the underlying cause behind the perceived poor implementation at the national level of many of the Specific Objectives of the original Regional Strategy (2005-2015) has been the lack of a well-structured and specific National Action Plan (NAP) which would have helped the responsible authorities to face their obligations in an organised and timely manner, with the support of adequate budgetary provisions. In order to address this gap, a specific sub-objective was integrated into Specific Objective 3 of the Regional Strategy (2016-2021) – Ensuring effective maritime administrations, to request the establishment, with the support of REMPEC, of a NAP which would define the procedures and required actions to enable each country to implement the Regional Strategy (2016-2021).

Scope

1.6 The scope of the present document is to provide the necessary guidance and supporting documents to Contracting Parties with a view to facilitating the preparation of their NAP.

Development of a National Action Plan

1.7 The development of a NAP is one of the key implementation goals expected from the maritime administration. This goal will be fulfilled once the maritime administration concerned has developed a **specific** NAP. By following its specific NAP, the maritime administration should then be able to give full compliance to the Regional Strategy (2016-2021). The Secretariat (REMPEC), in turn, has been assisting Contracting Parties by preparing the present document which will be discussed during the Regional Expert Meeting on National Action Plans for the Implementation of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships convened in Barcelona, Spain between the 8 and 9 November 2016, and is ready to provide any necessary guidance and assessing progress made. Amongst others, a two-day regional seminar to be held in Malta at an appropriate time is contemplated in the Regional Strategy (2016-2021) to assist Mediterranean coastal States in the preparation and implementation of the NAP, provided the necessary funds are available.

1.8 It is important to note that the NAP should not be seen as a static document but as a living tool that can be reviewed and updated regularly, based not only on internal developments, such as national achievements, national assessments under the Regional Strategy (2016-2021) and self-assessments of flag State performance, but also any upcoming external developments, such as advances made by the International Maritime Organization (IMO), including the implementation of the IMO Member State Audit Scheme (IMSAS), or general audits carried out by the European Maritime Safety Agency (EMSA) in each of the EU Member States that are also Contracting Parties.

National assessment and self-assessment

1.9 Under Specific Objective 3 – Ensuring effective maritime administrations, all Mediterranean coastal States are expected to conduct a national assessment of their capabilities in implementing their specific NAP and define the necessary remedial action. These States are further called upon to enhance the performance of their maritime administrations on the basis of the NAP, by conducting a self-assessment of national capabilities and performance in giving full and complete effect to the International Convention for the Prevention of Pollution from Ships (MARPOL) and other applicable conventions. Both assessments are interlinked and should be carried out by utilising the form contained in Annex III to the present document and applying IMO Assembly resolution A.912(22)¹ respectively. They may be conducted as often as the circumstances indicate in order to enable the maritime administration to continuously identify gaps and apply the necessary corrective actions. REMPEC, on its part, is expected to provide assistance to Mediterranean coastal States, which so request, in conducting the above-mentioned assessments.

1.10 While the national assessment, which is based on that used for the assessment of the implementation of the original Regional Strategy (2005-2015), would provide a measure of compliance with the goals and objectives of the Regional Strategy (2016-2021), the self-assessment under IMO Assembly resolution A.912(22) should lead to a balanced overall picture of the performance of a maritime administration. In order to reach a good status as a quality maritime administration, in addition to promoting an environmentally-minded culture at all times, the following criteria should be attained in relation to the answers to the questions laid down in IMO Assembly resolution A.912(22):

The maritime administration:

- .1 has a legal framework and means of promulgating marine legislation to satisfy the international obligations of the State regarding the prevention of and response to marine pollution from ships;

¹ IMO Assembly resolution A.912(22) – Self-assessment of flag State performance.

- .2 should have the ability to demonstrate that full and complete effect is being given to the marine environment protection instruments in force to which the State is a Party;
- .3 has the means to enforce the applicable maritime legislation;
- .4 exercises responsibility for any recognised organisation acting on its behalf, including authorisation and monitoring of, and any corrective action against, such organisation; and
- .5 has the ability to investigate casualties causing severe pollution of the marine environment and to take appropriate remedial action.

1.11 Contracting Parties are encouraged to first prepare their specific NAP taking into account the outcome of the assessment of their level of implementation of the original Regional Strategy (2005-2015), before undertaking a new assessment. It is only when Contracting Parties adopt their NAP and start implementing national actions contained therein, that the national assessment may provide insights to the changes that may be required to the NAP with a view to ensuring full compliance of the goals and objectives of the Regional Strategy (2016-2021). The key to the success of the Regional Strategy (2016-2021) is to focus one's efforts and resources on the preparation of the NAP.

1.12 The results of the above-mentioned assessments, carried out with the assistance of REMPEC if necessary, should enable the Contracting Parties to take prompt corrective action, should it be needed, and fulfil the goal of enhancing the performance of their maritime administration in accordance with the applicable IMO recommendations and guidelines and, more specifically, to fulfil the objectives of the Regional Strategy (2016-2021). The maritime administration should then be ready to initiate the preparations to undertake the IMSAS.

IMO Member State Audit Scheme

1.13 Also under Specific Objective 3 – Ensuring effective maritime administrations, all Mediterranean coastal States are expected to have prepared, with high priority, to undertake the IMSAS, using IMO Assembly resolution A.1070(28)² as the audit standard and following IMO Assembly resolution A.1067(28)³. In turn, REMPEC is expected to provide support to Mediterranean coastal States, which so require, to prepare to undertake the IMSAS, having explored the possible technical assistance to which some of these States may be entitled under the IMO's Integrated Technical Co-operation Programme (ITCP) and other sources. This goal is now more relevant than ever before, considering that the IMSAS became mandatory under the main IMO conventions on 1 January 2016. Therefore, it is essential that the Contracting Parties become fully familiar with the IMSAS as soon as possible and prepare to subject themselves to the Scheme as soon as IMO so requires.

1.14 The IMSAS was developed to promote the consistent and effective implementation of the applicable IMO instruments and to assist Member States to improve their capabilities, whilst helping them to enhance their individual and overall performance in compliance with the requirements of the instruments to which they are Party. In this respect, it is important to observe that the IMSAS is far larger in scope than the Regional Strategy (2016-2021) insofar as the Scheme, in addition to covering the State's implementation and enforcement of applicable instruments addressing the prevention and control of marine pollution from ships, which is the main theme of the Regional Strategy (2016-2021), also encompasses the applicable instruments related to the following areas:

- .1 safety of life at sea;
- .2 standards of training, certification and watchkeeping for seafarers;
- .3 load lines;

² IMO Assembly resolution A.1070(28) – IMO Instrument Implementation Code (III Code).

³ IMO Assembly resolution A.1067(28) – Framework and Procedures for the IMO Member State Audit Scheme.

- .4 tonnage measurement of ships; and
- .5 regulations for preventing collisions at sea.

1.15 Under the IMSAS, auditing of all IMO Member States will be conducted at periodic intervals not exceeding seven years and will be based on an overall schedule developed by the IMO Secretary-General, determined from a random drawing of the names of IMO Member States that have not completed an audit under the Voluntary IMO Member State Audit Scheme (VIMSAS), followed by those who have done so. Notification of the date for the audit will be given to the State concerned not less than eighteen (18) months in advance. The scope of the audit will be agreed between the State concerned and the IMO Secretary-General and included in a Memorandum of Cooperation⁴.

1.16 The audit is conducted by a team of auditors selected under the responsibility of the IMO Secretary-General according to established criteria. In preparing for an audit, the team leader will initially obtain from the State to be audited the necessary background information through a pre-audit questionnaire⁵.

1.17 On the basis of the information provided, the audit team, assisted by the State to be audited, will carry out a detailed planning for the audit, including the location and dates, the scope and objectives, the names of the participants, the necessary documentation, a programme of the audit activities, a brief review of the information provided in the pre-audit questionnaire, travel and administration plans, the language to be used, and the assignments and responsibilities of the audit team members.

1.18 The audit will then proceed on the agreed dates in accordance with the established timetable and the Memorandum of Cooperation, and following the procedures specified in Part II of IMO Assembly resolution A.1067(28). Subsequently, the audit findings and observations will be compiled in a confidential audit interim report, available only to the State concerned, containing, *inter alia*, the scope, objectives and activities of the audit, the activities of the maritime administration as flag, port and coastal State, the audit's findings and observations, and possible recommendations.

1.19 An executive summary report will then be prepared by the audit team leader containing a summary of the findings and observations and, following acceptance by the audited State, will be published by the IMO Secretary-General. Finally, an audit final report will be prepared including also a summary of the State's corrective action plan, information on the progress made by the audited State on the implementation of such corrective plan and any issues left unresolved. Unless the audited State authorises its release to the public, the audit final report will only be available to the audited State, the audit team and the IMO Secretary-General.

1.20 When preparing their NAP, all Mediterranean coastal States that undertook an audit under the VIMSAS are expected to take into account all those recommendations contained in the audit final report, which are relevant to their commitments under the Regional Strategy (2016-2021). The others are expected to prepare their NAP irrespective of when they will be undertaking an audit under the IMSAS, and to do the same when updating their NAP.

2. OBJECTIVE OF THE NAP

2.1 The objective of the NAP is to provide a practical tool to guide individual countries in their efforts to implement the Regional Strategy (2016-2021) and, thus, all the regional and international instruments addressing the prevention of and response to marine pollution from ships to which they are Party. The NAP should also encourage individual maritime administrations to carry out a national assessment of their capacity to implement the Regional Strategy (2016-2021) as well as a self-assessment of national capabilities and performance, and should enable them to gauge progress made and define any necessary remedial action. In addition, these measures should pave the way for

⁴ A form for the Memorandum of Cooperation is provided in Part II, appendix 1 to IMO Assembly resolution A.1067(28) – Framework and Procedures for the IMO Member State Audit Scheme.

⁵ A form for the pre-audit questionnaire is provided in Part II, appendix 2 to IMO Assembly resolution A.1067(28) – Framework and Procedures for the IMO Member State Audit Scheme.

individual maritime administrations to subject themselves to the IMSAS, which has been in force from 1 January 2016.

3. PREPARATION OF THE NAP

3.1 With a view to preparing their NAPs Contracting Parties are expected to use the common template for the preparation of a National Action Plan (the "NAP common template"), which is contained in Annex I to the present document, and tailor it to their specific needs and capabilities according to their particular roles as flag, port and coastal State, depending on their geographical and national circumstances.

3.2 The NAP common template takes the form of an outline document containing essential titles and placeholders where text should be inserted as appropriate. The Contracting Parties will be expected, with the assistance of REMPEC if required, to supply the technical content based on the list of examples of national actions provided in Annex II to the present document as well as the outcome of the national assessment and the self-assessment of flag State performance, once completed, referring also to the guidance for the identification of national actions for the implementation of the Regional Strategy (2016-2021) provided in section II of the present document. Such technical content and other qualitative information, together with the results of internal consultations and developments under each of the 22 Specific Objectives, should make it possible for the maritime administration to fill in the NAP common template and obtain a specific NAP fulfilling the objective described in paragraph 2.1 above.

3.3 For want of a more up-to-date source of information at the time of filling in the NAP common template, the current level of implementation of the Regional Strategy (2016-2021) may be conservatively assumed to be similar to that evaluated in the Synthetic Report on the Assessment of the Implementation of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2005-2015) (REMPEC/WG.36/4).

3.4 While recognising that many Contracting Parties will not need to follow the complete list of examples of national actions (Annex II) or to undergo the national assessment (Annex III) or the self-assessment of flag State performance, as they may have done so already, the narrative contained in the present document addresses all Contracting Parties without exception.

4. UPDATING OF THE NAP

4.1 Every time a national assessment or a self-assessment of flag State performance is undertaken and every time the IMSAS or the EMSA's general audit is carried out, the outcome of such processes should be integrated in an update of the NAP with a view to having a living document that does not become obsolete with time but, instead, is always tailored to the specific needs and capabilities of the States according to their particular roles as flag, port and coastal State, depending on their geographical and changing national circumstances.

5. INSTITUTIONAL FRAMEWORK

5.1 Notwithstanding the purpose behind Specific Objective 3 – Ensuring effective maritime administrations, it is assumed that all the Contracting Parties to the Barcelona Convention have in place a reasonably structured maritime Administration that is sufficiently staffed and technically competent. On this basis, the NAP, once adopted by the Contracting Party, should be integrated into the existing domestic maritime policy framework so that the necessary legal basis, resources and institutional arrangements for its implementation are assured.

5.2 It is essential that, when tailoring the NAP common template into a specific NAP, the State in question envisages the required resources, both human and material, existing or additional, to implement the NAP. Whilst some Contracting Parties are assumed to have already in place sufficient administrative, human and material resources to develop their own NAP and, therefore, will be able to absorb most of such resource demands into their present institutional budgetary and personnel framework by building upon existing capacity and institutions, it is recognised that other States may need assistance to do so, at least in some aspects. In this respect, the Secretariat (REMPEC) will be

expected to help in facilitating individual support and in requesting external assistance for such purposes, should it be needed.

5.3 When deciding on the process that should be followed nationally during the preparation of the specific NAP, Contracting Parties might consider the possibility of establishing a national committee for the purpose of coordinating the consultations amongst the various agencies within the maritime administration and also with other external stakeholders, such as port reception facility operators, oil and gas industry, relevant R&D institutions, etc.

6. NATIONAL ACTIONS

6.1 Under each Specific Objective of the Regional Strategy (2016-2021), and more precisely, of their corresponding Implementation Goals (Success Criteria), examples of National Actions leading to the achievement of the particular goal, addressed to the Contracting Parties, are outlined in Annex II to the present document.

6.2 A suggested date of completion has been assigned to each of the examples of national actions listed in Annex II, based on the priority level stipulated in the Regional Strategy (2016-2021). These dates are indicative only and should be considered as aspirational in nature. It should also be noted that, in some cases, various actions may have been assigned earlier dates than those contemplated under the Regional Strategy (2016-2021) because they need to be completed before a further related action can be undertaken. In practice, Contracting Parties would be expected to take action as soon as possible in each case, bearing in mind the reigning circumstances, their state of readiness and the availability of resources.

7. BACKGROUND MATERIAL AND REFERENCES

7.1 Since most of the international instruments referred to in the Regional Strategy (2016-2021) were adopted under the IMO's auspices and the NAP includes national assessments, the IMSAS has been used as a core reference. Moreover, familiarisation with IMSAS will pave the way for States that have not undergone the process to subject themselves to the Audit. For reference purposes, the IMSAS has been issued as an IMO publication⁶ and consists of six sections:

- .1 Framework and Procedures for the IMO Member State Audit Scheme (IMO Assembly resolution A.1067(28)), which provide the overall strategy for the Scheme;
- .2 IMO Instruments Implementation Code (IMO Assembly resolution A.1070(28)) (the "Audit standard"), developed to provide regulatory connectivity between the provisions of the IMO mandatory instruments and the requirements they contain that concern a State's obligations and responsibilities for their effective implementation and enforcement;
- .3 2015 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (resolution A.1070(28)) (IMO Assembly resolution A.1105(29))⁷, whose title is self-explanatory;
- .4 All the amendments to the mandatory IMO instruments included in the scope of the Scheme that were adopted by the respective IMO bodies in the process of institutionalising the Scheme to make mandatory the auditing of Member States and the use of the III Code;
- .5 Other resolutions, including the Voluntary IMO Member State Audit Scheme (IMO Assembly resolution A.946(23)), established with a view to it being made mandatory in the future, as it happened on 1 January 2016, and Transition from the Voluntary IMO Member State Audit Scheme to the IMO Member State Audit Scheme (IMO Assembly resolution A.1068(28)); and

⁶ 2015 Edition. IMO Publication sales number I118E.

⁷ This list is to be kept under review and revised for adoption by each IMO Assembly session.

- .6 Auditor's Manual for IMSAS, developed as guidance to assist auditors in their planning, conducting and reporting duties.

7.2 The following documents prepared by the United Nations Environment Programme (UNEP) were also consulted:

- .1 Updating National Biodiversity Strategies and Action Plans in line with the Strategic Plan for Biodiversity 2011-2020 and the Aichi Biodiversity Targets – Training Package (Version 2.1) Module 1: An introduction to National Biodiversity Strategies and Action Plans; and Training Package (Version 2.2) Module 2: Using Biodiversity Planning Process to Prepare or Upgrade a National Biodiversity Strategy and Action Plan (UNEP);
- .2 Guidelines for updating National Action Plans for the implementation of the Protocol for the Protection of the Mediterranean Sea against Pollution from Land-Based Sources and Activities (LBS Protocol) and its Regional Plans in the framework of the Strategic Action Programme to Address Pollution from Land-based Activities in the Mediterranean Region (SAP-MED) to achieve Good Environmental Status for pollution related Ecosystem Approach (ECAP) ecological objectives (UNEP(DEPI)/MED WG.404/7);
- .3 Strategic Action Programme – Guidelines for the Preparation of National Action Plans for the reduction of pollution of the Mediterranean from land based sources (UNEP(DEC)/MED WG.231/4); and
- .4 Synthetic Report on the Assessment of the Implementation of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2005-2015) (REMPEC/WG.36/4).

7.3 In addition to the above-mentioned overarching references, specific reference material is provided under each Specific Objective, either explicitly or by reference to a footnote, to facilitate the implementation of the measures recommended therein.

II. GUIDANCE FOR THE IDENTIFICATION OF NATIONAL ACTIONS FOR THE IMPLEMENTATION OF THE REGIONAL STRATEGY (2016-2021)

1. Specific Objective 1 – Ratification of relevant international maritime conventions related to the protection of the marine environment

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
All Contracting Parties to have taken the necessary actions to ratify and implement MARPOL and its six Annexes, to have ensured their transposition into national law, placing special emphasis on revised Annex V (Regulations for the prevention of pollution by garbage from ships) and Annex VI (Regulations for the prevention of air pollution from ships) as amended, and to have cooperated through REMPEC to ensure full compliance with its provisions.	High	REMPEC to have provided Mediterranean coastal States with advice and assistance in the process of ratifying and implementing MARPOL and its six Annexes and the other IMO relevant international conventions.
All Contracting Parties to have taken the necessary actions to ratify and implement other IMO relevant international conventions and to have ensured their transposition into national law by the same time and full compliance with their provisions.	High	REMPEC to have provided assistance for the above purposes under the IMO's ITCP.

1 Introduction

1.1 As concluded in the Synthetic Report on the Assessment of the Implementation of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2005-2015) (REMPEC/WG.36/4), many Mediterranean coastal States still need to take urgent action towards the ratification of some of the international conventions relevant to the protection of the marine environment in the Mediterranean. More importantly, the MARPOL Convention and its six Annexes, being the most significant and widely applied international treaty addressing the prevention of pollution from ships, has not been ratified in full by some of the Mediterranean coastal States. The situation with many of the other instruments listed under this Specific Objective is even less encouraging. Therefore, in order to establish and maintain the comprehensive legal basis that an effective maritime administration should have, as addressed in Specific Objective 3 – Ensuring effective maritime administrations, Mediterranean coastal States that have not done so already need to take the necessary actions to ratify and simultaneously ensure the effective implementation and enforcement of these instruments.

1.2 For ease of reference, the non-exhaustive list of instruments contemplated for ratification under Specific Objective 1 is reproduced hereunder:

- MARPOL, including its six Annexes;
- the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001;

- the International Convention for the Control and Management of Ships' Ballast Water and sediments, 2004, including its associated Guidelines and other related recommendations, in coordination with the implementation of the Mediterranean Strategy on Ships' Ballast Water Management;
- the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009;
- the 1992 International Convention on Civil Liability for Oil Pollution Damage;
- the 2001 International Convention on Civil Liability for Bunker Oil Pollution Damage;
- the 1992 International Fund for Compensation for Oil Pollution Damage;
- the 2003 Protocol on the Establishment of a Supplementary Fund for Oil Pollution Damage;
- the 2010 Protocol to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996;
- the 2007 Nairobi International Convention on the Removal of Wrecks;
- the 1990 International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC 90 Convention) and its 2000 Protocol on Preparedness, Response and Co-operation to pollution incidents by Hazardous Substances (2000 OPRC-HNS Protocol); and
- the 1996 London Protocol on Prevention of Pollution by Dumping of Wastes and Other Matter⁸.

1.3 The level of ratification of these instruments among Mediterranean coastal States varies greatly. Since this situation may not be desirable, a collective attempt, including all the States concerned and REMPEC, should be made to achieve an acceptable degree of ratification to enable States to face the environmental protection challenges with a good chance of success.

2 Guidance

National assessments

2.1 The section related to Specific Objective 3 - Ensuring effective maritime administrations provides guidance on how the maritime administration may assess its capabilities and produce a reliable picture of the level of ratification of the above instruments at the regional level. Firstly, a self-assessment conducted in accordance with IMO Assembly resolution A.912(22) should provide an impression of the capacity of individual Administrations to implement the international treaties to which the State is a Party and also to ratify and enact new instruments by providing the necessary legal framework and enforcement capabilities. In addition, any remedial actions identified by the national assessment to gauge and monitor the implementation of the Regional Strategy (2016-2021) (Annex III to this document), also contemplated under the same Objective, and the preparations to undergo the IMSAS, would equally contribute towards strengthening the maritime administration and thus facilitating the procedures leading to the ratification and implementation of new treaty instruments.

⁸ Any work carried out at IMO level on the London Protocol should be streamlined with the Barcelona Convention Protocol for the Prevention of Pollution in the Mediterranean Sea by Dumping from Ships and Aircraft, under the responsibility of MEDPOL.

2.2 Along this process, REMPEC will be expected to provide full backing when required in connection with the conduct of the above-mentioned assessments and, especially, when defining the necessary remedial action. Any identified corrective measures, in particular those referring to the strengthening of the legal framework, should therefore be carried through as soon as possible for the maritime administration to be in a position to fulfil the ratification goals under Specific Objective 1.

Ratification and implementation of MARPOL and its six Annexes

2.3 The term “ratification” is generally used throughout the Regional Strategy (2016-2021) with the meaning of “ratification, acceptance, approval or accession”. Although the legal meaning of these denominations, as stipulated in MARPOL, is somewhat different, any of them may be utilised by States to become Parties to MARPOL or any of its Optional Annexes (see below) by depositing an instrument to that effect with the IMO Secretary-General.

2.4 The expressions “MARPOL”, “MARPOL Convention” or “MARPOL Convention and its six Annexes”, unless otherwise specified, are used indistinctly to mean the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 (MARPOL 73/78), as amended by the Protocol of 1997 which introduced a New Annex VI. While the articles of MARPOL and its Protocols remain untouched, the regulations contained in its six Annexes are subject to amendment by the IMO Marine Environment Protection Committee (MEPC) from time-to-time according to established procedures.

2.5 A State, when ratifying MARPOL, may declare that it does not accept any or all of the “Optional Annexes” (Annexes III, IV and V). Otherwise, the State will be bound by Annexes I, II, III, IV and V in their entirety. Acceptance of Annex VI will become effective on ratification of the 1997 Protocol. Notwithstanding the above, a State that has declared that it is not bound by any of the Optional Annexes may at any time accept such Annexes by depositing with the IMO an instrument of the kind referred to in paragraph 2.3 above.

