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

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Regional Meeting of National Experts  
on the Mediterranean Strategy for the Prevention of, and Response to  
Marine Pollution from Ships (2022-2031) (Remote Meeting)

REMPEC/WG.49/INF.3  
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**ANALYSIS OF RELEVANT PROJECTS, STRATEGIES AND ACTION PLANS**

**Note by the Secretariat**

**SUMMARY**

**Executive Summary:** This document provides an analysis of relevant projects, strategies and action plans.

**Action to be taken:** Paragraph 2

**Related documents:** REMPEC/WG.49/5

**Introduction**

1 The outcome of the comparative analysis of relevant strategies and action plans, National Action Plans for the implementation of the Regional Strategy (2016-2021), and fiches providing information on projects supporting the implementation of the Regional Strategy (2016-2021)) are presented in Annex to the present document.

2 The report has been prepared to inform the development of the Draft Mediterranean Strategy for Prevention of and Response to Marine Pollution from Ships (Post-2021) with a view to identifying complementarities and to proposing concrete synergies

**Actions requested by the Meeting**

3 **The Meeting is invited to:**

- .1 **to take note** of the information provided in the present document; and
- .2 **to provide comments**, as required on the proposed draft outline.

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**Annex**

**ANALYSIS OF RELEVANT PROJECTS, STRATEGIES AND ACTION PLANS**

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The views expressed in this document are those of the Consultants and are not attributed in any way to the United Nations, the International Maritime Organisation, the United Nations Environment Programme or the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC).

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Appendix :Tabular analysis of relevant strategies and projects on the prevention of, and response to, marine pollution from ships in the Mediterranean

Table 1 Strategic Area

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## **1. Introduction**

### **1.1. Purpose of this report**

The report has been prepared to inform the development of the Mediterranean Strategy for Prevention of and Response to Marine Pollution from Ships (Post-2021). The report presents a summary of the analysis of the various projects and strategies of relevance to marine pollution from ships in the Mediterranean region.

### **1.2. Overview of legal framework and identification of key stakeholders with an interest in the prevention of and response to, pollution from ships in the Mediterranean region**

#### **1.2.1. Legal framework for the prevention of and response to, pollution from ships in the Mediterranean**

##### **International Maritime Organization (IMO)**

The **International Maritime Organization (IMO)** is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. IMO's work supports the UN Sustainable Development Goals (SDGs). As a specialized agency of the United Nations, IMO is the global standard-setting authority for the safety, security and environmental performance of international shipping. Its main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented. The IMO sets global standards regarding energy efficiency, new technology and innovation, maritime education and training, maritime security, maritime traffic management and the development and implementation of the maritime infrastructure, along with other issues relevant to the sector. IMO has developed an **Integrated Technical Cooperation Programme (ITCP)** which is designed to assist Governments which lack the technical knowledge and resources that are needed to operate a shipping industry safely and efficiently. ITCP allocates regular funding to the Mediterranean region through REMPEC.

##### **The Convention for the Protection of the Mediterranean Sea Against Pollution (Barcelona Convention) and the Mediterranean Action Plan (MAP)**

The **United Nations Environment Programme (UNEP)** is a programme of the United Nations which coordinates the organization's environmental activities, assisting developing countries to implement environmentally sound policies and practices. The **Mediterranean Action Plan (MAP)** is a regional cooperative effort involving 21 countries who border the Mediterranean Sea, namely Albania, Algeria, Bosnia Herzegovina, Croatia, Cyprus, Egypt, France, Greece, Israel, Italy, Lebanon, Libya, Malta, Monaco, Montenegro, Morocco, Slovenia, Spain, Syria, Tunisia, and Turkey, as well as the European Union. Through the MAP, these Contracting Parties to the Barcelona Convention and its Protocols are determined to meet the challenges of protecting the marine and coastal environment, while boosting regional and national plans to achieve sustainable development. There are seven accompanying Protocols to the Barcelona Convention, with one specifically relating to Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea (2002 Prevention and Emergency Protocol).

##### **Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)**

REMPEC administered by the International Maritime Organization (IMO) in collaboration with UNEP/MAP was established in the framework of the Barcelona Convention. REMPEC is to assist the Contracting Parties in meeting their obligations under Articles 4(1), 6 and 9 of the Barcelona Convention; the 1976 Emergency Protocol; the 2002 Prevention and Emergency Protocol and implementing the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021), REMPEC provides a bridge between the regional level, through its contribution to the various themes dealt with within the context of the Barcelona Convention and its seven (7) Protocols, with the support of other UNEP/MAP Components; and the international level by assisting the Mediterranean coastal States in ratifying, transposing, implementing and enforcing international maritime conventions as they unite to prevent, prepare for and respond to marine pollution incidents from ships, in particular those adopted by the International Maritime Organization (IMO).