2.6 Whilst recognising that many Mediterranean coastal States have ratified MARPOL in its entirety, there may still be a number of them that have not yet become bound by some of the Optional Annexes or by the 1997 Protocol (Annex VI). A special effort should be made by the latter, with REMPEC’s advice and assistance if necessary, to deposit their relevant instruments with IMO, if at all possible before the end of 2018, without awaiting the adoption of the NAP, provided their maritime administrations have in place the necessary legal framework, implementation and enforcement procedures expected of an effective maritime administration, as pursued under Specific Objective 3 and more specifically in the III Code. The IMO publication “MARPOL How to do it”⁹ offers detailed information regarding all aspects of the Convention, including ratification and implementation. In particular, Appendix 1 thereof contains an example of a document of accession.

2.7 Each Mediterranean coastal State should apply the III Code according to its own circumstances and bearing in mind its relative roles as flag, port and coastal State. For this reason it would be difficult to provide a NAP to serve all Mediterranean coastal States equally. Instead, the III Code itself should be utilised as a template when developing or enhancing the above-mentioned legal framework, implementation and enforcement procedures.

2.8 Having regard to the urgency attached to the above-mentioned actions and building upon its excellent past performance in assisting Mediterranean coastal States, REMPEC would be expected to continue providing the necessary advice and assistance in the process of ratifying any missing MARPOL Optional Annexes and/or the 1997 Protocol (Annex VI). In doing so, REMPEC should, at the earliest possible, explore the possibility of drawing support from IMO towards achieving this goal. Such support has been available to all the IMO Members that have requested it for many years and should, therefore be readily available.

⁹ MARPOL How to do it, 2013 Edition.

Ratification and implementation of other relevant IMO international conventions

2.9 Ideally, all Mediterranean coastal States should be in a position to ratify, and thereafter implement and enforce, the international treaty instruments listed in paragraph 1.2 above, to which they have not yet become a Party. It is however recognised that some States will necessitate more time and effort than others and some of the listed conventions may not have sufficient relevance to the interests of the State concerned. Therefore, the aim should be to ratify and implement as many of the listed treaty instruments as possible by the end of 2018.

2.10 As regards the ratification and implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (the BWM Convention), the maritime administration should coordinate its actions with those leading to the implementation of the Mediterranean Strategy on Ships' Ballast Water Management.

2.11 Furthermore, in considering the ratification and implementation of the BWM Convention, reference should be made, *inter alia*, to the Measures to be taken to facilitate entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, adopted by IMO by resolution MEPC.253(67).

2.12 All the above-mentioned treaty instruments are subject to review and amendment from time to time by the MEPC to keep them up-to-date and fit for the purposes they were adopted in the first place. Therefore, it is essential that representatives of the maritime administration keep pace with the work of the MEPC in these respects and attend the periodic sessions of the Committee and its subsidiary bodies in order that the maritime administration, in turn, may update the national regulatory framework and take appropriate implementation action according to the decisions made at the international level.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 1 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

2. Specific Objective 2 – To control and manage ships’ biofouling to minimize the transfer of invasive aquatic species

Contracting Parties’ Goals	Priority	Secretariat (REMPEC)’s Goals
All Contracting Parties to have applied the 2011 Guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species and report to IMO accordingly.	Medium	REMPEC to have provided Mediterranean coastal States with advice and assistance in order to fulfil the Administration’s goals.
All Contracting Parties to have disseminated the Guidelines to the shipping industry and other interested parties.	Continuous	

1 Introduction

1.1 In addition to ships’ ballast water and sediments, it is now widely recognized that biofouling can be a significant vector for the transfer of invasive aquatic species. Therefore, all possible measures should be taken to prevent or, at least, minimize biofouling on ships entering the waters of the Mediterranean, as this may cause the establishment of such species with the consequent threat to the aquatic environment throughout a semi-enclosed sea such as the Mediterranean. Implementing practices to control and manage biofouling can greatly assist in reducing the risk of the transfer of invasive aquatic species. Such management practices can also improve a ship's hydrodynamic performance and can be effective tools in enhancing energy efficiency and reducing air emissions from ships, thus helping to comply with relevant regulations of MARPOL Annex VI.

1.2 To address these potentially damaging invasions, the IMO’s Marine Environment Protection Committee (MEPC) adopted the 2011 Guidelines for the control and management of ships’ biofouling to minimise the transfer of invasive aquatic species¹⁰, hereinafter referred to as “the Guidelines”. In doing so, it requested Member States to take urgent action in applying the Guidelines when adopting measures to minimise the risk of introducing invasive aquatic species via biofouling.

1.3 Bearing in mind the nature of this Specific Objective, the Administration would be recommended to manage the implementation of the associated national actions with those dealing with the implementation of the International Convention for the Control and Management of Ships’ Ballast Water and sediments, 2004, since both pursue similar objectives, i.e. to minimise the transfer of invasive aquatic species.

2 Guidance

Brief description of the Guidelines

2.1 The Guidelines are intended to provide a globally consistent approach to the management of biofouling. As scientific and technological advances are made, the Guidelines will be refined to enable the risk to be more adequately addressed. Port States, flag States, coastal States and other parties that can assist in mitigating the problems associated with biofouling should exercise due diligence to implement the Guidelines to the maximum extent possible.

¹⁰ Resolution MEPC.207(62).

2.2 Bearing in mind that all ships have some degree of biofouling, implementing practices to control and manage it can greatly assist in reducing the risk of the transfer of invasive aquatic species. Thus, the Guidelines are intended to provide useful recommendations and practical guidance on general measures to minimize the risks associated with biofouling for all types of ships and are directed to States; shipmasters; ship operators and owners; shipbuilders; ship cleaning and maintenance operators; port authorities; ship repair, dry-docking and recycling facilities; ship designers; classification societies; anti-fouling paint manufacturers and suppliers; and any other interested parties. The State should determine the extent that the Guidelines are applied and should endeavour to disseminate them among the non-governmental parties listed above.

2.3 An effective biofouling management regime should be outlined in a biofouling management plan, and records of biofouling management practices kept in a biofouling record book. Outlines of the biofouling management plan and the biofouling record book, both of which should be kept on board the ship, are attached to the Guidelines as appendices 1 and 2 respectively.

2.4 The Guidelines also address anti-fouling system installation and maintenance; in-water inspection, cleaning and maintenance; design and construction of ships to minimize biofouling risks; dissemination of information; training and education; and further research needs.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 2 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

3. Specific Objective 3 – Ensuring effective maritime administrations

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have developed a NAP to enable them to fully implement the Regional Strategy in a timely and thorough manner.</p> <p>All Mediterranean coastal States to have enhanced, on the basis of their NAP, the performance of their maritime administration in accordance with the applicable IMO recommendations and guidelines.</p> <p>All Mediterranean coastal States to have prepared for undertaking the IMO Member State Audit Scheme, using the III Code as the audit standard and following the Framework and Procedures for the Scheme.</p>	<p>High</p> <p>High</p> <p>High</p>	<p>REMPEC to have assisted Mediterranean coastal States in the development of a National Action Plan, designed to enable them to assess progress made, to guide them in the full implementation of the Regional Strategy in a tailored manner, and to conduct a national assessment of their capabilities and define the necessary remedial action.</p> <p>REMPEC to have assisted Mediterranean coastal States in enhancing the performance of their maritime administrations in line with new IMO developments, in particular the IMO Member State Audit Scheme (IMSAS).</p> <p>REMPEC to have provided support to Mediterranean coastal States to prepare for undertaking the IMO Member State Audit Scheme, having explored the possible technical assistance to which some of them may be entitled under the IMO's ITCP and other sources.</p> <p>REMPEC to have contributed to improve the knowledge and expertise of flag State inspection officers by running a programme of training activities related to relevant international instruments, in particular MARPOL, ensuring appropriate training for ship inspectors.</p>

1 Introduction

1.1 Ideally, the maritime administration should have a structure which is commensurate to the role and responsibilities that the parent State has assigned to it, bearing in mind the rights and obligations acquired under the regional and international instruments to which the State is Party.

1.2 An effective and efficient maritime administration may be organized by the functions it is expected to undertake. The following departmental layout provides a typical example of a well-organized maritime administration (authority):

Executive management

Programme support services
Personnel
Administration

- Finance
- Accounting
- Records
- Legal Affairs
 - Legislation
 - Regulations
 - Legal advice
 - Litigation
 - International/regional conventions
- Safety, Environment and Certification
 - Ship inspection and certification
 - Port State Control
 - Prevention of and response to marine pollution
 - Examination and certification of seafarers
 - Casualty investigation
 - Dangerous goods
 - Wreck and salvage
- Registration, Crewing and Research
 - Ship registration and licencing
 - Registration of seafarers
 - Crew matters and welfare
 - Research on maritime activities

1.3 The relative weight of the above functional departments will depend on the prominence of the role of the Administration as flag State, port State or coastal State. Under the Regional Strategy (2016-2021), Contracting Parties are expected to take action with these three roles in mind. However, given the emphasis on prevention of and response to marine pollution, the role of the Administration as coastal and port State will be at the forefront throughout the implementation of most of the Regional Strategy (2016-2021).

2 Guidance

Development of a National Action Plan¹¹

2.1 This is one of the key implementation goals expected from the Administration and the subject of the present Guidance Document. The goal will be fulfilled once the Administration concerned has developed a **specific** NAP using the common template presented in Annex I of the present document and referring to the List of examples of national actions contained in Annex II. By following its specific NAP, the maritime administration should then be able to give full compliance to the Regional Strategy (2016-2021). The Secretariat (REMPEC), in turn, will be expected to assist the maritime administration by providing any necessary support and assessing progress made. A two-day regional seminar to be held in Malta at an appropriate time is contemplated in the Regional Strategy (2016-2021) to assist Mediterranean coastal States in the preparation and implementation of the NAP, providing the necessary funds are available.

National assessments¹²

2.2 Under this Specific Objective, Contracting Parties, with the assistance of REMPEC, are expected to conduct a national assessment with regard to the implementation of the Regional Strategy (2016-2021) and define the necessary remedial action. To this end, a National Assessment Form based on the questionnaire used to evaluate compliance with the Regional Strategy (2005-2015) is provided in Annex III to the present document. Concerning the implementation of MARPOL and other conventions, referred to under Specific Objective 1, REMPEC is also called upon to assist maritime administrations in conducting a self-assessment of the maritime administration's capabilities

¹¹ Reference should also be made to sections 2 to 4 of Part I.

¹² Reference should also be made to paragraphs 1.9 to 1.12 of Part I.

and performance in giving full and complete effect to MARPOL and other applicable conventions, utilizing as guidance IMO resolution A.912(22) – Self-assessment of flag State compliance. Having conducted both of these assessments, the maritime administration should be ready to undergo the IMSAS.

IMO Member State Audit Scheme

2.3 A succinct description of the IMSAS process is provided in paragraphs 1.13 to 1.20 of part I of the present document. Nevertheless, full reference should be made to the IMO IMSAS publication.

2.4 As regards the additional financial resources that some of the Contracting Parties may necessitate to prepare for undertaking the IMSAS, these States may consider requesting REMPEC to evaluate the resources needed and try to draw the additional resources from the IMO ITCP or other identified sources.

Training of flag State implementation officers

2.5 Under this specific objective, REMPEC is further called upon to contribute to improve the knowledge and expertise of flag State inspection officers by running a programme of training activities related to relevant international instruments, in particular MARPOL, ensuring appropriate training for ship inspectors. This activity may be carried out with independence of the other actions under this Specific Objective and, therefore, it will be contingent upon REMPEC to:

- .1 identify the Contracting Parties that should benefit from increasing their Administration's flag State inspection officers knowledge and expertise relevant to the main international instruments adopted under the auspices of IMO, with emphasis on the MARPOL Convention;
- .2 design a programme consisting of regional or sub-regional training courses for flag State inspectors, if possible with a component based on the train-the-trainer principle in order to ensure that knowledge and expertise are subsequently passed on to new officers at the national level;
- .3 seek assistance from IMO through its Integrated Technical Co-operation Programme (ITCP), or other available sources, to enable the funding of the above activities; and
- .4 carry out the training activities at the earliest possible opportunity.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 3 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (resolution MEPC.252(67)).

2.2 Although the Mediterranean MOU on Port State Control, through its Code of Good Practice, offers the basis of collaboration among the Mediterranean coastal States when making use of their prerogatives and discharging their obligations in exercising port State control under the applicable international conventions, there is a perceived room for improvement in the performance of the Mediterranean MOU, in particular as regards the set level of inspections by percentage, which should gradually approach that of the Paris MOU, the setting of clear inspection priorities on the basis of ship risk profiles, including the possibility of banning ships from Mediterranean ports (as stipulated in EU Directive 2009/16/EC) and further training and capacitation of Mediterranean port State control officers. Contracting Parties should, therefore, consider strengthening the cooperation between the Paris and Mediterranean MOUs, an action that should be taken with the assistance of REMPEC.

Resource needs

2.3 Besides the need to guarantee the efficient functioning of the Mediterranean MOU, adequate human and financial resources need to be provided also for the above purposes in terms of availability of qualified technical officers (possibly officers of the maritime administration on temporary secondment to REMPEC) to prepare appropriate proposals and attend relevant meetings of the Mediterranean MOU, together with the necessary appropriations for travel and DSA for the said officers. Contracting Parties would be expected to contribute towards the required provisions.

2.4 REMPEC, in turn, has the capacity to organize relevant training activities aimed at port State control officers, in collaboration with recognized training institutions. To all extents and purposes, it may be assumed that individual Mediterranean coastal States rely on REMPEC to liaise with the Mediterranean MOU and with recognized training institutions in order to improve the effectiveness of the MOU itself and maintain the expected level of integrity, professionalism, expertise and transparency among port State control officers by playing an active role in the organization and running of marine environment protection related PSC training activities in the region.

2.5 REMPEC should explore the possibility of drawing funding for the above-mentioned training activities from the IMO Integrated Technical Co-operation Programme (ITCP) and any other available sources.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 4 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

5. Specific Objective 5 – Provision of reception facilities in ports

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have provided adequate reception facilities in their ports and considered procedures related to the cost of the use of port reception facilities, enabling their use as soon as they are available at a fee which should be reasonable and should not serve as a disincentive for their use.</p> <ul style="list-style-type: none"> - Garbage: - Oily wastes: - NLS: - Sewage: - For ozone-depleting substances and exhaust gas cleaning residues: - For ballast water and sediments: 	<p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>Medium</p> <p>High</p>	<p>REMPEC to have provided well-structured advice assessing the type, specifications and capacity of the equipment necessary at major ports to efficiently and effectively handle shipboard residues and mixtures, as well as guidelines or sample form of operational plans, taking into account the latest edition of the IMO Comprehensive Manual on Port Reception Facilities, the IMO Guide to Good Practice for Port Reception Facility Providers and Users and the new requirements incorporated since 2005 in the relevant mandatory instruments, to assist Contracting Parties in the accomplishment of this objective.</p> <p>REMPEC to have contributed to the implementation of the Regional Plan on Marine Litter Management, as deemed appropriate, in preparing the advice mentioned above, in particular for the preparation of specific guidelines to determine the application of charges at reasonable costs for the use of port reception facilities or, where appropriate, the application of a No-Special-Fee system, in consultation with various relevant regional and global institutions and initiatives.</p>

1 Introduction

1.1 The Regional Strategy (2016-2021), under Specific Objective 5, identifies the latest edition of the IMO Comprehensive Manual on Port Reception Facilities as the main reference to be used by REMPEC in preparing well-structured advice assessing the type, specifications and capacity of the equipment necessary at major ports to efficiently and effectively handle shipboard residues and mixtures, as well as guidelines or sample forms of operational plans, to assist Contracting Parties in the accomplishment of this Specific Objective.

1.2 The IMO Marine Environment Protection Committee, at its 69th session (18 to 22 April 2016), having considered an updated version of the revised Manual on Port Reception Facilities prepared by the Secretariat, noted that MEPC 68 (11 to 15 May 2015) had decided to change the name of the publication and approved the manual with the new denomination of "Port reception facilities – How to do it" (hereinafter referred to as "the Manual") and requested the Secretariat to carry out the final editing and publish the Manual through the IMO Publishing Service. For reference purposes, the unedited Manual is set out in the annex to document MEPC 69/11. The definitive version of the Manual, expected to be available before the end of 2016, should provide REMPEC with most of the

material it will need to develop the well-structured advice mentioned in paragraph 1.1 above. Other useful references include:

- .1 MEPC.1/Circ.834: Consolidated Guidance for Port Reception Facility Providers and Users, which is intended to be a practical users' guide for ships' crews who seek to deliver MARPOL residues/wastes ashore and for port reception facility providers who seek to provide timely and efficient port reception services to ships, containing an updated advanced notification form, the waste delivery receipt and a revised format for reporting alleged inadequacies;
- .2 Resolution MEPC.83(44): Guidelines for ensuring the adequacy of port waste reception facilities, containing in its appendix a sample assessment procedure for ports;
- .3 Resolution MEPC.219(63): 2012 Guidelines for the implementation of MARPOL Annex V, providing assistance for port and terminal operators in assessing the need for, and providing, adequate reception facilities for ship-generated garbage;
- .4 Resolution MEPC.199(62): 2011 Guidelines for reception facilities under MARPOL Annex VI, providing assistance for port and terminal operators in assessing the need for and providing adequate reception facilities for ozone-depleting substances (ODS) and exhaust gas cleaning residues; and
- .5 Resolution MEPC.221(63): 2012 Guidelines for the development of a regional reception facilities plan, developed to assist Governments to develop appropriate and effective regional port reception facilities' arrangements that meet the needs of international ships calling at ports and terminals within an identified geographical region.

2 Guidance

Succinct description of the Manual¹⁴

2.1 The Manual does not only contain updates on the regulatory framework and several waste management methods, it also broadens the scope of the original manual. The Manual is no longer limited to guidance regarding the provision of port reception facilities for MARPOL residues (Annexes I to VI), it also provides practical guidance relating to the management of other ship-generated waste streams such as ballast water sediments and waste from the application or removal of anti-fouling systems controlled in Annex 1 of the AFS Convention.

2.2 The Manual still provides practical information to Governments and competent (port) authorities, in particular those in developing countries, as well as the shipping industry, agencies and waste contractors seeking assistance when implementing MARPOL. It also provides guidance on how to tackle possible inadequacies, as, in order to fully comply with MARPOL, a party State has to ensure the provision of adequate port reception facilities meeting the needs of ships entering their ports, without causing undue delay to the ships. Parties to MARPOL should therefore bear in mind that failure to establish adequate facilities is a breach of international obligations and will increase the risk of illegal discharges from ships.

2.3 Although once landed ashore ship-generated waste does no longer fall within the scope of MARPOL, using the Manual will allow the provision of the necessary reception facilities separately or as part of a wider waste management strategy. Where there is such a waste management strategy in operation, port reception facilities for ship-generated waste can be integrated with the normal port or local waste management processes. This will often be at relatively low cost. Hence, an adequate port reception facility should allow for the ultimate disposal of ship-generated waste in an environmentally sound manner.

¹⁴ Extracts summarised from the annex to IMO document MEPC 69/11.

2.4 Government and regional officials will find guidance on their MARPOL obligations and how they relate to national, regional or local waste management strategies in chapters 2, 3, 4 and 11. This will help them participate as necessary in developing programmes for implementing adequate waste reception and treatment arrangements for ports within their jurisdictions.

2.5 Chapters 5 to 12 will be useful to agencies responsible for planning the establishment of port reception facilities and integrating them into a broad waste management strategy. Managers and operators of ports will find practical guidance in chapters 5 to 9 for establishing facilities in the port areas under their control. These chapters set out major options, and provide a basis for pursuing more detailed technical advice. Managers and operators with responsibilities for waste treatment and cost recovery will be assisted by chapters 10 and 11. Chapter 11, in particular, should be useful when determining a "fee which should be reasonable and should not serve as a disincentive for their use" as mandated under this Specific Objective.

2.6 Whilst the need for reception facilities in a port is essential for ship-generated waste, the facilities needed for the proper collection of ballast water sediments and wastes from the application or removal of anti-fouling systems are clearly of a different type, as the focus there will be on the storage and treatment. The collection, management and final disposal of MARPOL residues is discussed in chapters 7 to 10.

2.7 A section dealing with the unique problems associated with provision of port reception facilities for small ships or in cases where regional arrangements are in place, is provided in chapter 14. This part of the Manual could be useful for application to pleasure craft and fishing vessel related reception facilities.

Provision of adequate reception facilities

2.8 Under this Specific Objective, Contracting Parties are expected to provide adequate reception facilities in their ports and to consider procedures related to the cost of the use of port reception facilities to cater for all MARPOL-related residues and also for ballast water sediments. REMPEC, on the other hand, is requested to provide well-structured advice on how to achieve the above, as well as guidelines or a sample form of operational plans. Furthermore, REMPEC is expected to contribute to the implementation of the Regional Plan on Marine Litter Management in preparing specific guidelines to determine the application of charges at reasonable costs for the use of port reception facilities or, where appropriate, the application of a No-Special-Fee system.

2.9 It is, therefore, incumbent upon REMPEC to take urgent appropriate action in providing the required advice and guidance for Contracting Parties to be able to fulfil this Specific Objective, bearing in mind that some Parties will have in place already the required reception facilities in all their major ports and/or oil terminals, whereas others may be lacking such facilities to varying degrees. The following observations and advice are meant to assist REMPEC in undertaking the action expected from it under this Specific objective, while full reference to the Manual on port reception facilities – How to do it would be highly recommended.

2.10 First of all, to achieve adequacy the port should have regard to the operational needs of users and provide reception facilities for the types and quantities of wastes from ships normally visiting the port¹⁵. Therefore, when taking a decision as to the type, specifications and capacity of the installations and equipment needed, the State will have to determine in the first place, for each major port or terminal:

- .1 the type and size of ships visiting the port and the regularity of such visits;
- .2 the type and quantities of wastes and residues expected to be discharged from such ships; and

¹⁵ Resolution MEPC.83(44) – Guidelines for ensuring the adequacy of port waste reception facilities.

- .3 the ultimate destination and treatment of the discharged wastes and residues which should be done in an environmentally-sound manner (ideally under a comprehensive waste management strategy).

2.11 Once a port has in place adequate reception facilities, it should be capable of receiving those residues and mixtures which are handled within that port and which ships intend to deliver. In the case of marinas and fishing harbours, the facilities should, as a minimum, be able to receive garbage (MARPOL Annex V) and engine oil (MARPOL Annex I).

2.13 Undue delay may arise when the time spent in port for the delivery of residues, mixtures or wastes goes beyond the normal turn-around time of the ship while in port, unless the delay is caused by fault of the ship, safety requirements or the normal port procedures. To avoid this situation, the ship should notify the appropriate authority in good time (not less than 24 hours), before delivery of the substances and quantities expected for discharge to a port reception facility, and of any special or unusual wastes. The Standard Format of the Advance Notification Form for Waste Delivery to Port Reception Facilities (MEPC.1/Circ.834) can be used for these purposes. The Administration, in turn, should ensure that the formalities for the use of port reception facilities, particularly customs, health and environmental formalities, are as simple and expeditious as possible, and that the relevant reception facilities and associated personnel are readily available.

2.14 Upon delivery of the residues, mixtures and wastes to the port reception facility, the representative of the port reception facility should provide a waste delivery receipt¹⁶ to the master of the ship for retention on board and subsequent use as a proof for the delivery.

2.15 In assessing the adequacy of their port reception facilities, Administrations should also consider the ultimate disposal of the delivered residues and wastes by taking responsible action within their national programmes, using, if appropriate, the guidance and information on different treatment and disposal methods for several waste streams contained in technical guidelines developed under the auspices of the Secretariat of the Basel Convention.

2.16 Cooperation among coastal States in the provision of port reception facilities may constitute another measure of adequacy. The development of regional waste reception and handling plans embedded in the implementation of the European Directive 2000/59/EC on port reception facilities for ship-generated wastes, although it only applies to EU member States, may serve as an example. When an inter-port strategy is in place¹⁷ the reception facilities may serve several ports, even when located in different countries. Moreover, the concept of regional arrangements is encouraged as an alternative to ensure adequate reception facilities under the IMO 2011 Guidelines for reception facilities under MARPOL Annex VI.

2.17 Another important factor to bear in mind is the fact that the Mediterranean Sea is a Special Area under MARPOL Annexes I and V. This means that ports within the region have a special responsibility to ensure the provision of adequate reception facilities in all ports that receive ship-generated wastes/residues regulated under both Annexes (oil and garbage), considering that discharge requirements are more stringent within than outside Special Areas.

2.18 Technical assistance may be requested by developing countries to IMO, under its ITCP, for the purpose of enhancing their capability to provide adequate port reception facilities.

Guidelines or sample form of operational plans

2.19 In making sure that effective and comprehensive operational plans are available to the port authorities when managing the provision of adequate port reception facilities, the Administration may consider developing a waste management strategy for ship-generated wastes/residues, as contemplated in chapter 3 of the Manual, tailored to the circumstances of its ports. Hence, REMPEC, when carrying out its mandate to prepare relevant guidelines or sample form of operational plans, might find it appropriate to assist Mediterranean coastal States that so require to develop a national

¹⁶ Reference may be made to circular MEPC.1/834 - Consolidated Guidance for Port Reception Facility Providers and Users

¹⁷ This issue is addressed in sub-chapter 3.6 of the Manual.

port waste management strategy for ship-generated wastes/residues, commensurate to their individual needs, but also taking into account the possibility of concluding a regional or sub-regional arrangement, having regard to the Regional Plan on Marine Litter Management, as appropriate.

Guidelines for determining the application of charges

2.20 The present Specific Objective requests REMPEC to prepare specific guidelines to determine the application of charges at reasonable costs for the use of port reception facilities or, where appropriate, the application of a No-Special-Fee system, in consultation with various relevant regional and global institutions and initiatives and, in doing so, to contribute to the implementation of the Regional Plan on Marine Litter Management, as appropriate. Chapter 11 of the Manual addresses the financial aspects of the establishment and operation of port reception and treatment facilities, bearing in mind that if the facilities are to be built anew, funds must be secured to cover the investments to be later recovered by applying appropriate fees and, if the facilities already exist, the costs related to their operation should also be recovered, in both cases under the “polluter pays” principle. This would constitute a cost recovery system.

2.21 Chapter 11 of the Manual evaluates several modalities of a cost recovery system according to set criteria and advocates regional solutions for the establishment of port reception facilities:

- .1 the direct fee system;
- .2 the contract system;
- .3 costs of disposal included in port dues;
- .4 the fixed fee system; and
- .5 the combined system.

2.22 Once the estimates of construction investments (for new facilities) and/or of operating costs (for existing facilities) are available, reliable estimates of the investments and/or operating costs can be made. These estimates can then be used to calculate fees in terms of costs per cubic metre of wastes/residues; costs per ton of cargo; or costs per ship or ship category. Such calculations will ease the decision-making process and the choice of a particular cost recovery system. Contracting Parties may also take into consideration domestic policy matters and other non-financial criteria when deciding upon the system that best suits their circumstances.

The No-Special-Fee system

2.23 The Manual also considers a free-of-charge system, which might serve to study the convenience or otherwise of applying the No-Special-Fee system. The free-of-charge system embodies a concept where the costs for the collection (and/or treatment and disposal) of the ship-generated wastes/residues are paid by the State. This is not a cost recovery system, since the operational costs of the port reception facility are not covered by directly charging the ships for the reception of wastes and residues. As with the costs of disposal included in port dues, the free-of-charge system will not encourage wastes and residues minimization practices on board ship. However, delivery in a port is likely to be stimulated by this system and illegal discharge at sea will be reduced.

2.24 Although it is likely that the image of a port may benefit from free-of-charge port reception facilities, according to the Manual there is as yet no indication that this factor influences the decision of ship operators to move to ports (provided that the port fits the trading pattern) providing free or less costly port reception facilities. In any event, a No-Special-Fee system, applied selectively and uniformly at regional level according to agreed criteria would arguably be advantageous in enhancing the delivery of wastes/residues, especially those regulated under MARPOL Annex V (garbage), to port reception facilities in the Mediterranean.

2.25 It should be noted that the issue of determining the application of charges and the possible use of a No-Special-Fee system is being addressed also within the MENELAS¹⁸ Programme of Activities.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 5 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

¹⁸ Mediterranean Network of Law Enforcement Officials relating to MARPOL within the framework of the Barcelona Convention.

6. Specific Objective 6 – Delivery of ship-generated wastes

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have established a system of notification to a vessel's next port of call of the status of its on board retention of bilge waters, oily wastes, HNS residues, sewage, garbage, ozone-depleting substances and exhaust gas cleaning residues.</p> <p>All Mediterranean coastal States to have implemented national regulations empowering maritime authorities to require, if deemed necessary, Masters of vessels to discharge wastes into designated port reception facilities before sailing.</p>	<p>High</p> <p>High</p>	<p>REMPEC to have provided advice on the subject.</p>

1 Introduction

1.1 Bearing in mind the status of the Mediterranean Sea as a Special Area under MARPOL Annexes I (Oil) and V (Garbage), Contracting Parties need to be continuously vigilant to make sure that the ships operating in the region strictly comply with the relevant discharge requirements. In particular, where ships while in a port of a Contracting Party elect not to discharge its wastes and residues, wholly or in part, into reception facilities of that port, the maritime authority concerned should consider alerting the ship's next port of call accordingly and informing the ship of the action taken, to ensure that the wastes and residues in question are not discharged overboard while in transit. Where this is not possible or for any other justified reason, the maritime administration should be able to require the ship to discharge its wastes and residues into the port reception facilities before leaving the port. Some maritime administrations may need to be empowered by the State to oblige a ship to discharge its wastes and residues as mentioned.

1.2 On the ship's part, the Master should obtain from the operator of the port reception facilities receipts or certificates detailing the quantity and type of wastes and residues discharged into the facilities and attach them, as appropriate, to the Oil Record Book (MARPOL Annex I), Cargo Record Book (MARPOL Annex II), Garbage Record Book (MARPOL Annex V) and Ballast Water Record Book (BWM Convention). Careful checking of these documents should also help the maritime administration to make a decision as to whether it would be advisable to alert the ship's next port of call.

2 Guidance

2.1 Given the nature of this Specific Objective and its close relation with the previous one, Contracting Parties may consider it appropriate to incorporate the National Actions under this Objective into their specific NAP as part of the Actions relating to the Provision of reception facilities in ports (Specific Objective 5).

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 6 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

7. Specific Objective 7 – Improved follow-up of pollution events as well as monitoring and surveillance of illicit discharges

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have established systems and procedures for national and sub-regional monitoring and surveillance including, where practicable, regular individual or coordinated aerial surveillance in the waters under their jurisdiction, if the Parties so agree, and to have reported the results to the regular Meetings of REMPEC Focal Points.</p> <p>All Contracting Parties to have established sub-regional systems, including procedures to over-fly the waters under the jurisdiction of a neighbouring State if the neighbouring Parties so agree, for surveillance of environmentally sensitive and/or high risk zones.</p>	<p>High</p> <p>High</p>	<p>REMPEC to have analysed, as far as practical, through direct correspondence with the Contracting Parties, the reasons behind the past poor record of compliance with this objective by many Contracting Parties.</p> <p>REMPEC to have organized and participated in any new activities on this issue where the Centre is requested to play a role.</p> <p>REMPEC to have facilitated the organization of regular coordinated or individual aerial surveillance operation for illicit ship pollution discharges.</p> <p>REMPEC to have explored the continuation of the CleanSeaNet services offered by EMSA available to all Contracting Parties to the Barcelona Convention that are not Member States of the EU, currently through the SAFEMED III Project, until 2021 and beyond.</p> <p>REMPEC to have cooperated with other Regional Agreements and EMSA.</p>

1 Introduction

1.1 Article 6 of the MARPOL Convention obliges Parties to the Convention to cooperate in the detection of violations and the enforcement of the provisions of the Convention, using all appropriate and practicable measures of detection and environmental monitoring, adequate procedures for reporting and accumulation of evidence. Contracting Parties are, therefore, bound by MARPOL to establish the systems and procedures for national and sub-regional monitoring and surveillance addressed under this Specific Objective, and failure to do so could be considered as failing to comply with their related international commitments.

1.2 Where requested or felt necessary, a coastal or port State is entitled to inspect a ship in order to collect evidence to verify whether it has made a prohibited discharge and, where such a discharge is proved, to take appropriate measures. Also, in response to a request from another State which is Party to MARPOL, a port State should inspect a ship in order to collect evidence or to verify whether it has committed a violation in other waters.

2 Guidance

Cooperation among States

2.1 Coordination and cooperation among neighbouring States is of paramount importance when conducting surveillance operations of areas transcending territorial waters. Co-operation may take several forms, such as joint investigations of violations, supplying information about a particular ship and gathering evidence of a violation among others. Reciprocal arrangements in respect of investigations and compliance monitoring will be particularly valuable for Parties which are geographically proximate and/or which share common mechanisms for enforcement. Regional uniformity in this respect is, therefore, highly desirable.

2.2 This Specific Objective should be considered in conjunction with Specific Objective 8 – To improve the level of enforcement and the prosecution of discharge offenders, as both Objectives address complementary actions.

2.3 Mediterranean coastal States and REMPEC should find the IMO publication “MARPOL How to do it” very useful when adopting measures to fulfil, in particular, Specific Objectives 7 and 8.

Detection procedures and subsequent actions

2.4 In following-up a detected or suspected pollution incident, it is important that a standard procedure and chain of custody policy be adopted to ensure that the evidence gathered is preserved correctly. All evidence obtained during the investigation, such as sea patrol samples, aerial surveillance photographs, remote sensing data, witness reports, etc. should be compiled correctly to serve as basis for the investigation and also to be conveyed to the State whose flag the offending ship is flying.

2.5 Assessing the most likely source of a detected discharge is at the core of any pollution investigation. Potential sources up-wind and up-current of the discharge should be given the highest priority. In these cases, monitoring and surveillance by aircraft¹⁹ carried out with the approval of the concerned States (aerial surveillance) should be the preferred means, although not necessarily the only one, of evidence gathering. Once an illegal discharge is detected, the use of sea patrols should facilitate the collection of physical samples. For oil discharges, the prioritization of ships for sampling should be based on the type of oil discharged. For example, discharges that appear to be mixtures of used oils should concentrate the investigation on the sampling of waste oils in the bilges of nearby ships, whereas discharges of bunker C oil should lead investigators to concentrate sampling efforts on ships that use, or carry as cargo, heavy fuel oil.

2.6 Aerial surveillance and sea patrols should preferably be utilized in combination when following up a detected pollution incident, complemented by other available methods such as remote sensing. In most cases, the success of an investigation into an illegal discharge will be contingent upon the affected States collaborating and coordinating their actions by allowing transboundary patrolling, especially of aircraft deployed for that purpose.

2.7 Building on the regional activities already carried out or currently underway relating to this Specific Objective, in particular the MARCOAST, AESOP and SAFEMED III projects, as well as EMSA’s CleanSeaNet services and the OSCAR-MED activities, will be paramount, in order not to duplicate efforts and avoid wasting resources.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 7 are enumerated in Annex II to the present document – List of Examples of National Actions.

¹⁹ Reference may be made to the IMO Manual on Oil Pollution, Section IV – Combating oil spills, chapter 5.3 – Aerial surveillance, including remote sensing.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

8. Specific Objective 8 – To improve the level of enforcement and the prosecution of discharge offenders

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
All Mediterranean coastal States to have ensured the existence of a national legal framework (regulations) as a basis for prosecuting discharge offenders for infringements of MARPOL or of any national legal framework implementing it.	High	REMPEC to have provided support to Contracting Parties, and to have acted as the Secretariat of MENELAS and reported on its activities to the Contracting Parties at each of their Ordinary Meetings.
All Contracting Parties to have actively participated in the MENELAS, in accordance with its terms of reference.	High	REMPEC to have maintained the MENELAS information system. REMPEC to have collaborated with the UNEP/MAP Secretariat to further explore possible synergies with the Regional Seas framework.

1 Introduction

1.1 This Specific Objective should be considered together with Specific Objective 7 (Improved follow-up of pollution events as well as monitoring and surveillance of illicit discharges), as they are complementary and address a common theme, i.e. illegal discharges and subsequent action by the coastal State(s). In fact, the prosecution of discharge offenders that infringe MARPOL has been suggested as part of a wider system proposed to enable the maritime authorities to take prompt and decisive action when faced with discharge violations.

2 Guidance

Relevant work of the MENELAS

2.1 In connection with the above, REMPEC has already taken action on this and other related matters, by organizing a meeting of the MENELAS in the late summer of 2015. In particular, the Meeting recommended the future organisation of coordinated aerial surveillance operations for illicit ship pollution in parts of the Mediterranean Sea other than those covered by the ORCAR-MED 2015 Operation, and requested the Secretariat (REMPEC) to liaise with Mediterranean coastal States interested in organising such operations, with a view to enhancing operational cooperation in the Mediterranean region to combat illicit ship pollution and facilitating the mobilisation of the necessary resources.

2.2 Among the decisions of the above-mentioned MENELAS Meeting, the following items, all relevant to Specific Objectives 7 and 8, were included in the Network's Programme of Activities:

- .1 marine oil pollution detection/investigation report;
- .2 establishment of a MENELAS database on illicit ship pollution discharges in the Mediterranean;
- .3 review existing applicable sanctions at national level with regard to illicit ship pollution discharges; and

- .4 measures to charge reasonable costs for the use of port reception facilities or, when applicable, apply a No-Special-Fee system.

2.3 Paragraphs 2.2.1 to 2.2.3 above refer directly to Specific Objectives 7 and 8 and, therefore, may be considered as actions being taken by the Contracting Parties and REMPEC in pursuance of the mentioned Objectives. Paragraph 2.2.4 addresses Specific Objective 5 – Provision of reception facilities in ports and, as such, should significantly contribute to the fulfilment of said Objective.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 8 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

9. Specific Objective 9 – To reduce the pollution generated by pleasure craft activities

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have implemented the Guidelines concerning Pleasure Craft Activities and the Protection of the Marine Environment in the Mediterranean, in conjunction with the relevant provisions of the MARPOL Convention and the Regional Plan on Marine Litter Management.</p> <p>All Contracting Parties to have reported to the Secretariat on the measures they undertook to implement the said Guidelines.</p>	<p>High</p> <p>As appropriate</p>	<p>REMPEC to have assisted Mediterranean coastal States in the implementation of the Guidelines concerning Pleasure Craft Activities and the Protection of the Marine Environment in the Mediterranean.</p> <p>REMPEC to have to keep a record of the relevant reports sent by the Contracting Parties and to have submitted periodical synthetic reports to the relevant meetings of the Contracting Parties.</p>

1 Introduction

1.1 The Contracting Parties, in adopting the Guidelines concerning Pleasure Craft Activities and the Protection of the Marine Environment in the Mediterranean (the Guidelines), did so with the intention of promoting and facilitating environmentally sound activities related to such craft and, at the same time, "wishing to harmonise, where necessary, the application of international, regional, national or local rules relating to pleasure craft activities and prevention of pollution". Recognizing that such activities in many cases transcend national borders, the strengthening of cooperation among Mediterranean coastal States should be paramount in achieving an effective regional regime.

2 Guidance

2.1 The Guidelines notwithstanding, it should be borne in mind that MARPOL Annexes I (oil) and V (garbage), unless expressly provided otherwise, apply to all ships, meaning vessels of any type whatsoever operating in the marine environment and including hydrofoil boats, air-cushion vehicles, submersibles, floating craft, fixed or floating platforms, fishing vessels and, of course, pleasure craft. This means that Mediterranean coastal States which are bound by the provisions of these two Annexes, are obliged to apply, as far as practicable, the MARPOL regulations for the prevention of pollution by oil and garbage.

2.2 As stated in the Regional Strategy (2016-2021), the purpose of the Guidelines is to assist Governments when developing, improving and enacting domestic laws and taking appropriate measures with a view to implementing international and regional regulations applicable to the prevention of pollution of the marine environment from pleasure craft activities. MARPOL Annexes I and V should, therefore, be borne in mind when incorporating the provisions of the Guidelines into domestic regulations, especially those intended to be made mandatory. Additionally, harmonization should be sought, where appropriate, with relevant policies and arrangements under the UNEP MAP Regional Plan on Marine Litter Management.

2.3 Besides the actions meant to be taken by the maritime administration, the Guidelines should also stimulate the application of proper environmental practices among users of pleasure craft and managers of marinas.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 9 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

10. Specific Objective 10 – Reduced risk of collisions by establishing Ships’ Routing Systems

Contracting Parties’ Goals	Priority	Secretariat (REMPEC)’s Goals
<p>All Contracting Parties to have proposed to IMO, where necessary, additional appropriate Routing Systems in the Mediterranean for possible adoption in accordance with international law.</p> <p>All Contracting Parties to have considered establishing, when and where possible and without prejudice to the sovereign right of the States, Marine Spatial Plans under their jurisdiction, ensuring that they are coherent and coordinated across the Mediterranean region.</p>	<p>Where necessary</p> <p>Where and when possible</p>	<p>REMPEC to have assisted Contracting Parties, either individually or collectively, in the identification of possible sea areas where a routing system might be deemed necessary and in the preparation of the relevant documentation to initiate the process at IMO.</p> <p>REMPEC to have supported Contracting Parties in their efforts toward the establishment of Marine Spatial Plans.</p>

1 Introduction

1.1 Ships' routing systems are developed to enhance safety of life at sea and the protection of the marine environment by reducing the risk of collisions and other accidents, thus contributing to enhance pollution prevention in certain sea areas where ship movements may be restricted for various reasons. Traffic separation schemes (TSS), two-way routes, deep water routes or areas to be avoided are examples of ships' routing systems. When adopted by IMO at the request of a State or a group of States in accordance with the guidelines and criteria developed by the Organization²⁰ and subsequently implemented, these systems become mandatory for all ships, certain categories of ships or ships carrying certain cargoes.

1.2 In addition to the ships' routing systems already in place in the Mediterranean, Contracting Parties may identify other areas which, in their appraisal, also deserve special protection measures to fend against pollution threats posed by heavy sea traffic, depth restrictions, or any other circumstances making the area in question particularly vulnerable. Once a decision is made by a State or a group of States to establish a ships' routing system, a proposal should be submitted to IMO for consideration and adoption. It should be noted that the Organization is recognized as the only international body for developing guidelines, criteria and regulations on the international level for ships' routing systems, and for disseminating all relevant information with regard to any adopted ships' routing systems.

2 Guidance

2.1 The development of proposals for new ships' routing systems cannot be time-scheduled in the National Action Plan because there is no obligation on Contracting Parties to identify the sea areas that would benefit from such systems. Instead, the fulfilment of this part of the Specific Objective is left for the time when the need for such identification is established.

²⁰ Refer to the General Provisions on Ships' Routing adopted by the IMO Assembly by resolution A.572(14), as amended.

2.2 In parallel, the concept of maritime spatial planning is being introduced by the Mediterranean coastal States which are EU Member States under Directive 2014/89/EU. The concept, according to UNESCO, entails "a public process of analysing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economic, and social objectives that usually have been specified through a political process. Characteristics of marine spatial planning include ecosystem-based, area-based, integrated, adaptive, strategic and participatory". Considering that under the EU Directive the EU Members sharing the Mediterranean with non-EU Member States should cooperate with the latter to achieve coherence and coordination, UNEP MAP and REMPEC may be requested by Contracting Parties to contribute to the establishment of such marine spatial plans.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 10 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

11. Specific Objective 11 – Improved control of maritime traffic

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have identified those areas of the Mediterranean where control of maritime traffic could be improved by the establishment of a regime based on the use of AIS in conjunction with VTS and mandatory ship reporting systems, and to have completed approval procedures as soon as possible thereafter.</p> <p>All Contracting Parties to continuously improve technical cooperation among VTS Centres of the neighbouring countries and, according to the need, to exchange information about ships by using AIS in the common surveillance area.</p>	<p>High</p> <p>Continu- ous</p>	<p>REMPEC to have negotiated, on behalf of Contracting Parties, with appropriate organisations and agencies the international financial assistance required to establish the regime referred to in sub- paragraph a) of this specific objective.</p>

1 Introduction

1.1 It is evident that the SAFEMED III project, under the management of EMSA, is being instrumental in establishing the basis for the fulfilment of this Specific Objective, bearing in mind that one of the main objectives of the project is the achievement of “sustainable improvement in the protection of Mediterranean waters against the risk of accidents at sea and marine pollution by mitigating the existing imbalance in the application of the maritime legislation in the region between the Mediterranean partners that are not members of the EU and those that are members”. Moreover, the project, which is due to conclude during 2016, has among its aims the improvement of the Vessel Traffic Monitoring and Information System (VTMIS) and related maritime services in the Mediterranean.

2 Guidance

2.1 Bearing in mind that the SafeSeaNet vessel traffic monitoring and information system, based on monitoring AIS broadcasts from ships, covers all European coastal waters, Mediterranean coastal States should take full advantage of the system in order to improve the control of maritime traffic through their waters. By liaising with EMSA through REMPEC as a first step, Mediterranean coastal States should be able to pinpoint the sea areas where improved control of maritime traffic would significantly enhance maritime safety and, hence, the protection of the marine environment. Thereafter, the development and approval of a regime based on the use of AIS in conjunction with VTS and mandatory ship reporting systems at national and, where appropriate, at regional or sub-regional level should follow closely.

2.2 Notwithstanding the need to identify the above-mentioned sea areas and to take remedial action, Mediterranean coastal States should seek to continuously maintain and, if found necessary, improve coordination between their VTS Centres and, at least, those of bordering States.