## **European Maritime Safety Agency (EMSA) of the European Union**

The European Maritime Safety Agency (EMSA) was established for the purpose of ensuring a high, uniform and effective level of maritime safety, maritime security as well as prevention of and response to pollution by ships within the European Union. EMSA is the responsible body in European waters, but included within its official mandate is offering assistance to neighbouring countries (European Neighbourhood Partner Countries) in the Mediterranean to improve standards across the whole Mediterranean basin. The SAFEMED Project is one of EMSA's key instruments to support broader implementation of European and international standards throughout the Mediterranean. The project provides technical assistance and brings together national, European and international stakeholders with the aim to raise the safety, security and protection of marine environment standards. Participant Countries include Algeria, Egypt, Jordan, Israel, Libya, Lebanon, Morocco, Palestine and Tunisia

### **1.2.2. Other key stakeholder for the development of the Post-2021 Strategy**

#### **Union for the Mediterranean (UfM)**

The Union for the Mediterranean is an intergovernmental institution bringing together the European Union Member States and 15 countries from the Southern and Eastern shores of the Mediterranean to promote dialogue and cooperation around three main themes: human development, stability and integration. The UfM focuses on two main pillars: fostering human development and promoting sustainable development.

#### **International Petroleum Industry Environmental Conservation Association (IPIECA)**

IPIECA is the global oil and gas industry association for advancing environmental and social performance, through the development, sharing and promotion of good practice and knowledge. IPIECA works jointly with the IMO through the 'Global Initiative' which was established in 1996. The Global Initiative was established to reduce the level of global oil spill risk in priority locations around the world. The programme provides a body for co-operation between governments and the oil and gas industry, and through it, IPIECA and IMO work together to help countries develop national structures and capability for oil spill preparedness and response. There are currently no active projects in the Mediterranean, although discussion on a possible "GI Med" was discussed on several occasions.

#### **Private Sector Stakeholders**

There are a number of key stakeholders which will need to be consulted with during the development and implementation of the Post-2021 Strategy. These include (but are not limited to) the MEDports Association, Association of Mediterranean Cruise Ports (MedCruise), The European Sea Ports Organisation (ESPO), alongside other representatives from the private sector.

### **1.3. Goals, strategies, projects and plans considered relevant to the development of the Post-2021 Strategy**

#### **1.3.1. United Nations Sustainable Development Goals (SDGs)**

The United Nations (UN) Sustainable Development Goals (SDGs) provide an overarching global framework for collaborative working and shared objectives. The UN SDGs are designed to be action-oriented, concise and easy to communicate, they are limited in number, aspirational, and global in nature. The aim was to make them universally applicable to all countries, while taking into account the different national realities, capacities and levels of development and respecting national policies and priorities. The SDGs are designed to address and incorporate in a balanced way the economic, social and environmental dimensions of sustainable development and their linkages. Of the 17 SDGs adopted by the United Nations Member States in 2015, the three most relevant to the work of REMPEC are SDG 5 - Achieve gender equality and empower all women and girls, SDG 13 - Climate Action and SDG 14 - Life Below Water. These three SDGs are detailed in the table below (**Table 1.1**) alongside their associated targets and indicators (which are of relevance to REMPEC's work).

**Table 1.1 SDGs and associated Targets and Indicators relevant to the work of REMPEC**

| <b>SDG</b>  | <b>Target</b>   | <b>Indicator</b>  |
|---|---|---|
| Goal 3. Ensure healthy lives and promote well-being for all at all ages   | 3.9. By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination  | 3.9.1 Mortality rate attributed to household and ambient air pollution  |
| Goal 5. Achieve gender equality and empower all women and girls   | 5.1 end all forms of discrimination against all women and girls everywhere  | 5.1.1 Whether or not legal frameworks are in place to promote, enforce and monitor equality and non-discrimination on the basis of sex                                  |
|   | 5.5 Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life  | 5.5.1 Proportion of seats held by women in national parliaments and local governments   |
|   |   | 5.5.2 Proportion of women in managerial positions   |
| Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation | 9.a Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing States   | 9.a.1 Total official international support (official development assistance plus other official flows) to infrastructure  |
| Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable                             | 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management   | 11.6.1 Proportion of urban solid waste regularly collected and with adequate final discharge out of total urban solid waste generated, by cities                        |
|   | 11.b By 2020, substantially increase the number of cities and human settlements adopting and implementing integrated policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change, resilience to disasters, and develop and implement, in line with the Sendai Framework for Disaster Risk Reduction 2015–2030, holistic disaster risk management at all levels | 11.b.1 Number of countries that adopt and implement national disaster risk reduction strategies in line with the Sendai Framework for Disaster Risk Reduction 2015–2030 |