2.3 There is a possibility that, in taking action as indicated in the preceding paragraphs, a degree of overlap may be encountered when taking appropriate measures under this Specific Objective and

Specific Objective 10 regarding the establishment of maritime spatial plans. Both Objectives should, therefore, be implemented together for consistency purposes. Also, both the implementation of the regime to improve maritime traffic control and the establishment of maritime spatial plans may necessitate dedicated funds, as they may entail the provision and installation of specialist equipment and, possibly the training of personnel.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 11 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

12. Specific Objective 12 – Identification of Particularly Sensitive Sea Areas (PSSAs)

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have ascertained, with the support of REMPEC and RAC/SPA, whether there are maritime areas within their jurisdiction which need the protection afforded by their designation as PSSAs and, if so ascertained, to have initiated the process of requesting IMO to enable such designation.</p>	<p>Medium</p>	<p>REMPEC to have initiated the process of identification of those areas which, after examination by the REMPEC Focal Points, could be proposed for designation as PSSAs taking also into account, where appropriate, possible synergies with actions undertaken on the establishment of MSPs referred to under Specific Objective 10.</p> <p>REMPEC to have assisted Mediterranean coastal States to conduct the necessary studies and to prepare the relevant submissions to IMO for the designation of PSSAs.</p> <p>REMPEC to have explored the possibility of obtaining assistance for the above purposes under the IMO's ITCP.</p>

1 Introduction

1.1 In 2012, the Mediterranean had 170 legally designated Marine Protected Areas (MPA): 161 established under a national designation, and 9 with an international designation. Although MPAs are acknowledged globally as effective tools to mitigate maritime threats and these statistics could lead to assume that most of the especially vulnerable zones in the Mediterranean Sea are well protected against shipping and other maritime activities, such as fishing, there are some aspects that should be further pursued, chiefly:

- .1 managing the MPA system at the regional level in a coordinated manner, which RAC/SPA is addressing, *inter alia* through the Regional Project for the Development of a Mediterranean Marine and Coastal Protected Areas (MPAs) Network through the boosting of MPAs Creation and Management (MedMPAnet Project); and
- .2 providing some of these singularly vulnerable zones, and others still to be identified anew, with additional protection against international shipping by obliging, under international law, ships of any flag exercising their right of innocent passage to observe certain restrictions when intending to sail through or nearby such areas.

2 Guidance

2.1 The additional protection mentioned in paragraph 1.1.2 above can only be guaranteed by the establishment of Particularly Sensitive Sea Areas (PSSAs) by IMO, which is the only international body responsible for assessing proposals for and designating PSSAs and adopting associated measures applicable to international shipping. In all probability there will be various already established MPAs whose level of protection against international shipping may need to be increased. In this case, Contracting Parties, with the assistance of REMPEC and RAC/SPA, either individually or in coordination with other Parties, may propose to IMO the designation of such MPAs as PSSAs or even as Special Areas under MARPOL Annexes other than I (Oil) and V (Garbage), depending on the type of the protection measures needed.

2.3 In other cases, a maritime zone not previously designated as an MPA, might be newly identified as being in need of special protection, in which case a proposal should be prepared in accordance with the Revised Guidelines for the identification and designation of Particularly Sensitive Sea Areas (the PSSA Guidelines)²¹. These Guidelines are periodically amended over time to add new PSSAs adopted over the years. As regards Special Areas, reference should be made to the 2013 Guidelines for the designation of Special Areas under MARPOL²².

2.4 Specific Objective 10 - Reduced risk of collisions by establishing Ships' Routeing Systems and, in particular, the possible establishment of Maritime Spatial Plans, should be kept present while implementing the measures listed below.

2.5 The PSSA Guidelines were designed to provide guidance to IMO Member Governments in the formulation and submission of applications for designation of PSSAs and, in general, aim to ensure that in the process, all interests, including those of the State and of the environmental shipping communities, are thoroughly considered on the basis of relevant scientific, technical, economic and environmental information regarding the area at risk of damage from international shipping activities and the associated protective measures (APMs) that should be put in place to minimize the identified risks. APMs may include:

- ships' routeing measures²³ (e.g. traffic separation schemes (TSS), two-way routes, deep water routes or areas to be avoided);
- reporting requirements;
- discharge restrictions;
- operational criteria; and
- prohibited activities.

2.6 In considering the submission of a new PSSA for designation by IMO, it should be borne in mind that all ships flying the flag of IMO Member States are obliged to comply with the APMs attached to the PSSA in question, including those registered by the proposing State(s).

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 12 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

²¹ IMO Assembly resolution A.982(24), as amended by resolution MEPC.267(68).

²² IMO Assembly resolution A.1087(28).

²³ Reference should also be made to Specific Objective 10.

13. Specific Objective 13 – Reduction of marine noise caused by ships

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
All Contracting Parties, on the basis of the IMO Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life, to have urged their national designers and shipbuilders, as well as operators of ships flying their flag to implement noise mitigation strategies on board their ships.	Medium	REMPEC to have provided Mediterranean coastal States with advice and assistance in order to fulfil this specific objective.

1 Introduction

1.1 The IMO Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life²⁴ (the Guidelines), which Contracting Parties may refer to in fulfilling this Specific Objective, are not intended to form the basis of a mandatory document. Instead, they are meant as guidance for the main actors in the design, construction and operation of ships so that they may take appropriate measures from the outset and thus obviate the need for remedial action when it may be too late or cumbersome or costly for the ship owner or operator.

2 Guidance

2.1 Under the Regional Strategy (2016-2021), the maritime administration is only meant to bring the Guidelines to the attention of all parties concerned, as recommended in circular MEPC.1/833.

2.2 In addressing the primary sources of underwater noise, e.g. propellers, propeller/hull interaction, rudders and other control surfaces, on board machinery, etc., ship designers and builders should be expected to utilize all the technical means at their disposal to reduce as much as practicably possible noise emissions from these elements. In turn, ship operators should optimize operations that may cause undue noise and transmit it to the marine environment.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 13 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

²⁴ Circular MEPC.1/833.

14. Specific Objective 14 – To establish procedures for the designation of places of refuge in order to minimize the risks of widespread pollution

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
All Contracting Parties to have identified appropriate procedures as outlined in the relevant IMO Guidelines and relevant EU guidelines, supplemented by the associated Guidelines and Principles prepared by REMPEC, in order to facilitate decision making when designating a place of refuge for a ship in need of assistance.	High	REMPEC to have provided assistance to countries to define procedures and draw up plans as specified in this specific objective and to have assisted them in raising funds for that purpose, <i>inter alia</i> , from the IMO's ITCP.
All Mediterranean coastal States to have drawn up plans to deal with ships in need of assistance and have defined the modalities of the response according to its nature and to the risk incurred.	Medium	

1 Introduction

1.1 The designation of places of refuge should be carried out, not only in the context of marine pollution prevention, but also as part of a wider strategy on preparedness and response to major pollution incidents, including plans to deal with ships in distress, the provision of specialist response equipment and periodic training of prevention and response personnel at various levels. The IMO responded to these needs by adopting, in 2003, two resolutions on Guidelines on places of refuge for ships in need of assistance²⁵ and on Maritime Assistance Services (MAS)²⁶.

1.2 At the regional level, the Guidelines on the Decision Making Process for Granting Access to a Place of Refuge for Ships in Need of Assistance (the Mediterranean Guidelines), prepared by REMPEC and adopted in 2008 by COP 15²⁷, identify this issue as an important element to minimize the risks of widespread pollution from ships and requests States to draw up plans to deal with ships in need of assistance. They are also intended to assist the maritime administration in identifying places of refuge suitable to deal with maritime emergencies that cannot be dealt with at sea.

2 Guidance

2.1 The Mediterranean Guidelines offer valuable advice to ship masters, salvors and ship owners on how they should proceed in case of emergency situations justifying the need to access a place of refuge as a consequence of a serious maritime casualty, propulsion machinery failure, cargo shifting, pollution incident or any other dangerous circumstances which might give rise to a ship being in need of assistance.

²⁵ IMO Assembly resolution A.949(23).

²⁶ IMO Assembly resolution A.950(23).

²⁷ Decision IG 17/10.

2.2 At the EU level, directive 2009/17/EC amending Directive 2002/59/EC, which establishes a Community vessel traffic monitoring and information system, obliges EU Member States to draw up plans to accommodate, if the situation so requires, ships in need of assistance in their ports or in any other protected place in the best possible conditions, in order to limit the consequences of accidents at sea in the waters under their jurisdiction.

2.3 More recently, following various maritime incidents involving ships in distress in European waters, the EU Member States, together with the European Commission and EMSA, with a view to improving the existing arrangements on places of refuge, set out to review the framework for cooperation and coordination among national authorities, as well as with other parties involved in such cases, and established the "Cooperation Group on Places of Refuge" comprising all authorities in the EU in close consultation with relevant industry associations. One of the tasks has been to develop and test the EU operational guidelines on places of refuge²⁸, which were issued in 2015. These guidelines have been developed in a spirit of enhanced cooperation and coordination among all parties involved for the purposes of providing a place of refuge and, therefore should be most useful in the Mediterranean area as a whole.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 14 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

²⁸ <http://ec.europa.eu/transport/modes/maritime/digital-services/doc/por-operationalguidelines.pdf>

15. Specific Objective 15 – To examine the possibility of designating the Mediterranean Sea or parts thereof as SOx emission control area under MARPOL Annex VI and effectively implement the existing energy efficiency measures

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have established a technical committee of experts nominated by the Contracting Parties, to carry out a technical and feasibility study to examine if it is appropriate, at the current stage, to put in place a roadmap for preparation of a submission to the International Maritime Organisation to designate as a SOx ECA certain areas of the Mediterranean Sea requiring specific environmental protection, and to explore possible further steps.</p> <p>Contracting Parties, having made a decision and having ratified MARPOL Annex VI, to have submitted to IMO a proposal to designate as a SOx ECA the appropriate area or areas of the Mediterranean Sea.</p> <p>All Contracting Parties to have participated in relevant debates at the IMO on possible future further measures for enhancing the energy efficiency of international shipping.</p>	<p>High</p> <p>Medium</p> <p>As required</p>	<p>REMPEC to have supported the preparation of a study by the technical committee, aimed at assessing the feasibility of the alternatives referred to under the Administration's goals of this specific objective.</p> <p>REMPEC to have assisted Mediterranean coastal States, either individually or collectively, to prepare a submission to IMO proposing the designation as a SOx ECA of an area or areas of the Mediterranean Sea.</p> <p>REMPEC to have provided Contracting Parties with relevant information on possible future further measures for enhancing the energy efficiency of international shipping.</p> <p>REMPEC to have assessed existing data collection and reporting systems for fuel consumption of ships in the Mediterranean region and carried out pilot studies on voluntary "Data Collection and Reporting".</p> <p>REMPEC to have explored the possibility of obtaining assistance for the above purposes under the IMO's ITCP.</p>

1 Introduction

1.1 The accomplishment of this Specific Objective is contingent upon all Contracting Parties having ratified MARPOL Annex VI (1997 MARPOL Protocol), an action that is addressed under Specific Objective 1 – Ratification of relevant international conventions related to the protection of the marine environment.

1.2 The Protocol of 1997, which adds Annex VI to the Convention and contains Regulations for the prevention of air pollution from ships, came into force on 19 May 2005. While this was a significant addition to the Convention, it was recognized as being only a first step. Consequently, in 2005, work was commenced to strengthen the emission limits and address a number of other identified matters. This work resulted in the development of the revised Annex which was adopted in 2008 by resolution MEPC 176(58) and entered into force on 1 July 2010. A year later, amendments were introduced by resolutions MEPC.202(62), designating a new Emission Control Area, and MEPC.203(62), incorporating a new chapter 4 on energy efficiency for ships, with an entry into force date of 1 January 2013. At the time of preparation of the present document, further amendments had been adopted by

MEPC 63 in March 2012, MEPC 65 in May 2013, MEPC 67 in October 2014 and MEPC 69 in April 2016. All references in the present document are made to Annex VI as amended; therefore, the maritime administration should keep track of the amendments to Annex VI that the Committee adopts from time-to-time by attending regular MEPC sessions or requesting REMPEC to do so on their behalf and report back accordingly.

1.3 Concerning the possible designation of the Mediterranean Sea or part thereof requiring specific environmental protection as a SO_x emission control area (ECA), reference should be made to Regulation 14 of MARPOL Annex VI and in particular to Appendix III relating thereto, which sets out criteria and procedures for designation of SO_x emission control areas.

2 Guidance

2.1 First and foremost, Contracting Parties that have not done so already should be expected to undertake the process of ratification of the MARPOL Protocol of 1997, thus becoming bound by the provisions, and being able to avail themselves of the advantages, of becoming Parties to Annex VI.

2.2 With regard to the designation of emission control areas, it should be borne in mind that the objective of a SO_x ECAs is to prevent, reduce and control air pollution from SO_x emissions from ships and the subsequent adverse impacts on human health and the environment in the zones covered by the ECA. Bearing in mind that an ECA will affect international shipping operations, in particular the equipment and measures necessary to reduce SO_x emissions to set-levels while sailing through the ECA, the establishment of such a control area must be considered for approval by the IMO upon submission of the relevant proposal, which may be submitted by one or more²⁹ Contracting States to the Protocol of 1997.

2.2 With reference to Appendix III to MARPOL Annex VI, a proposal for designation of a SO_x ECA should include:

- a clear delineation of the proposed area, including relevant charts;
- a description of the areas at risk;
- an assessment of the SO_x emissions and their impact on human health and the surrounding environment;
- information pertaining to the prevailing meteorological conditions, in particular if they contribute to increasing air pollution concentration or acidification;
- patterns and density of shipping traffic through the area; and
- a description of the control measures being taken on land-based sources of SO_x emissions.

2.3 In preparing a proposal for designation of a SO_x ECA, it may be convenient to refer to a successful submission involving similar characteristics, which has led to the ECA being adopted³⁰.

2.4 Before a submission is prepared it should be ascertained whether the Mediterranean as a whole or parts thereof are in need of the specific environmental protection that the designation as ECA would afford. Since this decision may entail political considerations, including relations with the EU, it is advisable to establish a technical committee of experts nominated by the Contracting Parties which, with the support of REMPEC, should be able to determine, first of all, whether there is a justifiable need to establish one or more ECAs in the Mediterranean and, if so, to carry out a technical and feasibility study; put in place a roadmap for preparation of a proposal to IMO; and develop the said proposal, which should be submitted by the Contracting Parties concerned to IMO for consideration and adoption.

²⁹ Where more than one Contracting Party is involved, the proposal should be fully coordinated.

³⁰ Reference may be made to the proposal contained in documents MEPC 61/7/3 and MEPC 61/INF.9 (United States) proposing to designate certain waters adjacent to the coasts of the Commonwealth of Puerto Rico and the United States Virgin Islands as an Emission Control Area for NO_x, SO_x and PM. This ECA was adopted by the MEPC in July 2011 through resolution MEPC.202(62).

2.5 Once received in accordance with established procedures, the MEPC will consider the proposal and, if accepted by the international maritime community, will adopt it as an amendment to MARPOL Annex VI. In so doing, the Committee will also consider the economic impacts on affected shipping.

2.6 Notwithstanding the possible designation of SO_x ECAs in the Mediterranean, the implementation of MARPOL Annex VI as a whole should also be a priority to Contracting Parties. In particular, the decisions of the MEPC concerning data collection and reporting systems for fuel consumption of ships should be pursued with the support of REMPEC.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 15 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

16. Specific Objective 16 – To ensure that adequate emergency towing capacity is available throughout the Mediterranean to assist vessels, including tankers, in distress

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
All Contracting Parties to have considered agreements with neighbouring coastal States to enable them to share towing equipment and arrangements to assist ships in distress in the Mediterranean, using as appropriate the Mediterranean guidelines on emergency towing.	High	<p>REMPEC to have assisted Contracting Parties that so request in preparing and implementing the agreements referred to under the Administration's goals of this specific objective.</p> <p>REMPEC to have assessed the capability of Mediterranean coastal States in terms of emergency towing equipment and to have provided support as requested.</p>

1 Introduction

1.1 Action under this Specific Objective should preferably be taken in connection with Specific Objective 14 – To establish procedures for the designation of places of refuge in order to minimize the risks of widespread pollution, as both objectives are meant to address emergency situations involving ships in distress or in need of assistance.

1.2 Since emergency situations at sea, more often than not, arise from accidents such as collisions or groundings, involving laden tankers or other ships carrying large quantities of bunker oil as fuel, and considering that such accidents may give rise to serious or even catastrophic pollution incidents which will, in all probability, affect the shores of more than one coastal State, the emergency towing arrangements necessary to avert these incidents, or minimize the consequences if they occur, should be agreed by as many coastal States as possible by concluding sub-regional agreements that can rapidly be activated by one or more neighbouring countries.

2 Guidance

2.1 To facilitate the swift activation of the above-mentioned emergency towing arrangements, MRCCs should hold databases of all tugs available locally and their contact details. Currently there exist three SAR agreements in the Mediterranean which include the sharing of towing capacity, one in the West Mediterranean and two in the North-West Mediterranean, but there is ample scope to expand the network and/or create new agreements.

2.2 The OPRC Convention and the OPRC HNS Protocol place obligations on States concerning their readiness for, and response to, oil and HNS pollution incidents and provide a framework for international cooperation in establishing systems for preparedness and response at national, regional and global levels. Therefore, when developing new emergency towing agreements, reference should be made to these two international instruments.

2.3 Prominent among the tasks emanating from the EU-funded SAFEMED Project, which was implemented by REMPEC, was the evaluation of capacity, number and location of tugs throughout the Mediterranean ports and the provision of technical advice for the preparation of arrangements on emergency towing amongst Mediterranean countries. As a result, REMPEC produced Emergency towing arrangements in the Mediterranean Sea, which should form the basis for any further action to be taken by bordering Mediterranean coastal States considering the conclusion of bi-lateral or multi-lateral agreements that would enable them to share towing equipment and arrangements.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 16 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

17. Specific Objective 17 – To enhance the levels of pre-positioned spill response equipment under the direct control of Mediterranean coastal States

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have shared or exchanged information concerning their respective national practices for financing the acquisition of spill response equipment with a view to assist Mediterranean Coastal States in determining all feasible methods to finance spill response equipment.</p> <p>All Contracting Parties to have established national stockpiles of State controlled pre-positioned oil and HNS spill response equipment and have kept updated the related inventory at national level and regional level through REMPEC.</p>	High	<p>REMPEC to have provided assistance to the States which so request in identifying the minimum required level of pre-positioned State-controlled spill response equipment.</p>
	Medium	<p>REMPEC to have disseminated to the Contracting Parties the information concerning the applicable ways of financing the acquisition of such equipment and have assisted them in this regard, as necessary.</p> <p>REMPEC to have maintained the RIS and to have updated the related inventory of the above equipment.</p> <p>REMPEC to have envisaged possible synergies to interconnect the RIS with CECIS and to have facilitated the updating of these databases through an interconnected system.</p>

1 Introduction

1.1 In spill response emergency situations, time to obtain critical response resources is extremely limited. It is, therefore, important to strike the right balance between stockpiling highly beneficial equipment and less critical items. In all cases, the procurement of necessary equipment and the provision of regular training for dedicated personnel will be costly and some countries may find it challenging to stockpile equipment and provide well-trained human resources without appropriate financing.

1.2 The Regional Strategy (2016-2021) lists various financing possibilities open to States for the acquisition of oil response equipment and vessels. The non-exhaustive list is reproduced below for ease of reference:

- State budget;
- partnerships with international institutions;
- partnerships with other States;
- partnerships with private sector, including in particular the oil industry;
- partnerships with specialised spill response companies; and
- specific national funds financed through targeted taxation of certain commercial activities, and/or through accumulation of fines imposed on offenders of applicable rules and regulations.

2 Guidance

2.1 Since several Mediterranean coastal States appear to have successfully utilized one or more of the above possibilities or other modalities to maintain adequate response equipment stockpiles, it should be expected that relevant information is shared among all the Contracting Parties, preferably through REMPEC, in a way that the other Parties may benefit from such information. Moreover, in the spirit of Article 7 of the OPRC Convention, Contracting Parties, provided they have sufficient resources and capabilities, are expected to “cooperate and provide advisory services, technical support and equipment for the purpose of responding to an oil pollution incident, when the severity of such incident so justifies”.

2.2 At the Mediterranean level, it is imperative that the regional inventories of response capacity are kept updated and that the information is readily available to all coastal States through the Regional Information System (RIS) maintained by REMPEC. Access to the EU’s Common Emergency Communication and Information System (CECIS) should also be secured.

2.3 In implementing this Specific Objective, additional reference may be made to the IMO Manual on Oil Pollution, especially to Sections II (Contingency planning – being currently revised by the IMO Sub-Committee on Pollution Prevention and Response (PPR)); IV (Combating oil spills); and V (Administrative aspects of oil pollution response). Also, the Guidelines on international offers of assistance in response to a marine oil pollution incident³¹, approved by MEPC 68 in May 2015, contain, *inter alia*, a section dealing with response equipment stockpiles and source considerations (chapter 19), which include advice on how to stock and manage spill response equipment according to the three generally accepted Tiers, depending on the severity and magnitude of a pollution incident threatening the coast.

2.4 Valuable information may also be drawn in this respect from publically available guides and handbooks published by EMSA, also when addressing HNS spill response capacities. In the latter case, a special effort should be made by Mediterranean coastal States to assess their capacity to respond to HNS spills in compliance with the OPRC-HNS Protocol and take appropriate action thereafter.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 17 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

³¹ Pending final editing and publishing by the IMO Publishing Service, the current text of the Guidelines may be found in Annex 13 to IMO document PPR 2/21/Add.1.

18. Specific Objective 18 – To encourage the participation of the regional scientific and technical institutions in research and development activities and to facilitate transfer of technology

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>Scientific and technical institutions, as well as the industry, to have actively participated in R&D activities and programmes related to accidental marine pollution prevention, preparedness and response.</p>	<p>Continu- ous</p>	<p>REMPEC to have assisted regional institutions and industry in identifying fields of research in which there is a need for enhancement of the state-of-the-art of spill preparedness and response technologies and techniques.</p>
<p>National institutions and industry to have presented the results of their R&D activities and programmes in international fora.</p>	<p>Continu- ous</p>	<p>REMPEC to have assisted in the dissemination and exchange of results of national R&D activities and programmes.</p>
<p>National R&D activities to have been presented using the page created by REMPEC within the Country Profiles website.</p>	<p>Continu- ous</p>	<p>REMPEC to have facilitated the participation of national and regional research institutions and industry in the relevant international fora.</p> <p>REMPEC to have cooperated with other Regional Agreements in carrying out the above requests.</p>

1 Introduction

1.1 The need to keep abreast of new developments emerging from research carried out by the marine pollution prevention, preparedness and response institutions and industry throughout the world should be high in the priorities of coastal States wishing to maintain optimum capabilities to fight against oil and HNS pollution incidents. The results of such R&D activities are regularly presented in well-established global fora, such as IMO R&D Forum, Interspill and International Oil Spill Conference (IOSC), to name the more commonly known. There are also other conferences and symposia held from time to time in European countries, which will address regional issues and, therefore, may offer more possibilities to address Mediterranean concerns.

2 Guidance

2.1 Under article 8 of the OPRC Convention and article 6 of the OPRC-HNS Protocol, Contracting Parties agree to cooperate directly or, as appropriate, through the IMO (by participating in meetings of the MEPC and the PPR Sub-Committee) or relevant regional organizations or arrangements (i.e. REMPEC), in the promotion and exchange of results of R&D programmes relating to the state-of-the-art of preparedness for and response to oil and HNS pollution incidents, including all the technologies and techniques designed to minimize or mitigate the effects of such incidents. Mediterranean coastal States should, therefore, take full advantage of these fora and endeavour to participate actively therein through their government representatives and the relevant national R&D scientific and technical institutions, including universities, and related industry.

2.2 Notwithstanding the above, Contracting Parties should also endeavour to provide REMPEC with details of the R&D activities carried out by their relevant institutions and industry, for the Centre to include them in the Country Profiles website.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 18 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

19. Specific Objective 19 – To improve the quality, speed and effectiveness of decision-making processes in case of marine pollution incidents through the development and introduction of technical and decision support tools

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have stimulated the development and improvement of specific regional decision support tools by promoting active participation of their national scientific institutions and programmes and to provide REMPEC with relevant data-sets and other information that might be available in their respective countries.</p> <p>All Contracting Parties to have actively participated through a country lead approach in the implementation of the programme of work of the MTWG as defined by the Meetings of Focal Points of REMPEC.</p> <p>National oceano-meteorological institutes to have joined the MONGOOS and to contribute to the maintenance of the above Mediterranean tools through regular data update.</p> <p>All Contracting Parties to have contributed to the development of a quality assurance programme for data reporting and collection in line with the EcAp Monitoring Programme.</p>	<p>Continuous</p> <p>As required</p> <p>Continuous</p> <p>As required</p>	<p>REMPEC to have revised and upgraded the existing IT based decision support tools, and to have developed new IT based decision support tools and to have made them available to the competent national authorities of the Contracting Parties.</p> <p>REMPEC to have facilitated the coordination and the implementation of the programme of work of the Mediterranean Technical Working Group.</p> <p>REMPEC to have explored possible interaction and capitalization of decision support tools available at Mediterranean and European levels.</p> <p>REMPEC to have supported the development of a quality assurance programme for data reporting and collection in line with the EcAp Monitoring Programme.</p> <p>REMPEC to have integrated any developments on decision support tools under specific objectives 20, 21 and 22.</p>

1 Introduction

1.1 It should be evident that the better the decision support tools at the disposal of a coastal State are, the swifter will the State be in taking sound decisions when confronted with an emergency situation, be it caused by an oil spill or a HNS spill or release, including possibly averting a catastrophic environmental disaster which might have affected not only its own stretch of coast but also the shores of neighbouring countries. Among such tools, the most relevant are sensitivity mapping; spill forecasting models; oil and HNS databases; and emergency procedures for communicating with the maritime authorities of bordering countries and REMPEC, especially if a bilateral or sub-regional preparedness and response agreement of cooperation is in place.

2 Guidance

2.1 REMPEC has recently collaborated with scientific institutions and has participated in the implementation of regional programmes, e.g. the MEDESS-4MS Project, aimed, *inter alia*, at developing decision support tools, such as oil spill forecasting models, and has established

cooperation with several oceano-meteorological centres through the MONGOOS System to provide oil spill forecasting to all Mediterranean States. Within the MEDESS-4MS and other projects, REMPEC has also developed several decision support tools dealing with geographic information systems; decision support information on HNS transport; waste management; and others. In order to guarantee that the information and data gathered is reliable, a quality assurance programme for data collection and reporting should be established.

2.2 To ensure maximum efficiency, such decision support tools should be computerized and, therefore, a new IT-based system should be made available to the competent national authorities of the Contracting Parties, taking into account national or regional initiatives in this field. To that extent, the development of an appropriate IT-based decision support system and a two-day seminar to be held in Malta with two participants per country to train them in the use of the IT system have been budgeted under the Regional Strategy (2016-2021).

2.3 While implementing this Specific Objective, it should be borne in mind that any developments on decision support tools should be integrated also under Specific Objectives 20, 21 and 22.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 19 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

20. Specific Objective 20 – To increase as much as practical the level of knowledge in the field of preparedness and response to accidental marine pollution by oil and other harmful substances

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have established national training programmes for response to incidents involving oil and other HNS, based <i>inter alia</i> on IMO Model training courses Levels 1 and 2, for training national operating level and supervisory personnel respectively, with a view to ensuring a continuous education of such personnel.</p> <p>All Contracting Parties to have disseminated the knowledge acquired through train the trainer courses and have replicated the training courses at local and national level.</p> <p>All Contracting Parties to have carried out regular exercises to test their national response capacity in cooperation with all relevant stakeholders and to the possible extent involving neighbour coastal states to enhance bilateral and sub-regional cooperation.</p>	<p>High</p> <p>Continu- ous</p> <p>Continu- ous</p>	<p>REMPEC to have assisted Contracting Parties in the development and implementation of their national training programme.</p> <p>REMPEC to have delivered "Training of Trainers" courses, based in particular on the work developed under POSOW Projects.</p> <p>REMPEC to have focused regional training courses on specific, highly specialized issues.</p> <p>REMPEC to have taken into account, when preparing and supporting the implementation of national training programmes, the relevant model training courses updated by the IMO Sub-Committee on Pollution Prevention and Response (PPR); other Regional Agreements, and EMSA under its relevant Action Plans.</p> <p>REMPEC to have promoted the organization of regular exercises to test national and sub-regional response capacity.</p> <p>REMPEC to have explored the possibility of obtaining assistance for the above purposes under the IMO's ITCP and to have mobilised other external resources and means.</p>

1 Introduction

1.1 As seen under Specific Objective 19, when a spill occurs it is imperative to take decisions as quickly as possible according to well-established and tested contingency plans and response strategies under the control of a national organization. Naturally, the response equipment must also be ready to be used with equal celerity. This can only be achieved when the personnel involved is adequately trained and has proved its state of readiness and proficiency by participating in regular exercises. In addition to equipment use, training should also encompass all the issues addressed in the contingency plans, including roles and responsibilities of the people involved and response strategies, according to the level of responsibility assigned to the personnel in question, and in most cases would require a balanced mix of theory and practice.

1.2 Having completed a training course, trainees should become familiar with their area(s) of responsibility, both physically on the ground (including proficient use of assigned response equipment) and within the organization responsible for the implementation of the contingency plan. This can be achieved by running periodic exercises³² ranging from table top activities to full mobilization and deployment of equipment.

1.3 REMPEC has been running a comprehensive training programme for over three decades and, at the time of preparing the present document, [nearly four thousand] persons had undertaken courses at various levels. For various reasons, however, a substantial proportion of these trained personnel are no longer available to national authorities. The need to train new personnel is, therefore, never ending and, for some Administrations, rather costly. One way of overcoming the situation is to adopt the “train of trainers” approach, whereas knowledge and coaching acquired at regional courses by national trainees is transmitted to domestic response personnel by instituting Administration-run training courses nationally. Also, this would enable REMPEC to optimize resources by concentrating on organizing train of trainers courses³³ at the regional level.

2 Guidance

2.1 With the above observations in mind and the support of REMPEC, it should be contingent upon individual Administrations to implement a national programme of training as required, in order to maintain a body of response personnel possessing the adequate capacity and competence consistent with the national contingency plan. These courses could be based on IMO Model training courses at Levels 1 and 2, as updated by the IMO Sub-Committee on Pollution Prevention and Response (PPR), for national operating and supervisory personnel respectively.

2.2 Training at higher level, where scenarios reflect an incident of significance with wider consequences involving large numbers of personnel or that threaten national interests and will probably require regional cooperation and coordination, should be still run by REMPEC at regional level. The exercises required in these situations should involve a very wide range of organizations and, ideally, the participation of neighbouring States’ response personnel at the appropriate level. In this connection, REMPEC should also encourage national Administrations to test their national and sub-regional response capacities and assist them in organizing and running regular exercises.

2.3 REMPEC would also be expected to continue to organize and run other special training courses³⁴ on specific, highly specialised issues, as may be identified collectively by the Contracting Parties from time to time.

2.4 In taking action on this Specific Objective, Mediterranean coastal States should do so referring also to Specific Objectives 19, 21 and 22.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 20 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

³² Reference may be made to the IPIECA publication Oil spill exercises – Good practice guidelines for the development of an effective exercise programme (IPIECA IOGP 2014).

³³ The running of two two-day training courses to be held in Malta, with two participants per country in attendance plus the help of an external expert consultant has been budgeted in the Regional Strategy (2016-2021).

³⁴ The running of three two-day Regional training courses to be held in Malta, with two participants per country in attendance has been budgeted in the Regional Strategy (2016-2021).

21. Specific Objective 21 – To revise existing recommendations, principles and guidelines, and to develop new ones aimed at facilitating international cooperation and mutual assistance within the framework of the 2002 Prevention and Emergency Protocol

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have participated in the revision of the existing recommendations, principles and guidelines concerning accidental marine pollution preparedness, response and mutual assistance, as well as prevention of pollution from ships.</p>	High	<p>REMPEC to have compiled an inventory of the applicable national procedures governing the entry into, movement within and exit from their territory of specialized personnel and equipment that might be provided as mutual assistance in case of emergency, and to have prepared recommendations for improving those national procedures that could seriously hamper providing such assistance.</p>
<p>All Contracting Parties to have identified all such recommendations, principles and guidelines that need to be revised, updated and/or amended.</p>	High	<p>REMPEC to have proposed for adoption to the Meetings of the Contracting Parties revised, updated and/or amended texts of the relevant regional recommendations, principles and guidelines.</p>
<p>All Contracting Parties to have indicated which additional recommendations, principles and guidelines should be adopted at the regional level with a view to facilitating the implementation of the 2002 Prevention and Emergency Protocol in the field of international cooperation and mutual assistance.</p>	High	<p>REMPEC to have proposed for adoption to the Meetings of the Contracting Parties new recommendations, principles and guidelines, as necessary.</p>
<p>All Contracting Parties to have streamlined their respective national procedures for entry into, movement within and exit from their territory of specialized personnel and equipment that might be required in case of emergency.</p>	High	<p>REMPEC to have cooperated with IMO, other Regional Agreements, EMSA under its relevant Action Plans and the Union Civil Protection Mechanism, taking into account any new developments on international cooperation and mutual assistance.</p>
<p>All Contracting Parties to have considered the use of the CECIS Marine Pollution in order to enhance coordination of requests and offers of international assistance.</p>	High	<p>REMPEC to have explored the possibility of obtaining assistance for the above purposes under the IMO's ITCP, and to have mobilised other external resources and means.</p>

1 Introduction

1.1 The available literature, including recommendations, principles and guidelines, concerning accidental marine pollution preparedness, response and mutual assistance, as well as prevention of pollution from ships, is vast and, at times, difficult to identify and/or access. Some of it will also be either obsolete or outdated and in need of bringing up to date. Of particular interest for the Contracting Parties with regard to the Regional Strategy (2016-2021) should be the material that has been developed and adopted since 1987 in the framework of the Barcelona Convention and, especially, its 2002 Prevention and Emergency Protocol.

1.2 In order that maritime administrations can, on the one hand, keep their regulatory framework current and, on the other, obtain maximum benefit and advice from the relevant documentation, it is important that they put in place housekeeping practices that will enable them to have access to this material without difficulty, as and when required. In organizing the documentation and implementing a proper information system, the maritime administration will also be able to identify gaps, which will need to be addressed, either nationally or at the regional level, by revising existing material or preparing new recommendations, principles or guidelines.

1.3 In reacting to this Specific Objective, the need to revise the existing principles and guidelines, and to develop new ones aimed at facilitating international co-operation and mutual assistance within the framework of the Prevention and Emergency Protocol has been highlighted and a decision to revise the "Principles and Guidelines on Cooperation and Mutual Assistance related to Oil and HNS Pollution Incidents" has been made by the Contracting Parties through their appropriate regional bodies.

1.4 The main objective of the above-mentioned revision is to provide advice to Mediterranean coastal States to ensure effective coordination between all the stakeholders that might be involved in a major incident in the Mediterranean region, including among others:

- Competent authorities from Mediterranean coastal States;
- Multi-lateral and bilateral agreements;
- REMPEC and the Mediterranean Assistance Unit (MAU);
- Regional response and assistance mechanism including the Emergency Response Coordination Centre (ERCC);
- the European Maritime Safety Agency (EMSA);
- International organizations supporting the international assistance such as IMO and the Joint UN Office for the Coordination of Humanitarian Affairs (OCHA) Environment Unit (JEU); and
- the private sector including local and international companies.

2 Guidance

2.1 The above-mentioned Principles and Guidelines, once adopted, will fill the substantial gap that may exist in some national regulatory frameworks, in particular, on the issue of facilitation of transboundary movement of specialised response personnel and equipment in cases of emergency. The revised Principles and Guidelines will help in the process of enacting National procedures and legislation in some of the Mediterranean coastal States to bring down a barrier that could, as mentioned in the Regional Strategy (2016-2021), mark the difference between success and failure in responding to, and mitigating, the often disastrous consequences of a serious pollution incident. Contracting Parties should, therefore, undertake to streamline their respective national procedures for entry into, movement within and exit from their territory of specialised personnel and equipment that might be required in case of emergency, using the advice and recommendations contained in the revised Principles and Guidelines, once they become available.

2.2 In taking action on this Specific Objective, Mediterranean coastal States should do so referring also to Specific Objectives 19, 20 and 22.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 21 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

22. Specific Objective 22 – To strengthen the capacity of individual coastal States to respond efficiently to marine pollution incidents through development of sub-regional operational agreements and contingency plans

Contracting Parties' Goals	Priority	Secretariat (REMPEC)'s Goals
<p>All Contracting Parties to have assessed, prepared and adopted national contingency plans and to have established national systems for preparedness for and response to oil and HNS spills from ships, sea ports and oil handling facilities.</p> <p>All Contracting Parties to have negotiated, concluded and implemented sub-regional agreements covering the entire Mediterranean region, including the relevant sub-regional contingency plans.</p>	<p>High</p> <p>High</p>	<p>REMPEC to have assisted Contracting Parties that have not yet adopted their national contingency plans or need to review them to integrate HNS and/or offshore components, in the development or updating and implementation of national preparedness and response systems.</p> <p>REMPEC to have facilitated the assessment of national contingency plans and national response systems, through self-assessment or peer reviews to commensurate their national response capacities with the existing oil and HNS spill risks from ships, sea ports and oil handling facilities and to have evaluated gaps between national plans in order to define appropriate actions to ensure the compatibility of operational arrangements in view of the conclusion of bilateral and/or sub-regional agreements.</p> <p>REMPEC to have assisted Contracting Parties in preparing sub-regional contingency plans and in drafting agreements on their implementation.</p> <p>REMPEC to have utilized advice and material which may be made available by other Regional Agreements.</p> <p>REMPEC to have explored the possibility of obtaining assistance for the above purposes under the IMO's ITCP, and to have mobilized other external resources and means.</p>

1 Introduction

1.1 The IMO Manual on Oil Pollution Section II – Contingency Planning³⁵, which contains ample information and advice on the subject, advocates that the cornerstone of any national response system, as prescribed in Article 6 of the OPRC Convention and Article 4 of the OPRC-HNS Protocol,

³⁵ Recently revised by the IMO PPR Sub-Committee and pending editing and publication by IMO, presumably before the end of 2016.

is a national contingency plan. A national contingency plan ensures that critical information, operational plans, and oil and HNS spill response management structures have been established and are readily available prior to a major oil spill.

1.2 Although most Contracting Parties have established national oil spill contingency plans, there are still a few of them that need to do so, and REMPEC has offered to assist them in the process. Other Parties might benefit from updating their existing plans in view of new developments and circumstances, such as oil and gas exploration and exploitation activities. Many Mediterranean coastal States, however, have not yet developed contingency plans to deal with HNS spills, either exclusively or as part of wider plans encompassing oil and HNS.

1.3 In acknowledgement of the fact that spills do not recognize national borders, the OPRC Convention and the HNS Protocol also require that Parties, subject to their capabilities and the availability of relevant resources, will cooperate and provide advisory services, technical support and equipment for the purpose of responding to oil or HNS pollution incidents. Furthermore, the two instruments promote the conclusion of bilateral or multilateral agreements for oil and HNS pollution preparedness and response regarding, *inter alia*, levels of pre-positioned oil spill combating equipment; training of response personnel; and pollution response coordination.

1.4 For the Mediterranean environment to have a minimum guarantee of protection against oil and HNS spills, especially in the case of very serious incidents that may devastate the shores of one or more coastal States, it is imperative that **all** the Mediterranean coastal States have in place solid national systems for oil and HNS preparedness and response, including national contingency plans. It is also essential that Mediterranean coastal States strike the bilateral or multilateral cooperation agreements mentioned in paragraph 1.3 above, covering if possible the whole of the Mediterranean.

2 Guidance

2.1 Before undertaking further action, the Administration should be able, if necessary with assistance and advice from REMPEC, to urgently review the current status and relevance of their national system for preparedness and response and the associated national contingency plan, if it has been established, or to develop new ones if they do not exist. The same process should be followed with the sub-regional agreements, i.e. Mediterranean coastal States should undertake to review the agreements they may have concluded with one or more neighbouring States and, in collaboration with such States, update, augment or modify them as appropriate, according to the prevailing circumstances. Where agreements do not exist, Administrations should consider whether there is a justifiable need to develop and conclude such agreements, having ascertained that the circumstances surrounding the shared stretch of coast and other factors, such as type and density of shipping traffic through the area, etc. warrant the establishment of a bilateral or sub-regional agreement of cooperation.

2.2 The role of REMPEC under this Specific Objective is essential, considering that without its support and assistance, the maritime administrations that still lack a national system for preparedness and response, including a national contingency plan, may find it difficult to undertake the development process by themselves, and that those States that have a system already in place should find its advice most valuable when reviewing, updating and/or modifying it. Important as well is the assistance that the Centre is able to provide in adapting preparedness and response systems and contingency plans addressing oil only to encompass HNS spills also, both at the national and international levels.

2.3 In taking action on this Specific Objective, Mediterranean coastal States should do so referring also to Specific Objectives 19, 20 and 21.

3 National Actions

3.1 On the basis of the guidance provided above, some examples of the national actions that Contracting Parties may take and, hence, could include in their NAPs, with a view to implementing their goals under Specific Objective 22 are enumerated in Annex II to the present document – List of Examples of National Actions.

3.2 Contracting Parties are encouraged to consider the above-mentioned national actions and propose others that may better suit their particular circumstances or current level of implementation of the said Specific Objective.

ANNEX I

COMMON TEMPLATE FOR THE PREPARATION OF A NATIONAL ACTION PLAN

National Action Plan
for the implementation of the Regional Strategy for Prevention of
and Response to Marine Pollution from Ships (2016-2021)

[name of Contracting Party]

1. Introduction

1.1 Institutional arrangements

[To be completed]

1.2 Work Methodology

[To be completed]

1.3 Involved Stakeholders

[To be completed]

1.4 Inter-linkages to and synergy with other relevant policy frameworks and processes

[To be completed]

1.5 Timeline for completion

[To be completed]

1.6 Approval and endorsement

[To be completed]

2. National implementation of the Regional Strategy (2006-2021)

2.1 Specific objective 1 – Ratification of relevant international maritime conventions related to the protection of the marine environment

[To be completed]

2.2 Specific objective 2 – To control and manage ships' biofouling to minimise the transfer of invasive aquatic species

[To be completed]

2.3 Specific objective 3 – Ensuring effective maritime administrations

[To be completed]

2.4 Specific objective 4 – To strengthen the Memorandum of Understanding (MoU) on port State control (PSC) in the Mediterranean region (Mediterranean MoU)

[To be completed]

2.5 Specific objective 5 – Provision of reception facilities in ports

[To be completed]

2.6 Specific objective 6 – Delivery of ship-generated wastes

[To be completed]

2.7 Specific objective 7 – Improved follow-up of pollution events as well as monitoring and surveillance of illicit discharges

[To be completed]

2.8 Specific objective 8 – To improve the level of enforcement and the prosecution of discharge offenders

[To be completed]

2.9 Specific objective 9 – To reduce the pollution generated by pleasure craft activities

[To be completed]

2.10 Specific objective 10 – Reduced risk of collisions by establishing Ship's Routeing Systems

[To be completed]

2.11 Specific objective 11 – Improved control of maritime traffic

[To be completed]

2.12 Specific objective 12 – Identification of Particularly Sensitive Sea Areas (PSSAs)

[To be completed]

2.13 Specific objective 13 – Reduction of marine noise caused by ships

[To be completed]

2.14 Specific objective 14 – To establish procedures for the designation of places of refuge in order to minimise the risks of widespread pollution

[To be completed]

2.15 Specific objective 15 – To examine the possibility of designating the Mediterranean Sea or parts thereof as SOx emission control area under MARPOL Annex VI and effectively implement the existing energy efficiency measures

[To be completed]

2.16 Specific objective 16 – To ensure that adequate emergency towing capacity is available throughout the Mediterranean to assist vessels, including tankers, in distress

[To be completed]

2.17 Specific objective 17 – To enhance the levels of pre-positioned spill response equipment under the direct control of Mediterranean coastal States

[To be completed]

2.18 Specific objective 18 – To encourage the participation of the regional scientific and technical institutions in research and development activities and to facilitate transfer of technology

[To be completed]

2.19 Specific objective 19 – To improve the quality, speed and effectiveness of decision-making process in case of marine pollution incidents through the development and introduction of technical and decision support tools

[To be completed]

2.20 Specific objective 20 – To increase as much as practical, the level of knowledge in the field of preparedness and response to accidental marine pollution by oil and other harmful substances

[To be completed]

2.21 Specific objective 21 – To revise the existing recommendations, principles and guidelines, and to develop new ones aimed at facilitating international cooperation and mutual assistance within the framework of the 2002 Prevention and Emergency Protocol

[To be completed]

2.22 Specific objective 22 – To strengthen the capacity of individual coastal States to respond efficiently to marine pollution incidents through development of sub-regional operational agreements and contingency plans

[To be completed]

ANNEX II

LIST OF EXAMPLES OF NATIONAL ACTIONS³⁶

Examples of National Actions	Role of the State	Additional resources needed		Target date
		Human	Financial	
Specific Objective 1 – Ratification of relevant international maritime conventions related to the protection of the marine environment				
Goal 1: All Contracting Parties to have taken the necessary actions to ratify and implement MARPOL and its six Annexes, to have ensured their transposition into national law, placing special emphasis on revised Annex V (regulations for the prevention of pollution by garbage from ships) and Annex VI (Regulations for the prevention of air pollution from ships) as amended, and to have cooperated through REMPEC to ensure full compliance with its provisions	Flag / port / coastal			
<u>Action 1:</u> if it has not been done already, to identify which of the MARPOL Optional Annexes (Annexes III, IV and V) and/or the 1997 Protocol (Annex VI) need to be ratified		Staff time	No	As soon as possible
<u>Action 2:</u> With the assistance of REMPEC if necessary, to prepare the relevant IMO instruments of ratification, acceptance, approval or accession relating to the above MARPOL Optional Annexes and/or the 1997 Protocol (Annex VI) in order to become a Party to the MARPOL Convention as a whole		Staff time + REMPEC	No	End of 2017
<u>Action 3:</u> in doing so, referring also to Specific Objective 3, to make sure that the maritime administration has in place the legal framework, implementation and enforcement procedures specified in the III Code, necessary to give effect to the MARPOL Convention and its six Annexes		Staff time	No	End of 2017

³⁶ This annex may be utilized for the preparation of a specific NAP following the common template presented in Annex I. In addition, full reference should be made to Parts I and II of this Guidance Document and also to the Regional Strategy (2016-2021) as a whole.