|   |  |   |
|---|--|---|
| Goal 12. Ensure sustainable consumption and production patterns   | 12.4 By 2020, achieve the environmentally sound management of chemicals and all wastes throughout their life cycle, in accordance with agreed international frameworks, and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment | 12.4.1 Number of parties to international multilateral environmental agreements on hazardous waste, and other chemicals that meet their commitments and obligations in transmitting information as required by each relevant agreement  |
| Goal 13. Take urgent action to combat climate change and its impacts                                    | 13.2. Integrate climate change measures into national policies, strategies and planning  | 13.2.1. Number of countries that have communicated the establishment or operationalization of an integrated policy/strategy/plan which increases their ability to adapt to the adverse impacts of climate change, and foster climate resilience and low greenhouse gas emissions development in a manner that does not threaten food production (including a national adaptation plan, nationally determined contribution, national communication, biennial update report or other) |
| Goal 14. Conserve and sustainably use the oceans, seas and marine resources for sustainable development | 14.1. By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution  | 14.1.1. Index of coastal eutrophication and floating plastic debris density   |
|   | 14.2 By 2020, sustainably manage and protect marine and coastal ecosystems to avoid significant adverse impacts, including by strengthening their resilience, and take action for their restoration in order to achieve healthy and productive oceans  | 14.2.1 Proportion of national exclusive economic zones managed using ecosystem-based approaches   |
|   | 14.5 By 2020, conserve at least 10 per cent of coastal and marine areas, consistent with national and international law and based on the best available scientific information   | 14.5.1 Coverage of protected areas in relation to marine areas  |

|  |  |   |
|--|--|---|
|  | 14.C. Enhance the conservation and sustainable use of oceans and their resources by implementing international law as reflected in UNCLOS, which provides the legal framework for the conservation and sustainable use of oceans and their resources, as recalled in paragraph 158 of The Future We Want | 14.C.1. Number of countries making progress in ratifying, accepting and implementing through legal, policy and institutional frameworks, ocean-related instruments that implement international law, as reflected in the United Nation Convention on the Law of the Sea, for the conservation and sustainable use of the oceans and their resources |
|--|--|---|

Note: this table does not include all targets and indicators for the SDGs shown, only those of relevance to REMPEC's work

### 1.3.2. Strategies, thematic strategies and action plans

The following strategies, thematic strategies and action plans have been identified as those of most relevance to the development of the Post-2021 Strategy:

- IMO Strategic Plan for the Organisation (2018 – 2023);
  - IMO GHG Strategy (2018);
  - IMO Action Plan to address Marine Litter from Ships;
- UNEP/MAP Mid-Term Strategy 2016-2021 (with potential feed in from UNEP/Mediterranean as the Post-2021 Mid-Term Strategy is developed);
  - UNEP/MAP Ballast Water Management Strategy (once available);
  - UNEP/MAP Regional Plan for the Management of Marine Litter in the Mediterranean;
  - Road Map for a Proposal for the Possible Designation of the Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides Pursuant to MARPOL Annex VI, within the Framework of the Barcelona Convention;
  - UNEP Mediterranean Strategy for Sustainable Development (MSSD);
- EMSA 5-Year Strategy (2020 – 2024);
- IPIECA Strategy (available at <http://www.ipieca.org/about-us/our-strategy/>);
- The European Green Deal;
- European Commission:
  - DG ENV Strategy 2016-2020;
  - DG ECHO Strategy 2016-2020; and
  - DG MOVE Strategic Plan 2016-2020.