Goal 2: All Contracting Parties to have taken the necessary actions to ratify and implement other IMO relevant international conventions and to have ensured their transposition into national law by the same time and full compliance with their provisions	Flag / port / coastal			
<u>Action 1</u> : to consider ratifying as many as possible of the relevant treaty instruments, listed under Specific Objective 3 in Part I of this Guidance Document, to which the State concerned has not yet become a Party and establish an order of priority for ratification		Staff time	No	End of 2017
<u>Action 2</u> : with the assistance of REMPEC if necessary, to prepare the relevant IMO instruments of ratification, acceptance, approval or accession relating to the above instruments, aiming to complete the list by 2018		Staff time + REMPEC	No	End of 2018
<u>Action 3</u> : in doing so, referring also to Specific Objective 3, to make sure that the maritime administration has in place the legal framework, implementation and enforcement procedures mentioned under Action 3 above		Staff time	No	End of 2018
<u>Action 4</u> : to endeavour to send representatives to the periodic sessions of the IMO Marine Environment Protection Committee and/or its sub-committees, as considered relevant		Staff time and travel	Travel costs	As required
Specific Objective 2 – To control and manage ships’ biofouling to minimize the transfer of invasive aquatic species				
Goal 1 : to have applied the 2011 Guidelines for the control and management of ships’ biofouling to minimise the transfer of invasive aquatic species (hereinafter referred to as “the Guidelines”) and report to IMO accordingly	Flag / port / coastal			
<u>Action 1</u> : to inform the Secretariat (REMPEC) of any relevant national biofouling regulations, management requirements or restrictions they are applying to international shipping		Staff time	No	End of 2017
<u>Action 2</u> : to identify which State authority(ies) and/or organization(s) is (are) responsible to ensure the application of the Guidelines within that particular State		Staff time	No	End of 2017
<u>Action 3</u> : to determine the extent that the Guidelines are applied within that particular State		Staff time	No	End of 2017
<u>Action 4</u> : to identify the State’s specific circumstances		Staff time	No	End of 2017
<u>Action 5</u> : to identify the necessary human and financial resources to implement this goal		Staff time	No	End of 2017
<u>Action 6</u> : to adapt the Guidelines to the State’s specific circumstances		Staff time + REMPEC	No	End of 2018

<u>Action 7</u> : to provide the necessary human and financial resources to implement this goal		Staff time	No	End of 2018
<u>Action 8</u> : to develop capacity and implement systems and procedures, where applicable, to monitor that effective biofouling control is maintained		Staff time + REMPEC	No	End of 2019
<u>Action 9</u> : to report to REMPEC and the MEPC on any experience gained in the implementation of the Guidelines.		Staff time	No	End of 2020
Goal 2 : to have disseminated the Guidelines to the shipping industry and other interested parties	Flag / port / coastal			
<u>Action 1</u> : to identify all relevant parties (e.g. shipmasters, operators and owners, shipbuilders, ship cleaning and maintenance operators, port authorities, ship repair, dry-docking and recycling facilities, ship designers, classification societies, anti-fouling paint manufacturers and suppliers and any other interested parties) to which the Guidelines, once adapted to the State's specific circumstances, should be disseminated		Staff time	No	Mid 2018
<u>Action 2</u> : to identify the means of dissemination (e.g. notice, awareness-raising events, etc.) of the Guidelines, once adapted to the State's specific circumstances		Staff time	No	Mid 2018
<u>Action 3</u> : to send a notice and a copy of the Guidelines, once adapted to the State's specific circumstances, to organizations (e.g. shipping agents representing shipowners and operators) for further dissemination		Staff time	No	End of 2018
<u>Action 4</u> : to organize a national awareness-raising event for all relevant parties		Staff time + REMPEC	Poss. ITCP	End of 2019
Specific Objective 3 – Ensuring effective maritime administrations				
Goal 1 : All Contracting Parties to have developed a NAP to enable them to fully implement the Regional Strategy in a timely and thorough manner.	Flag / port / coastal			
<u>Action 1</u> : in planning the development of the NAP, to consider the possibility of establishing a national committee for the purpose of coordinating the consultations amongst the various agencies within the maritime administration and also with other external stakeholders, such as port reception facility operators, oil and gas industry, relevant R&D institutions, etc.		Staff time	No	As appropriate

<u>Action 2</u> : to fill in the Common template for the preparation of a National Action Plan (Annex I to the present Guidance Document) according to the national circumstances and needs, in order to obtain a NAP which will cater for the interests of the State, using as a guide Parts I and II, Annex II and, where appropriate, the National Assessment Form presented in Annex III to the present Guidance Document		Staff time + REMPEC	No	End of 2017
<u>Action 3</u> : to seek, where necessary, the assistance of REMPEC to develop the NAP as described above		REMPEC	No	End of 2017
<u>Action 4</u> : to progressively implement the specific NAP as a whole, seeking where necessary the assistance of REMPEC, as soon as possible after it has been developed		Staff time + REMPEC	As required	End of 2020
<u>Action 5</u> : Provided the necessary funding becomes available under the General Strategy's budget, to select two officers from each of the Contracting Parties to take part in a two-day REMPEC-organized seminar in Malta to assist Mediterranean coastal States in the preparation and implementation of the NAP		REMPEC	Strategy-budgeted funds ³⁷	During 2017
Goal 2 : All Mediterranean coastal States to have enhanced, on the basis of their NAP, the performance of their maritime administration in accordance with the applicable IMO recommendations and guidelines	Flag / port / coastal			
<u>Action 1</u> : to conduct, with the assistance of REMPEC if necessary, a national assessment with regard to the implementation of the NAP, utilizing the National Assessment Form provided in Annex III		Staff time + REMPEC	No	End of 2020
<u>Action 2</u> : to conduct, with the assistance of REMPEC if necessary, a self-assessment of the Administration's capabilities regarding the implementation of MARPOL and other applicable conventions, using the guidance provided in IMO Assembly resolution A.912(22)		Staff time + REMPEC	No	End of 2017
<u>Action 3</u> : to define, with the assistance of REMPEC if necessary, any necessary remedial action emanating from the above assessments		Staff time + REMPEC	No	As and when appropriate
<u>Action 4</u> : to give full effect to the identified remedial action, as appropriate		Staff time	No	As and when appropriate

³⁷ For the purpose of this Annex, the expression "Strategy-budgeted funds" means that the activity relating thereto has been included in the budget of the Regional Strategy (2016-2021). Funds will nevertheless need to be raised either from the IMO ITCP or from other sources.

Goal 3: All Mediterranean coastal States to have prepared for undertaking the IMO Member State Audit Scheme, using the III Code as the audit standard and following the Framework and Procedures for the Scheme	Flag / port / coastal			
<u>Action 1:</u> to prepare, with the support of REMPEC, for undertaking the IMSAS, following the guidance and advice provided in the IMO IMSAS publication, by end of 2018, or earlier if a State is selected from the random drawing of the names of Member States that have not completed an audit under the voluntary Scheme		Staff time + REMPEC	ITCP and other sources	End of 2018 or earlier if requested by IMO
<u>Action 2:</u> to facilitate the running of a training programme of flag State inspection officers to be developed and organized by REMPEC, as soon as possible		Staff time + REMPEC	No	As soon as possible
<u>Action 3:</u> to consider requesting REMPEC to explore the sourcing of funds needed to conduct the above-mentioned training programme from IMO ITCP or other sources		REMPEC	ITCP and other sources	As soon as possible
Specific Objective 4 – To strengthen the Memorandum of Understanding (MoU) on port State control (PSC) in the Mediterranean region (Mediterranean MoU)				
Goal 1: All Contracting Parties to have maintained their mandate to REMPEC whereby the Centre should, if and when possible, offer its assistance to the Mediterranean MoU on port State control in order to improve its effectiveness and, if so requested, to facilitate cooperation between the Paris MoU and the Mediterranean MoU	Port			
<u>Action 1:</u> to distinctly instruct REMPEC to continue assisting, on a continuous basis, the Mediterranean MoU in order to improve its effectiveness, in particular regarding: - level of inspection percentage; - inspection priorities on the basis of ship risk profiles; and - further training of port State control officers		REMPEC Travel time	Med MOU budget	End of 2016
<u>Action 2:</u> to foster, through national representation and/or by delegating on REMPEC, a stronger cooperation between the Mediterranean MOU and the Paris MOU		Staff time	Yes	Continuous
Goal 2: All Contracting Parties to have made available the necessary resources and means for efficient functioning of the Mediterranean MoU	Port			
<u>Action 1:</u> to make available, on a continuous basis, the necessary human, institutional and financial resources to guarantee the efficient functioning of the Mediterranean MOU, based on estimations provided by REMPEC and the MOU itself		Staff time	No	Continuous

Specific Objective 5 – Provision of reception facilities in ports				
Goal 1: All Contracting Parties to have provided adequate reception facilities in their ports and considered procedures related to the cost of the use of port reception facilities, enabling their use as soon as they are available at a fee which should be reasonable and should not serve as a disincentive for their use.	Port / coastal			
<u>Action 1:</u> to fully collaborate with REMPEC by promptly providing any port reception facility-related data that the Centre may request to prepare well-structured and comprehensive advice to assess the type, specifications and capacity of the equipment and installations needed at major ports to handle shipboard residues and mixtures		Staff time	No	As soon as requested
<u>Action 2:</u> to select two officers of the Administration to participate in a two-day regional seminar in Malta to provide to Mediterranean coastal States, which so request, the well-structured and comprehensive advice referred to above		Staff time	No	As soon as requested
<p><u>Action 3:</u> based on the advice mentioned under Action 1, to arrange for the provision of adequate reception facilities in their major ports and/or oil terminals, in collaboration with industry where appropriate, to cater for:</p> <ul style="list-style-type: none"> - Garbage: - Oily wastes: - NLS: - Sewage: - For ozone-depleting-substances and exhaust gas cleaning residues: - For ballast water and sediments: 		Staff time + REMPEC + Industry	Yes State/ Industry	
		Ditto.	Ditto.	End of 2018
		Ditto.	Ditto.	End of 2018
		Ditto.	Ditto.	End of 2018
		Ditto.	Ditto.	End of 2018
		Ditto.	Ditto.	End of 2018
		Ditto.	Ditto.	End of 2018
<u>Action 4:</u> based on the specific advice to be provided by REMPEC on the fees that should be levied on ships discharging wastes/residues in reception facilities of Mediterranean ports, including the possibility of using the No-Special-Fee system, to determine appropriately reasonable fees for their national facilities		Staff time + REMPEC	No	End of 2018
<u>Action 5:</u> In determining the above fees, to have due regard to the conclusions of the work being undertaken by MENELAS in this respect		Staff time + REMPEC	No	As available

Action 6: to contribute, with the assistance of REMPEC, to implement the Regional Plan on Marine Litter Management, as deemed appropriate		Staff time + REMPEC	No	As appropriate
Action 7: to make the established port reception facilities available to ships at the nationally-established fees or at no cost under the Non-Special-Fee system		Staff time	No	As soon as available
Action 8: consider the advice provided by REMPEC on the possibility of harmonizing port reception facility procedures and related charges at the regional level and take appropriate action as may be agreed by a Meeting of the National Focal Points		Staff time + REMPEC	No	As soon as available
Specific Objective 6 – Delivery of ship-generated wastes				
Goal 1: All Contracting Parties to have established a system of notification to a vessel's next port of call of the status of its on board retention of bilge waters, oily wastes, HNS residues, sewage, garbage, ozone-depleting substances and exhaust gas cleaning residues	Port			
Action 1: to consider the advice to be provided by REMPEC on the necessary procedures, criteria and protocols relating to the system of notification to a vessel's next port of call		Staff time + REMPEC	No	Early 2018
Action 2: based on the above advice, to incorporate into the domestic rules and regulations for the operators of port reception facilities under their jurisdiction and for the maritime authorities concerned, precise provisions establishing, as a minimum: .1 procedures and criteria for determining in what circumstances it would be advisable to notify the ship's next port of call of the status of retention on board of wastes/residues regulated by MARPOL or any other applicable convention; .2 communication protocols with the ports, either national or foreign, likely to be the next call of ships calling at ports under its jurisdiction		Staff time + REMPEC	No	Mid 2018
Goal 2: All Mediterranean coastal States to have implemented national regulations empowering maritime authorities to require, if deemed necessary, Masters of vessels to discharge wastes into designated port reception facilities before sailing.	Port			
Action 1: to enact regulations, based on the advice to be provided by REMPEC, to confer powers to the maritime authorities enabling them to oblige a ship to discharge wastes/residues into designated reception facilities before leaving port, specifying the circumstances that would justify such action		Staff time + REMPEC	No	Mid 2018

Specific Objective 7 – Improved follow-up of pollution events as well as monitoring and surveillance of illicit discharges				
Goal 1: All Contracting Parties to have established systems and procedures for national and sub-regional monitoring and surveillance including, where practicable, regular individual or coordinated aerial surveillance in the waters under their jurisdiction, if the Parties so agree, and to have reported the results to the regular Meetings of REMPEC Focal Points	Coastal			
<u>Action 1:</u> to collaborate with REMPEC in determining the reasons behind the past poor record of compliance with this objective by many Contracting Parties and deciding on remedial action		Staff time + REMPEC	No	End of 2017
<u>Action 2:</u> with the assistance of REMPEC as necessary and if it has not been done already, to develop a system that enables the maritime authorities to take prompt and decisive action on detected discharge violations under MARPOL. Such a system should, as a minimum, establish procedures for: <ul style="list-style-type: none"> - gathering evidence through all available means; - correctly preserving the gathered data; - conducting an appropriate investigation into the incident, in collaboration with other affected Parties where necessary; - communicating relevant information to the ship's flag State; and - prosecuting offenders and imposing commensurate sanctions; 		Staff time + REMPEC	No	End of 2018
<u>Action 3:</u> to ensure, with the assistance of REMPEC where necessary, that the above system and the necessary procedures for monitoring and surveillance of the waters under the jurisdiction of the Party are in place, comprising: <ul style="list-style-type: none"> - sea patrols; - aerial surveillance; - remote sensing data (where available); and - any other data-gathering means; 		Staff time + REMPEC	No	End of 2018
<u>Action 4:</u> in taking action as specified above, to refer also to Actions 1 and 2 under Specific Objective 8		Staff time	No	As appropriate
<u>Action 5:</u> to conclude, with the assistance of REMPEC, sub-regional agreements with neighbouring Mediterranean coastal States that enable the sharing of monitoring and surveillance means, such as aircraft and vessel patrolling		Staff time + REMPEC	No	End of 2018

Goal 2: All Contracting Parties to have established sub-regional systems, including procedures to over-fly the waters under the jurisdiction of a neighbouring State if the neighbouring Parties so agree, for surveillance of environmentally sensitive and/or high risk zones	Coastal			
<u>Action 1:</u> to report as appropriate to regular meetings of REMPEC Focal Points.		Staff time	No	As appropriate
Specific Objective 8 – To improve the level of enforcement and the prosecution of discharge offenders				
Goal 1: All Mediterranean coastal States to have ensured the existence of a national legal framework (regulations) as a basis for prosecuting discharge offenders for infringements of MARPOL or of any national legal framework implementing it	Port / coastal			
<u>Action 1:</u> referring also to Actions 2 and 3 under Specific Objective 7, to request REMPEC to report on the results that MENELAS may produce regarding particularly the preparation of a legal framework to enable the prosecution of discharge offenders, as soon as they become available		Staff time + REMPEC	No	As available
<u>Action 2:</u> on the basis of the above results, to take prompt action on incorporating such a framework into the Party's domestic legislation, while proceeding also according to Actions 2 and 3 under Specific Objective 7		Staff time + REMPEC	No	End of 2018
Goal 2: All Contracting Parties to have actively participated in the MENELAS, in accordance with its terms of reference	Port / coastal			
<u>Action 1:</u> to actively participate, through REMPEC if necessary, in the MENELAS work, including meetings of the Network, to facilitate the action indicated in the above paragraphs.		Staff time & travel	Travel budget	As required
Specific Objective 9 – To reduce the pollution generated by pleasure craft activities				
Goal 1: All Contracting Parties to have implemented the Guidelines concerning Pleasure Craft Activities and the Protection of the Marine Environment in the Mediterranean, in conjunction with the relevant provisions of the MARPOL Convention and the Regional Plan on Marine Litter Management	Port / coastal			
<u>Action 1:</u> to develop, with the assistance of REMPEC if necessary, national regulations based on the Guidelines concerning Pleasure Craft Activities and the Protection of the Marine Environment in the Mediterranean		Staff time + REMPEC	No	End of 2017

<u>Action 2</u> : refer where appropriate to the relevant provisions of MARPOL Annexes I and V, bearing in mind that such provisions are mandatory to Parties to the Convention		Staff time + REMPEC	No	End of 2017
<u>Action 3</u> : take into account the Regional Plan on Marine Litter Management for harmonization purposes at the regional level		Staff time + REMPEC	No	End of 2017
<u>Action 4</u> : to select two officers of the Administration to take part in a two-day regional seminar in Malta, provided the necessary funding becomes available		Staff time	Strategy- budgeted funds	Early 2018
<u>Action 5</u> : to implement the national regulations so developed and inform REMPEC accordingly.		Staff time + REMPEC	No	From early 2018
Specific Objective 10 – Reduced risk of collisions by establishing Ships' Routing Systems				
Goal 1 : All Contracting Parties to have proposed to IMO, where necessary, additional appropriate Routing Systems in the Mediterranean for possible adoption in accordance with international law	Flag / coastal			
<u>Action 1</u> : to determine whether there is a need to protect certain sea areas under the jurisdiction of one or more Mediterranean coastal States against the risks that may be posed by international shipping		Staff time + REMPEC	No	End of 2017
<u>Action 2</u> : If the need is established, to identify, with the assistance of REMPEC, if necessary in collaboration with other bordering coastal States, sea areas in need of special protection where the establishment of a ships' routing system would enhance pollution prevention from ships transiting such sea areas		Staff time + REMPEC	No	End of 2018
<u>Action 3</u> : with the assistance of REMPEC, if necessary in collaboration with other bordering coastal States, to develop a proposal in accordance with the guidelines and criteria contained in IMO Assembly resolution A.572(14), as amended, and submit it to the Organization for consideration and adoption		Staff time + REMPEC	No	As appropriate

<p>Goal 2: All Contracting Parties to have considered establishing, when and where possible and without prejudice to the sovereign rights of the States, Maritime Spatial Plans under their jurisdiction, ensuring that they are coherent and coordinated across the Mediterranean region</p>	Flag / coastal			
<p><u>Action 1:</u> with the assistance of REMPEC, to collaborate with the Contracting Parties that are EU Members and bound by EU Directive 2014/89/EU in their efforts to establish Maritime Spatial Plans in the Mediterranean in order to achieve the desired coherence.</p>		Staff time + REMPEC	No	As appropriate
Specific Objective 11 – Improved control of maritime traffic				
<p>Goal 1: All Contracting Parties to have identified those areas of the Mediterranean where control of maritime traffic could be improved by the establishment of a regime based on the use of AIS in conjunction with VTS and mandatory ship reporting systems, and to have completed approval procedures as soon as possible thereafter</p>	Flag / coastal			
<p><u>Action 1:</u> drawing from relevant SAFEMED III data with the assistance of REMPEC, and considering any results of fact-finding national studies that may have been carried out on the subject, to identify any areas spanning all or part of the waters under their jurisdiction, where the control of maritime traffic should be improved</p>		Staff time + REMPEC	No	End of 2017
<p><u>Action 2:</u> to develop, with the assistance of REMPEC, a regime based on the use of AIS in conjunction with VTS and mandatory ship reporting systems to improve the control of maritime traffic through the above identified areas:</p> <ul style="list-style-type: none"> - utilizing the advice and resources that REMPEC is to negotiate with appropriate organizations and agencies; - considering that there may be a need to cooperate with other bordering Mediterranean coastal States; - bearing in mind the possible connection of this action with the establishment of Maritime Spatial Plans under Specific Objective 10 		Staff time + REMPEC	Resources to be negotiated	End of 2018
<p><u>Action 3:</u> to approve the above regime in close cooperation and coordination with neighbouring States which may have jurisdiction over the sea area considered</p>		Staff time + REMPEC	No	End of 2018
<p><u>Action 4:</u> to implement the above regime, if established, with the assistance of REMPEC if necessary, provided that the necessary financial assistance is available</p>		Staff time + REMPEC	Above resources	End of 2019

Goal 2: All Contracting Parties to continuously improve technical cooperation among VTS Centres of the neighbouring countries and, according to the need, to exchange information about ships by using AIS in the common surveillance area.	Flag / coastal			
<u>Action 1:</u> to endeavour, on a continuous basis, to improve technical cooperation among VTS Centres of neighbouring coastal States		Staff time	No	Continuous
<u>Action 2:</u> to establish, with the assistance of REMPEC if necessary, a protocol to enable the regular exchanging of information about ships by using AIS in the common surveillance area.		Staff time + REMPEC	No	End of 2017
Specific Objective 12 – Identification of Particularly Sensitive Sea Areas (PSSAs)				
Goal: All Contracting Parties to have ascertained, with the support of REMPEC and RAC/SPA, whether there are maritime areas within their jurisdiction which need the protection afforded by their designation as PSSAs and, if so ascertained, to have initiated the process of requesting IMO to enable such designation	Coastal			
<u>Action 1:</u> based on the advice that may be forthcoming from RAC/SPA and/or REMPEC: .1 to ascertain whether there are established MPAs spanning waters under their jurisdiction whose level of protection against international shipping should be increased and made mandatory to all ships transiting the area in question; .2 to identify other sea areas also in need of similar protection, where appropriate mandatory protection measures are thought necessary and justifiable		Staff time + REMPEC	No	End of 2018
<u>Action 2:</u> to prepare, with the assistance of REMPEC and/or RAC/SPA, a proposal, which may be a joint proposal when there are more than one Contracting Parties behind it, to have the identified area or areas referred to above designated by IMO as PSSA(s), including the associated protective measures considered necessary for their protection		Staff time + REMPEC	No	Mid 2019
<u>Action 3:</u> to submit the above proposal to the IMO Marine Environment Protection Committee as soon as possible thereafter, bearing in mind that such proposals are considered by other bodies of the Organization before they are adopted by the MEPC and that this process may be lengthy		Staff time + REMPEC	No	As soon as ready
<u>Action 4:</u> to implement the PSSA, once adopted, ensuring that the relevant APMs are applied according to international law and are identified in international navigational charts in accordance with IHO specifications.		Staff time + REMPEC	No	As soon as adopted

Specific Objective 13 – Reduction of marine noise caused by ships				
Goal: All Contracting Parties, on the basis of the IMO Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life, to have urged their national designers and shipbuilders, as well as operators of ships flying their flag to implement noise mitigation strategies on board their ships.	Flag			
<u>Action 1:</u> to identify all national ship designers, shipbuilders and ship operators and owners of ships flying their flag		Staff time	No	End of 2018
<u>Action 2:</u> to urge them, with the assistance of REMPEC if necessary, to implement noise mitigation strategies on board their ships, referring where possible and appropriate to the IMO Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life		Staff time + REMPEC	No	End of 2018
<u>Action 3:</u> with the advice and assistance of REMPEC if necessary, to monitor the response of the above-referred actors and to take appropriate action, as necessary		Staff time + REMPEC	No	As necessary
Specific Objective 14 – To establish procedures for the designation of places of refuge in order to minimize the risks of widespread pollution				
Goal 1: All Contracting Parties to have identified appropriate procedures as outlined in the relevant IMO Guidelines and relevant EU guidelines, supplemented by the associated Guidelines and Principles prepared by REMPEC, in order to facilitate decision making when designating a place of refuge for a ship in need of assistance.	Coastal			
<u>Action 1:</u> with the assistance of REMPEC where required, to develop appropriate procedures to facilitate decision making when designating a place of refuge for ships in need of assistance in the Mediterranean, drawing, among other references, from material contained in the following: <ul style="list-style-type: none"> - IMO Assembly resolution A.949(23) on Guidelines on places of refuge for ships in need of assistance; - IMO Assembly resolution A.950(23) on Maritime Assistance Services (MAS); - Guidelines on the Decision Making Process for Granting Access to a Place of Refuge for Ships in Need of Assistance (COP 15 decision IG 17/10); and - EU Operational Guidelines on places of refuge. 		Staff time + REMPEC	Strategy- Budgeted Funds	End of 2017

Goal 2: All Mediterranean coastal States to have drawn up plans to deal with ships in need of assistance and have defined the modalities of the response according to its nature and to the risk incurred	Coastal			
Action 1: utilizing the above procedures, also with the assistance of REMPEC where required, to draw up national plans to deal with ships in need of assistance, including definition of the modalities of the response according to its nature and to the risk incurred.		Staff time + REMPEC	Strategy- Budgeted Funds	End of 2019
Specific Objective 15 – To examine the possibility of designating the Mediterranean Sea or parts thereof as SOx emission control area under MARPOL Annex VI and effectively implement the existing energy efficiency measures				
Goal 1: All Contracting Parties to have established a technical committee of experts nominated by the Contracting Parties, to carry out a technical and feasibility study to examine if it is appropriate, at the current stage, to put in place a roadmap for preparation of a submission to the International Maritime Organization to designate as a SOx ECA certain areas of the Mediterranean Sea requiring specific environmental protection, and to explore possible further steps	Flag / coastal			
Action 1: if it has not been done already and in conjunction with the relevant measures taken under Specific Objective 1 – Ratification of relevant international maritime conventions related to the protection of the marine environment, to undertake the process of ratification of the MARPOL Protocol of 1997 with a view to becoming a Party to MARPOL Annex VI		Staff time + REMPEC	No	End of 2017
Action 2: to establish, with the support of REMPEC, a technical committee of experts nominated by the Contracting Parties which, working by correspondence, should be able to determine: - whether there is a justifiable need to establish one or more ECAs in the Mediterranean; - if so, to carry out a technical and feasibility study; - put in place a roadmap for preparation of a proposal to IMO; and - develop the said proposal, referring to the information provided in Appendix III to MARPOL Annex VI.		Staff time + REMPEC	No	Mid 2018

Goal 2: Contracting Parties, having made a decision and having ratified MARPOL Annex VI, to have submitted to IMO a proposal to designate as a SOx ECA the appropriate area or areas of the Mediterranean Sea	Flag / coastal			
<u>Action 1:</u> upon preparation of the ECA proposal, to submit it to IMO for consideration and adoption, in a coordinated manner if presented by more than one Contracting Party		Staff time + REMPEC	No	By end of 2019
Goal 3: All Contracting Parties to have participated in relevant debates at the IMO on possible future further measures for enhancing the energy efficiency of international shipping	Flag / port/ coastal			
<u>Action 1:</u> to endeavour to keep abreast of developments related to the above issues by attending the regular meetings of the MEPC or by requesting REMPEC to do so on their behalf		Staff time + travel	No	Continuous
<u>Action 2:</u> with the assistance of REMPEC if necessary and the advice of Contracting Parties that are EU Members, to facilitate the assessment of existing data collection and reporting systems for fuel consumption of ships in the Mediterranean region and the carrying out of pilot studies on voluntary “Data Collection and Reporting”		Staff time + REMPEC	No	By end of 2019
Specific Objective 16 – To ensure that adequate emergency towing capacity is available throughout the Mediterranean to assist vessels, including tankers, in distress				
Goal: All Contracting Parties to have considered agreements with neighbouring coastal States to enable them to share towing equipment and arrangements to assist ships in distress in the Mediterranean, using as appropriate the Mediterranean guidelines on emergency towing	Coastal			
<u>Action 1:</u> to assess, with the assistance of REMPEC if necessary, the emergency towing arrangements that may be needed for deployment along the coast of the State, having regard to factors such as ship types and traffic density transiting near the coast, vulnerability of the coastal environment, shore geographical characteristics and other relevant aspects		Staff time + REMPEC	No	End of 2017
<u>Action 2:</u> with the assistance of REMPEC if required, to coordinate with neighbouring coastal States in order to develop and conclude agreements permitting the sharing of available emergency towing arrangements to assist ships in distress in the Mediterranean, drawing from the experience of the Parties that already have in place agreements covering such needs.		Staff time + REMPEC	No	End of 2018

Specific Objective 17 – To enhance the levels of pre-positioned spill response equipment under the direct control of Mediterranean coastal States				
Goal 1: All Contracting Parties to have shared or exchanged information concerning their respective national practices for financing the acquisition of spill response equipment with a view to assisting Mediterranean Coastal States in determining all feasible methods to finance spill response equipment	Coastal			
<u>Action 1:</u> with the assistance of REMPEC, to identify the minimum required level of pre-positioned State-controlled spill response equipment and assess what is required to achieve it		Staff time + REMPEC	Strategy- Budgeted Funds	End of 2017
<u>Action 2:</u> in collaboration with REMPEC, to share information on the financing modalities they use to acquire spill response equipment		Staff time + REMPEC	No	End of 2017
<u>Action 3:</u> in collaboration with REMPEC, to explore new feasible methods of finance as they may become available and exchange the information with the other Parties		Staff time + REMPEC	No	End of 2018
Goal 2: All Contracting Parties to have established national stockpiles of State controlled pre-positioned oil and HNS spill response equipment and have kept updated the related inventory at national level and regional level through REMPEC	Coastal			
<u>Action 1:</u> with the information under Actions 1 to 3 in hand and the financing secured, to establish a national stockpile of State-controlled prepositioned oil and, if possible, HNS response equipment, and communicate the relevant particulars to REMPEC		Staff time	Yes	End of 2020
<u>Action 2:</u> with the support of REMPEC, to maintain a proficient level of readiness amongst the response personnel by providing regular appropriate training and hands-on response exercises, on a continuous basis		Response personnel + REMPEC	Yes, ITCP, etc.	Continuous
<u>Action 3:</u> in collaboration with REMPEC, to cooperate with other Parties, especially with neighbouring coastal States, in maintaining regional or sub-regional capabilities for responding to major oil and HNS pollution incidents		Staff time + REMPEC	Yes	Continuous
<u>Action 4:</u> to collaborate with REMPEC in keeping the Regional Information System (RIS) updated and, if feasible, interconnecting RIS with the EU's Common Emergency Communication and Information System (CECIS)		Staff time + REMPEC	No	End of 2017

Specific Objective 18 – To encourage the participation of the regional scientific and technical institutions in research and development activities and to facilitate transfer of technology				
Goal 1: Scientific and technical institutions, as well as the industry, to have actively participated in R&D activities and programmes related to accidental marine pollution prevention, preparedness and response	Coastal			
<u>Action 1:</u> to request their R&D scientific and technical institutions, including universities as well as the industry, to provide information on the programmes related to the state-of-the-art of preparedness for and response to oil and HNS pollution incidents, which they may be involved in		Staff time	No	Mid 2017
<u>Action 2:</u> to encourage the above institutions and industry to actively participate in R&D and other related activities which may be organized at the national or regional level to address accidental marine pollution prevention, preparedness and response		Staff time	No	Continuous
Goal 2: National institutions and industry to have presented the results of their R&D activities and programmes in international fora	Coastal			
<u>Action 1:</u> to urge the above-mentioned institutions and industry to present the findings of their own R&D activities and programmes at appropriate national, regional and international fora and to bring home any new developments which might be utilized by the national authorities in their quest to minimize or mitigate the effects of oil and HNS pollution incidents affecting their shores		Staff time	No	Continuous
Goal 3: National R&D activities to have been presented using the page created by REMPEC within the Country Profiles website	Coastal			
<u>Action 1:</u> to communicate to REMPEC information on existing national R&D activities as well as the new developments mentioned in Actions 1 and 3 above for dissemination purposes at the regional level through the Country Profiles webpage		Staff time	No	Continuous
<u>Action 2:</u> at the institutional level, to arrange national representation, or if this is not possible, to mandate REMPEC to represent the Parties at appropriate IMO and other regional, European and international meetings, in order to put forward proposals and obtain solutions to national or regional pollution prevention, preparedness and response challenges at the international level		Staff time & travel	Travel Budget	As necessary

Specific Objective 19 – To improve the quality, speed and effectiveness of decision-making processes in case of marine pollution incidents though the development and introduction of technical and decision support tools				
Goal 1: All Contracting Parties to have stimulated the development and improvement of specific regional decision support tools by promoting active participation of their national scientific institutions and programmes and to provide REMPEC with relevant data-sets and other information that might be available in their respective countries	Coastal			
<u>Action 1:</u> to stimulate the development and improvement of specific regional decision support tools by promoting active participation of their national scientific institutions and programmes		Staff time	No	Continuous
<u>Action 2:</u> to provide REMPEC with relevant data-sets and other appropriate information they might have available		Staff time	No	Continuous
<u>Action 3:</u> to collaborate with REMPEC in setting the basis for the development of an IT-based decision support system		Staff time + REMPEC	Strategy- Budgeted Funds	As required
<u>Action 4:</u> to select two officers of the Administration to participate in a two-day seminar on the utilization of the above IT-based decision support system, organized by REMPEC, which should be held in Malta if funding is available, once the said system has been developed and tested		Staff time + REMPEC	Strategy- Budgeted Funds	Mid 2019
Goal 2: All Contracting Parties to have actively participated through a country lead approach in the implementation of the programme of work of the MTWG as defined by the Meetings of Focal Points of REMPEC	Coastal			
<u>Action 1:</u> to actively participate in the implementation of the programme of work of the MTWG as required by the Focal Points, with the assistance of REMPEC if necessary		Staff time + REMPEC	No	As required
Goal 3: National oceano-meteorological institutes to have joined the MONGOOS and to contribute to the maintenance of the above Mediterranean decision support tools through regular data update	Coastal			
<u>Action 1:</u> if not done already, to urge their oceano-meteorological institutes to join the MONGOOS and to contribute to the maintenance of the above Mediterranean decision support tools through regular data updates, on a continuous basis		Staff time + REMPEC	No	Continuous

Goal 4: All Contracting Parties to have contributed to the development of a quality assurance programme for data reporting and collection in line with the EcAp Monitoring Programme	Coastal			
<u>Action 1:</u> to collaborate with REMPEC in the development of a quality assurance programme for data reporting and collection in line with the EcAp Monitoring Programme		Staff time + REMPEC	No	As required
Specific Objective 20 – To increase as much as practical the level of knowledge in the field of preparedness and response to accidental marine pollution by oil and other harmful substances				
Goal 1: All Contracting Parties to have established national training programmes for response to incidents involving oil and other HNS, based inter alia on IMO Model training courses Levels 1 and 2, for training national operating level and supervisory personnel respectively, with a view to ensuring a continuous education of such personnel.	Coastal			
<u>Action 1:</u> to design, with the assistance of REMPEC, a national training programme for domestic operating and supervisory personnel, based on updated IMO Model training courses Levels 1 and 2 and training material developed by other Regional Agreements and EMSA		Staff time + REMPEC	No	End of 2017
Goal 2: All Contracting Parties to have disseminated the knowledge acquired through train the trainer courses and have replicated the training courses at local and national level	Coastal			
<u>Action 1:</u> to implement the delivery of the above-mentioned courses by using as trainers national personnel that have already undergone a regional train of trainers course and are in a position to replicate the knowledge and competence so acquired		Trained personnel + REMPEC	Yes	Regularly from 2018
<u>Action 2:</u> to designate appropriate personnel to attend the two regional train of trainers courses and the three training courses on identified specific, highly specialized issues, to be organized by REMPEC in Malta at dates to be decided		Staff time	No	As programmed
Goal 3: All Contracting Parties to have carried out regular exercises to test their national response capacity in cooperation with all relevant stakeholders and to the possible extent involving neighbour coastal states to enhance bilateral and sub-regional cooperation	Coastal			
<u>Action 1:</u> with the support of REMPEC, to organize and carry out regular exercises to test their local and national response capacity in cooperation with all relevant stakeholders, at regular intervals on a continuous basis		Stakeholders + REMPEC	National budget	Regularly

Action 2: also with the support of REMPEC, to participate in and cooperate with neighbouring countries in the running of multilateral exercises to enhance bilateral and sub-regional cooperation, as often as reasonably possible.		Appropriate personnel + REMPEC	National budget	Regularly
Specific Objective 21 – To revise existing recommendations, principles and guidelines, and to develop new ones aimed at facilitating international cooperation and mutual assistance within the framework of the 2002 Prevention and Emergency Protocol				
Goal 1: All Contracting Parties to have participated in the revision of the existing recommendations, principles and guidelines concerning accidental marine pollution preparedness, response and mutual assistance, as well as prevention of pollution from ships.	Coastal			
Action 1: to participate, under the coordination of REMPEC, in the revision of the existing recommendations, principles and guidelines concerning accidental marine pollution preparedness, response and mutual assistance, as well as prevention of pollution from ships		Staff time + REMPEC	No	End of 2017
Goal 2: All Contracting Parties to have identified all such recommendations, principles and guidelines that need to be revised, updated and/or amended				
Action 1: to identify, with the assistance of REMPEC, all recommendations, principles and guidelines on cooperation and mutual assistance related to oil and HNS pollution incidents that need to be revised, updated and/or amended, indicating which of them should be adopted at the regional level with a view to facilitating the implementation of the 2002 Prevention and Emergency Protocol in the field of international cooperation and mutual assistance		Staff time + REMPEC	No	End of 2017
Action 2: to undertake, with the assistance of REMPEC, the revision, updating or amendment of the said recommendations, principles and guidelines		Staff time + REMPEC	Strategy-Budgeted Funds	End of 2018
Goal 3: All Contracting Parties to have indicated which additional recommendations, principles and guidelines should be adopted at the regional level with a view to facilitating the implementation of the 2002 Prevention and Emergency Protocol in the field of international cooperation and mutual assistance				
Action 1: to identify, with the advice of REMPEC, any additional recommendations, principles and guidelines that need to be developed anew, aiming also at facilitating the implementation of the 2002 Prevention and Emergency Protocol		Staff time + REMPEC	No	End of 2017

<u>Action 2</u> : to undertake, with the assistance of REMPEC, the development of the said additional recommendations, principles or guidelines		Staff time + REMPEC	Strategy- Budgeted Funds	End of 2018
Goal 4 : All Contracting Parties to have streamlined their respective national procedures for entry into, movement within and exit from their territory of specialized personnel and equipment that might be required in case of emergency				
<u>Action 1</u> : to include in the above-mentioned revised or new recommendations principles and guidelines, with the assistance of REMPEC if necessary, streamlined national procedures for entry into, movement within and exit from their territory of specialized personnel and equipment that might be required in case of emergency		Staff time + REMPEC	Strategy- Budgeted Funds	End of 2018
<u>Action 2</u> : to implement the above-mentioned streamlined national procedures as a matter of urgency in cooperation with neighbouring States and REMPEC		Staff time + REMPEC	No	As soon as possible
Goal 5 : All Contracting Parties to have considered the use of the CECIS Marine Pollution in order to enhance coordination of requests and offers of international assistance				
<u>Action 3</u> : with the advice of REMPEC if required, to consider the use of the CECIS Marine Pollution in order to enhance coordination of requests and offers of international assistance		Staff time + REMPEC	No	End of 2017
Specific Objective 22 – To strengthen the capacity of individual coastal States to respond efficiently to marine pollution incidents through development of sub-regional operational agreements and contingency plans				
Goal 1 : All Contracting Parties to have assessed, prepared and adopted national contingency plans and to have established national systems for preparedness for and response to oil and HNS spills from ships, sea ports and oil handling facilities	Coastal			
<u>Action 1</u> : if a national preparedness and response system including a contingency plan is in place, to assess and review it, requesting advice from REMPEC if necessary, with a view to updating and/or modifying it according to any new developments and/or the need to adapt it also to cover HNS spills and offshore installations, or any other identified gaps		Staff time + REMPEC	No	End of 2017
<u>Action 2</u> : where a national preparedness and response system including a contingency plan has not been established, to develop such a system, with the support and assistance of REMPEC as necessary, to cover oil and HNS spills		Staff time + REMPEC	No	End of 2017

<u>Action 3</u> : in both the above scenarios, to make sure that the ultimate systems and plans are consistent with the establishment of bilateral or sub-regional agreements		Staff time + REMPEC	No	End of 2017
<u>Action 4</u> : to fully implement the above national systems and contingency plans		Staff time + REMPEC	No	End of 2018
Goal 2 : All Contracting Parties to have negotiated, concluded and implemented sub-regional agreements covering the entire Mediterranean region, including the relevant sub-regional contingency plans	Coastal			
<u>Action 1</u> : where a bilateral or sub-regional agreement exists, the constituent Administrations to assess and review it to bring it up-to-date and revise it to cover HNS spills and offshore installations, if these are not covered already, or to add new cooperating States to the agreement should it be so decided, requesting assistance from REMPEC if necessary		Staff time + REMPEC	No	End of 2018
<u>Action 2</u> : where a bilateral or sub-regional agreement does not exist, interested coastal States, with support and advice from REMPEC, to develop a new bilateral or sub-regional agreement of cooperation in preparedness and response to oil and HNS spills with a view to having the whole extension of the Mediterranean coastal environment covered		Staff time + REMPEC	No	End of 2020
<u>Action 3</u> : to test the effectiveness and state of readiness of the above-mentioned bilateral or sub-regional agreements of cooperation by conducting regular exercises involving all stakeholders, on a periodic basis.		All stakeholders + REMPEC	Travel budget	Periodical

ANNEX III
NATIONAL ASSESSMENT FORM

National Assessment
of the Implementation of the
Regional Strategy for Prevention of and Response
to Marine Pollution from Ships (2016-2021)

[Flag of the Contracting Party]

[Name of the Contracting Party]

Specific Objective 1: Ratification of relevant international maritime conventions related to the protection of the marine environment

- a. Have you taken the necessary actions to ratify and implement the MARPOL Convention and its six Annexes?
- Yes
 No
 Other (please, specify)
- b. Have you taken the necessary actions to ensure their transposition into your national law, placing special emphasis on revised Annex V (Regulations for the prevention of pollution by garbage from ships) and Annex VI (Regulations for the prevention of air pollution from ships) as amended?
- Yes
 No
 Other (please, specify)
- c. Have you taken the necessary actions to cooperate through REMPEC to ensure full compliance with its provisions?
- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered in Table 1 below:

Table 1 MARPOL Ratification Status (Source: REMPEC Country Profile)

Convention	Status	Ratification Date (dd/mm/yyyy)	Title of national legislation
MARPOL Convention			
MARPOL Annex I/II			
MARPOL Annex III			
MARPOL Annex IV			
MARPOL Annex V			
MARPOL Annex VI			


- d. Have you taken the necessary actions to ratify and implement other IMO relevant international Conventions and transposed them into your national law ensuring full compliance with their provisions?
- Yes
 No
 Other (please, specify)
- e. Have you taken the necessary actions to ensure their transposition into your national law and full compliance with their provisions?
- Yes
 No
 Other (please, specify)


Please comment, complete or update the information gathered in Table 2 below:


Table 2 Conventions statuses (source: IMO and REMPEC Country Profile)

Conventions	Status	Title of national legislation
SOLAS Convention 74		
SOLAS Protocol 78		
SOLAS Protocol 88		
LOAD LINES Convention 66		
LOAD LINES Protocol 88		
TONNAGE Convention 69		
COLREG Convention 72		
STCW Convention 78		
STCW-F Convention 95		
MARPOL Convention		
MARPOL Annex I/II		
MARPOL Annex III		
MARPOL Annex IV		
MARPOL Annex V		
MARPOL Annex VI		
ANTI FOULING 01		
BALLASTWATER 2004		
ILO CONVENTION 76		
Protocol of 1996 to the Merchant Shipping (Minimum Standards) Convention, 1976		
INTERVENTION Convention 69		
INTERVENTION Protocol 73		
SALVAGE Convention 89		
OPRC Convention 90		
OPRC/HNS 2000		
CLC Convention 69		
CLC Protocol 76		
CLC Protocol 92		
FUND Convention 71		
FUND Protocol 76		
FUND Protocol 92		
FUND Protocol 2003		
HNS Convention 96		

Key to table 2

 International Conventions dealing with maritime safety and prevention of pollution from ships

 International Conventions dealing with combating pollution

 International Conventions dealing with liability and compensation for pollution damage

x = accession

d = denunciation

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 2: To control and manage ships' biofouling to minimise the transfer of invasive aquatic species

- a. Have you adopted measures to minimise the risk of introducing invasive aquatic species via biofouling?
- Yes
 - No
 - Other (please, specify)
- b. Have you applied the 2011 Guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species?
- Yes
 - No
 - Other (please, specify)
- c. Have you reported to IMO any experience gained in the implementation of the Guidelines?
- Yes
 - No
 - Other (please, specify)
- d. Have you disseminated the Guidelines to the shipping industry and other interested parties, which are requested to cooperate in minimising the risks involved?
- Yes
 - No
 - Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 3: Ensuring effective maritime administrations

- a. Have you prepared a NAP to enable the assessment of progress made and to guide the full implementation of the Regional Strategy (2016-2021) in a tailored manner?
- Yes
 - No
 - Other (please, specify)
- b. Have you conducted a national assessment of your capabilities by using the present national assessment form and defined the necessary remedial actions?
- Yes
 - No
 - Other (please, specify)
- c. Have you enhanced, on the basis of the NAP, the performance of your maritime administration by conducting, at regular intervals, a self-assessment of national capabilities and performance in giving full and complete effect to MARPOL and other applicable conventions in accordance with IMO Assembly resolution A.912(22) and other IMO recommendations and guidelines?
- Yes
 - No
 - Other (please, specify)
- d. Having carried out a self-assessment of your capabilities and performance successfully and having taken the necessary remedial action, have you undertaken the preparations to undergo the IMO Member State Audit Scheme using the III Code as the Audit standard?
- Yes
 - No
 - Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 4: To strengthen the Memorandum of Understanding (MoU) on Port State Control (PSC) in the Mediterranean region (Mediterranean MoU)

- a. Have you mandated REMPEC to offer its assistance to the Mediterranean MoU in order to improve its effectiveness and, if so requested, to facilitate cooperation between the Paris MoU and the Mediterranean MoU?
- Yes
 - No
 - Other (please, specify)
- b. Have you made available the necessary resources and means to enable the Mediterranean MoU to function efficiently?
- Yes
 - No
 - Other (please, specify)

Please comment, complete or update the information gathered in Table 3 below:

Table 3 Ship inspections (Source: REMPEC Country Profile)

PERIODIC INSPECTIONS OF OWN SHIPS
The Administration has the necessary national laws in force to provide for ship inspections, and detaining, to ensure compliance with international maritime safety and pollution prevention standards, to which the State is a Party
If yes, how many number of ships are inspected annually and how many of these have resulted in detaining the ship?
NUMBER OF SHIPS DETAINED BY PSC IN THE LAST 3 YEARS
Number of ships detained under the Med MoU
Number of ships detained under the Paris MoU
Number of ships detained under the Tokyo MoU
Number of ships detained under the USCG
Number of ships detained under the USCG
PORT STATE CONTROL INSPECTIONS
Port State Control Inspections are carried out in your ports
If yes, how many PSC inspections are carried out annually?