### 1.3.3. Projects, plans and reference documents

The following projects, plans and reference reports have been identified as relevant to the development of the Post-2021 Strategy:

- IMO reference reports:
  - IMO biennial status report for 2018 and 2019 and the proposed substantive items to be included in the provisional agenda for the period 2020-2023;
  - Documents related to the GloBallast Partnership / Ballast Water Management Convention;



- IMO IMSAS audits results/analysis;
- Contracting Party National Action Plans for the implementation of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021);
  - Albania;
  - Montenegro;
  - Morocco;
  - Tunisia;
  - Turkey;
- Project Fiches provided to REMPEC (in REMPEC/WG.45/INF.19);
  - Marine Litter-MED Project;
  - Western Mediterranean Region Marine Oil & HNS1 Pollution Cooperation (West MOPoCo);
  - Capacity building strengthened in enhancing scientific description of Ecologically/Biologically Significant Marine Areas (EBSAs) or Particularly Sensitive Sea Areas (PSSAs) MAP Component;
  - SAFEMED IV, EuroMed Maritime Safety Project;
  - GloFouling Partnerships Project;
  - Blue Economy and Marine Conservation: Safeguarding Mediterranean MPAs in order to achieve Good Environmental Status (PHAROS4MPAs); and
  - Coordination of Maritime assets for Persistent and Systematic Surveillance – COMPASS 2020.

#### 1.4. Methodology

The strategies and action plans listed in **Section 1.3.1** were each analysed in turn, and a summary of the key components was prepared in tabular format (see **Appendix 1**). The main overlaps between the strategies were identified, and the links to Strategic Objectives of the Regional Strategy (2016-2021) were highlighted.

**Section 2** of this report presents a summary of the main synergies between the three key institutions seeking to address marine pollution from ships in the Mediterranean, the IMO, REMPEC and EMSA.

The Regional Strategy (2016-2021) is extensive, and many of the issues highlighted are still relevant today. Therefore, it is anticipated that the Post-2021 strategy will build on what is already included in the Regional Strategy (2016-2021). Therefore, for the purposes of this exercise, the Regional Strategy (2016-2021) was used to draw comparison between the work of the three institutions, but where it is known that a particular area will be considered in the Post-2021 Strategy, this has also been noted.

## 2. Key findings of analysis

For the three key institutions seeking to address marine pollution from ships in the Mediterranean, the IMO, REMPEC and EMSA, there are a number of clear overlaps in vision and ambition. The following sections present a summary of those key overlaps and synergies.

### 2.1. Improved Implementation of existing internationally accepted standards

Improved implementation of existing internationally accepted standards is a common theme between all three organisations, with each organisation seeking to achieve a harmonised standard throughout the Mediterranean region.

### **IMO: Strategic plan for the organization for the six year period 2018-2023**

The IMO lists improved implementation as one of its seven main Strategic Directions, stating that in the period of implementation (2018 – 2023), there will be an increased focus on the implementation of existing IMO instruments. The IMO highlights the need to better identify and understand the barriers to implementation and try to eliminate them, pointing to analysis of IMO Member State Audit Scheme (IMSAS) as a means to do this. The IMO has an ultimate goal of uniform implementation and will continue to strive towards this through the establishment of projects to provide targeted capacity building and technical cooperation.

### **REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

The Regional Strategy (2016-2021) ratification of relevant international maritime conventions related to the protection of the marine environment is detailed in Strategic Objective 1. Although high importance is given to the ratification and implementation of all relevant IMO international conventions, the most important is stated as ratification and implementation of the MARPOL Convention and its six annexes. The Regional Strategy (2016-2021) also makes clear the importance of ensuring transposition, of the relevant conventions, into national law as well as full compliance with their provisions. Through Specific Objective 3 (ensuring effective maritime administrations), the Regional Strategy (2016-2021) states that successful implementation of relevant international instruments is very much dependant on ensuring that ships comply with internationally required standards at all times, which is dependent on States making sure that they have in place effective maritime administrations capable of discharging effectively their flag State, port State and coastal State obligations. Furthermore, through Specific Objective 4, the Regional Strategy (2016-2021) aims to enhance regional corporation in carrying out port State control inspections of ships under international maritime conventions, including, in particular, the MARPOL Convention, through the strengthening of the MED MoU on port State control in the Mediterranean region.

### **EMSA: 5-Year Strategy (2020-2024)**

EMSA refers to the importance of implementation of international conventions in the prevention of pollution by ships as the first pillar of environmental protection, under their Strategic Priority 1: Sustainability (contribute to the European green agenda for maritime transport by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges). There are also mentioned of supporting the implementation of international