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 5: Provision of reception facilities in ports

- a. Notwithstanding the answers to the questions below, have you taken all possible measures to provide adequate reception facilities in your ports?

- Yes
 No
 Other (please, specify)

Bearing in mind that the Mediterranean Sea has a Special Area status under MARPOL Annexes I (oil) and V (garbage),

- b. Have you considered the establishment of procedures related to the cost of the use of such facilities enabling their use as soon as they are available at a fee which should be reasonable and not serve as a disincentive, including the possibility of applying a No-Special Fee-system, having due regard to the conclusions of the work being undertaken by MENELAS in this respect?

- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

- c. Garbage:

- i. Have all your major ports installed facilities for the collection of garbage and procedures for its disposal?

- Yes
 No
 Other (please, specify)

- ii. Are collection and disposal procedures for garbage in place for all major ports?

- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

- d. Oily wastes:

- i. Have all major ports established collection, treatment and disposal procedures for bilge waters, oily residues and dirty ballast waters?

- Yes
 No
 Other (please, specify)

- ii. Are collection, treatment and disposal procedures for bilge waters, oily residues and dirty ballast waters in place in all major ports?

- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

e. Noxious Liquid Substances (NLS):

- i. Have all major ports handling NLS established collection, treatment and disposal procedures for such substances?

Yes
 No
 Other (please, specify)

- ii. Are collection, treatment and disposal procedures for NLS in place in all major ports?

Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

f. Sewage:

- i. Have all major ports established collection and treatment procedure for sewage?

Yes
 No
 Other (please, specify)

- ii. Are collection and treatment procedures for sewage in place in all major ports?

Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

g. Ozone-depleting substances and exhaust gas cleaning residues:

- i. Have all major ports established collection and treatment procedure for ozone-depleting substances and exhaust gas cleaning residues?

Yes
 No
 Other (please, specify)

- ii. Are collection and treatment procedures for ozone-depleting substances and exhaust gas cleaning residues in place in all major ports?

Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

h. Ballast water:

- i. Have all major ports and terminals where cleaning and repair of ballast tanks occur, endeavoured to take action to be in position to comply with the

provisions of the 2004 Ballast Water Management Convention by its entry-into-force date or as soon as possible thereafter?

- Yes
- No
- Other (please, specify)

Please comment, complete or update the information gathered below:

- i. Have you contributed to implement the Regional Plan on Marine Litter Management?
 - Yes
 - No
 - Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 6: Delivery of ship-generated wastes

- a. Have you established, on the basis of advice provided by REMPEC, a system of notification to a vessel's next port of call of the status of its onboard retention of bilge waters, oily wastes, HNS residues, sewage garbage, ozone-depleting substances and exhaust gas cleaning residues?
- Yes
 - No
 - Other (please, specify)
- b. Have you incorporated the above-mentioned system of notification into the domestic rules and regulations for the operators of port reception facilities under their jurisdiction and for the maritime authorities concerned?
- Yes
 - No
 - Other (please, specify)
- c. Have you developed communication protocols with the ports, either national or foreign, likely to be the next call of ships calling at ports under its jurisdiction?
- Yes
 - No
 - Other (please, specify)
- d. Have you enacted regulations, based on the advice provided by REMPEC, to confer powers to the maritime authorities enabling them to oblige a ship to discharge wastes/residues into designated reception facilities before leaving port, specifying the circumstances that would justify such action?
- Yes
 - No
 - Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 7: Improved follow-up of pollution events as well as monitoring and surveillance of illicit discharges

- a. Have you established systems and procedures for national and sub-regional monitoring and surveillance including where practicable, regular individual or coordinated aerial surveillance in the waters under the jurisdiction of other Contracting Parties, if the Parties so agree, and have you reported the results to the regular Meetings of REMPEC Focal Points?
- Yes
 - No
 - Other (please, specify)

Please comment, complete or update the information gathered in Table 4 and Table 5 below:

Table 4 Monitoring and Evaluation

MONITORING AND EVALUATION
Satellite image
Aerial surveillance
Naval surveillance

Table 5 Surveillance of coastal waters

SURVEILLANCE OF COASTAL WATERS
Surveillance of the waters under your jurisdiction is carried out
If yes, what are the methods and resources available to carry out such surveillance?

- b. Based on the above-mentioned systems and procedures, have you established a system that enables the maritime authorities to take prompt and decisive action on detected discharge violations under MARPOL, taking also into account Specific Objective 8 – To improve the level of enforcement and of prosecution of discharge offenders?
- Yes
 - No
 - Other (please, specify)

Specific Objective 8: To improve the level of enforcement and of the prosecution of discharge offenders

- a. Have you developed and implemented a national legal framework (regulations), using if appropriate the results of the work of MENELAS on a legal framework to enable the prosecution of discharge offenders, for prosecuting discharge offenders for infringements of MARPOL or of any national legal framework implementing it?
- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered in Table 6 and Table 7 below:

Table 6 Sanctions (source: REMPEC)

SANCTIONS
<p>The Administration has the necessary national laws in force to ensure the provision of sanctions of adequate severity to discourage violation of international instruments to which the State is a Party</p> <p>If yes, how many number of ships are inspected annually and how many of these have resulted in detaining the ship?</p>

Table 7 MARPOL Infringements (source: REMPEC)

MARPOL Infringements
<p>The Administration has the necessary national laws in force to ensure the provision of sanctions of adequate severity with respect to MARPOL infringements</p> <p>If yes, how are infringements followed up and what are the sanctions imposed?</p>

- b. Have you endeavoured to adopt common rules and harmonize sanctions, with a view to ensuring even-handed treatment of discharge offenders throughout the Mediterranean region?
- Yes
 No
 Other (please, specify)
- c. Have you started sharing of collected data, and facilitated acceptance of evidence gathered by other States, to ensure the successful prosecution of discharge offenders?
- Yes
 No
 Other (please, specify)

- d. Do you actively participate, through REMPEC if necessary, in the MENELAS work, including meetings of the Network, to facilitate the action indicated in the above paragraphs

- Yes
- No
- Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 9: To reduce the pollution generated by pleasure craft activities

- a. Have you developed national regulations to implement the Guidelines concerning Pleasure Craft Activities and the Protection of the Marine Environment in the Mediterranean, referring where appropriate to the relevant provisions of MARPOL Annexes I and V, bearing in mind that such provisions are mandatory to Parties to the Convention

- Yes
 No
 Other (please, specify)

- b. Have you taken into account the Regional Plan on Marine Litter Management for harmonization purposes at the regional level

- Yes
 No
 Other (please, specify)

- c. Have you notified the Secretariat the measures you undertook to implement the said national regulations?

- Yes
 No
 Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 10: Reduced risk of collisions by establishing Ship's Routing Systems

- a. Have you determined whether there is a need to protect certain sea areas under your jurisdiction against the risks that may be posed by international shipping?

- Yes
 No
 Other (please, specify)

- b. If the need has been established, have you identified, with the assistance of REMPEC, if necessary in collaboration with other bordering coastal States, sea areas in need of special protection where the establishment of a ships' routing system would enhance pollution prevention from ships transiting such sea areas?

- Yes
 No
 Other (please, specify)

- c. If so done, with the assistance of REMPEC, if necessary in collaboration with other bordering coastal States, have you developed a proposal in accordance with the applicable IMO guidelines and criteria and have you submitted it to the IMO for consideration and adoption

- Yes
 No
 Other (please, specify)

- d. Have you collaborated with the Contracting Parties that are EU Members and bound by EU Directive 2014/89/EU in their efforts to establish Maritime Spatial Plans in the Mediterranean in order to achieve the desired coherence.

- Yes
 No
 Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 11: Improved control of maritime traffic

- a. Have you identified areas under your jurisdiction where control of maritime traffic could be improved by the establishment of a regime based on the use of Automatic Identification System (AIS) in conjunction with Vessel Traffic Services (VTS) and mandatory ship reporting systems?

- Yes
 No
 Other (please, specify)

- b. If so identified, have you developed the above-mentioned regime, with the assistance of REMPEC if required, and have you completed approval procedures to implement it in close cooperation and coordination with neighbouring States which may have jurisdiction over the sea area considered?

- Yes
 No
 Other (please, specify)

- c. Do you undertake, on a continuous basis, to improve technical cooperation among VTS Centres of the neighbouring countries and, according to the need, to exchange information about ships by using AIS and other related systems in the common surveillance area?

- Yes
 No
 Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 12: Identification of Particularly Sensitive Sea Areas (PSSAs)

- a. Based on the advice that may be forthcoming from RAC/SPA and/or REMPEC, have you ascertained whether there are established MPAs or other sea areas spanning waters under your jurisdiction whose level of protection against international shipping should be increased and made mandatory to all ships transiting the area in question?

- Yes
- No
- Other (please, specify)

- b. If so ascertained, have you prepared and submitted, with the assistance of REMPEC and/or RAC/SPA, a proposal, which may be a joint proposal when there are more than one Contracting Parties behind it, to have the identified area or areas referred to above designated by IMO as PSSA(s), including the associated protective measures considered necessary for their protection?

- Yes
- No
- Other (please, specify)

- c. Provided it has been designated by IMO, has the PSSA been implemented, ensuring that the relevant APMs are applied according to international law and are identified in international navigational charts in accordance with IHO specifications?

- Yes
- No
- Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 13: Reduction of marine noise caused by ships

- a. Have you identified all national ship designers, shipbuilders and ship operators and owners of ships flying your flag and urged them, with the assistance of REMPEC if necessary, to implement noise mitigation strategies on board their ships, referring where possible and appropriate to the IMO Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life?

- Yes
- No
- Other (please, specify)

- b. with the advice and assistance of REMPEC if necessary, do you monitor the response of the above-referred actors and take appropriate action, as necessary?

- Yes
- No
- Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 14: To establish procedures for designation of places of refuge in order to minimize the risk of widespread pollution

- a. Have you developed appropriate procedures to facilitate decision making when designating a place of refuge for ships in need of assistance in the Mediterranean, drawing, among other references, from relevant IMO and EU guidelines, supplemented by the associated Guidelines and Principles prepared by REMPEC?

- Yes
- No
- Other (please, specify)

- b. Utilizing the above-mentioned procedures, also with the assistance of REMPEC where required, have you drawn up national plans to deal with ships in need of assistance, including appropriate equipment and means as well as definition of the modalities of the response according to its nature and to the risk incurred?

- Yes
- No
- Other (please, specify)

Please comment, complete or update the information gathered below:

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 15: To examine the possibility of designating the Mediterranean Sea as SO_x emission control area under MARPOL Annex VI and effectively implement the existing energy efficiency measures

- a. Have you established a technical committee of experts, in cooperation with other Contracting Parties, to determine whether there is a justifiable need to establish one or more ECAs in the Mediterranean and, if so, to carry out a technical and feasibility study, put in place a roadmap for preparation of a proposal to IMO and develop the said proposal?
- Yes
 No
 Other (please, specify)
- b. If the above-mentioned proposal has been developed, have you contributed to its submission to IMO?
- Yes
 No
 Other (please, specify)
- c. Do you participate, or request REMPEC to do so on your behalf, in the regular meetings of the MEPC and its subsidiary bodies?
- Yes
 No
 Other (please, specify)
- d. Have you collaborated with other Contracting Parties in the assessment of existing data collection and reporting systems for fuel consumption of ships in the Mediterranean region and the carrying out of pilot studies on voluntary “Data Collection and Reporting”?
- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 16: To ensure that adequate emergency towing capacity is available throughout the Mediterranean to assist vessels, including tankers, in distress

- a. Have you assessed the emergency towing arrangements that may be needed for deployment along your coast, having regard to factors such as ship types and traffic density transiting near the coast, vulnerability of the coastal environment, shore geographical characteristics and other relevant aspects?

- Yes
 No
 Other (please, specify)

- b. Have you coordinated with neighbouring coastal States in order to develop and conclude agreements permitting the sharing of available emergency towing arrangements to assist ships in distress in the Mediterranean, drawing from the experience of the Parties that already have in place agreements covering such needs?

- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 17: To enhance the levels of pre-positioned spill response equipment under the direct control of Mediterranean coastal States

- a. Have you shared or exchanged information concerning your respective national practices for financing the acquisition of spill response equipment with a view to determining all feasible methods to finance spill response equipment?
- Yes
 No
 Other (please, specify)
- b. Have you explored new feasible methods of finance as they may become available and exchanged the information with the other Parties?
- Yes
 No
 Other (please, specify)
- c. Have you established national stockpiles of State controlled pre-positioned oil and HNS spill response equipment and have you kept updated the related inventory at national level and regional level through REMPEC?
- Yes
 No
 Other (please, specify)
- d. Do you maintain a proficient level of readiness amongst the response personnel by providing regular appropriate training and hands-on response exercises?
- Yes
 No
 Other (please, specify)
- e. Do you cooperate with other Parties, especially with neighbouring coastal States, in maintaining regional or sub-regional capabilities for responding to major oil and HNS pollution incidents?
- Yes
 No
 Other (please, specify)
- f. Do you collaborate with REMPEC in keeping the Regional Information System (RIS) updated and, if feasible, in interconnecting RIS with the EU's Common Emergency Communication and Information System (CECIS)?
- Yes
 No
 Other (please, specify)

Please comment, complete or update the information in Table 8 below:

Table 8 Equipment of (country) (source: REMPEC)

	Available for national use	At disposal of Contracting Parties
Anti-pollution vessel (units)		
Surveillance aircraft (units)		
Aerial spraying aircraft (units)		
Cargo transfer Pumps Oils (units)		
Cargo transfer Pumps Chemicals (units)		
Hoses (units)		
Inert gas generators (units)		
Boom: offshore (units)		
Boom: coastal (meters)		
Fire boom (meters)		
Skimming barrier (units)		
Skimmer (units)		
Pump (units)		
Vessel-mounted spraying systems (units)		
Portable spraying systems (units)		
Spraying systems for helicopters (units)		
Beach cleaner (units)		
Pressure cleaner (units)		
Vacuum system (units)		
Flexible / portable container (units)		
Plastic bags / sheets (units)		
Subsea location and recovery device: pollutant, packages (units)		
Underwater pumping system (units)		
Overpacks (units)		
Meters and samplers (units)		

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 18: To encourage the participation of the regional scientific and technical institutions in R&D activities and to facilitate transfer of technology

- a. Have you requested your national R&D scientific and technical institutions, including universities as well as the industry, to provide information on the programmes related to the state-of-the-art of preparedness for and response to oil and HNS pollution incidents, which they may be involved in?

- Yes
 No
 Other (please, specify)

- b. Have you encouraged your respective scientific and technical institutions, as well as the industry, to actively participate in R&D activities and programmes, which may be organized at the national or regional level, related to accidental marine pollution prevention, preparedness and response?

- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

- c. Have you encouraged your respective national institutions and industry to present the results of their R&D activities and programmes in international fora?

- Yes
 No
 Other (please, specify)

- d. Have you urged the above-mentioned institutions and industry to present the findings of their own R&D activities and programmes at appropriate national, regional and international fora and to bring home any new developments which might be utilized by the national authorities?

- Yes
 No
 Other (please, specify)

- e. Have you communicated to REMPEC information on existing national R&D activities as well as any new developments for dissemination purposes at the regional level through the Country Profiles webpage?

- Yes
 No
 Other (please, specify)

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 19: To improve the quality, speed and effectiveness of decision-making processes in case of marine pollution incidents through the development and introduction of technical and decision support tools

- a. Have you stimulated the development and improvement of specific regional decision support tools by promoting active participation of your national scientific institutions and programmes and providing REMPEC with relevant data-sets and other appropriate information you might have available?

- Yes
 No
 Other (please, specify)

- b. Have you collaborated with REMPEC in setting the basis for the development of an IT-based decision support system?

- Yes
 No
 Other (please, specify)

- c. Have you actively participated in the implementation of the programme of work of the MTWG as required by the Focal Points?

- Yes
 No
 Other (please, specify)

- d. Have you urged your national oceano-meteorological institutes to join the MONGOOS and to contribute to the maintenance of the above-mentioned Mediterranean decision support tools through regular data updates?

- Yes
 No
 Other (please, specify)

- e. Have you collaborated with REMPEC in the development of a quality assurance programme for data reporting and collection in line with the EcAp Monitoring Programme?

- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered in Table 9 and Table 10810 below:

Table 9 Experts on modelling and forecasting (source: REMPEC)

Response	Expert and training Centres
Modelling and forecasting	

Table 108 Monitoring and Evaluation (source: REMPEC)

MONITORING AND EVALUATION	
Forecasting models	

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 20: To increase as much as practicable the level of knowledge in the field of preparedness and response to accidental marine pollution by oil and other harmful substances

- a. Have you established national training programmes for response to incidents involving oil and other HNS, based in particular on IMO OPRC Model training courses Levels 1 and 2, for training national operating level and supervisory personnel respectively, with a view to ensuring a continuous education of such personnel?

- Yes
 No
 Other (please, specify)

- b. Have you implemented the delivery of the above-mentioned training programmes by using as trainers national personnel that have already undergone a regional train of trainers course and are in a position to replicate the knowledge and competence so acquired?

- Yes
 No
 Other (please, specify)

- c. Do you organize and carry out regular exercises to test your local and national response capacity in cooperation with all relevant stakeholders, at regular intervals on a continuous basis?

- Yes
 No
 Other (please, specify)

- d. Do you participate in and cooperate with neighbouring countries in the running of multilateral exercises to enhance bilateral and sub-regional cooperation, as often as reasonably possible?

- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 21: To revise the existing recommendations, principles and guidelines, and to develop new ones aimed at facilitating international cooperation and mutual assistance within the framework of the 2002 Prevention and Emergency Protocol

- a. Have you participated, under the coordination of REMPEC, in the revision of the existing recommendations, principles and guidelines concerning accidental marine pollution preparedness, response and mutual assistance, as well as prevention of pollution from ships?

Yes
 No
 Other (please, specify)

- b. Have you identified, with the assistance of REMPEC, all recommendations, principles and guidelines on cooperation and mutual assistance related to oil and HNS pollution incidents that need to be revised, updated and/or amended, indicating which of them should be adopted at the regional level, with a view to facilitating the implementation of the 2002 Prevention and Emergency Protocol in the field of international cooperation and mutual assistance?

Yes
 No
 Other (please, specify)

- c. Have you undertaken, with the assistance of REMPEC, the revision, updating or amendment of the said recommendations, principles and guidelines?

Yes
 No
 Other (please, specify)

- d. Have you identified, with the advice of REMPEC, any additional recommendations, principles and guidelines that need to be developed anew, aiming also at facilitating the implementation of the 2002 Prevention and Emergency Protocol?

Yes
 No
 Other (please, specify)

- e. Have you undertaken, with the assistance of REMPEC, the development of the said additional recommendations, principles or guidelines?

Yes
 No
 Other (please, specify)

- f. Have you included in the above-mentioned revised or new recommendations principles and guidelines streamlined national procedures for entry into, movement within and exit from their territory of specialized personnel and equipment that might be required in case of emergency?

- Yes
- No
- Other (please, specify)

g. Have you implemented the said streamlined national procedures at the national level?

- Yes
- No
- Other (please, specify)

h. Have you considered the use of the CECIS Marine Pollution in order to enhance coordination of requests and offers of international assistance?

- Yes
- No
- Other (please, specify)

Please comment, complete or update the information gathered below:

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

Specific Objective 22: To strengthen the capacity of individual coastal States to respond efficiently to marine pollution incidents through development of sub-regional operational agreements and contingency plans

- a. If a national preparedness and response system including a contingency plan is in place, have you assessed and reviewed it with a view to updating and/or modifying it according to any new developments and/or the need to adapt it also to cover HNS spills and offshore installations?

- Yes
 No
 Other (please, specify)

- b. If a national preparedness and response system including a contingency plan had not been established, have you developed such a system, with the support and assistance of REMPEC as necessary, to cover oil and HNS spills

- Yes
 No
 Other (please, specify)

- c. Have you fully implemented the revised or new national systems and contingency plans, making sure that they are consistent with the establishment of bilateral or sub-regional agreements?

- Yes
 No
 Other (please, specify)

Please comment, complete or update the information gathered below:

- d. If you are party to a bilateral or sub-regional agreement, have you assessed and reviewed it to bring it up-to-date and revise it to cover HNS spills and offshore installations, if these are not covered already, or to add new cooperating States to the agreement should it be so decided?

- Yes
 No
 Other (please, specify)

- e. If you were not party to a bilateral or sub-regional agreement, have you developed and implemented a new bilateral or sub-regional agreement of cooperation in preparedness and response to oil and HNS spills with a view to having the whole extension of the Mediterranean coastal environment covered?

- Yes
 No
 Other (please, specify)

f. Do you periodically test the effectiveness and state of readiness of the above-mentioned bilateral or sub-regional agreements of cooperation by conducting regular exercises involving all stakeholders?

- Yes
- No
- Other (please, specify)

Please comment, complete or update the information gathered in Table 11 below:

Table 11 Subregional Agreements (source: REMPEC)

Name	
Status	
Description	
Date of signature:	
Date of ratification:	
Plan in force	
Relevant national legislation adopting the plan	
Activity related to the implementation of the plan	
Authorities in charge of implementing the plan	
Other comments	

Remedial action

Please specify any remedial action that may be taken to palliate any identified shortcomings:

General Comments

- a) Please specify any difficulties encountered for the implementation of the Specific Objectives above and how REMPEC could assist to overcome these difficulties in the future: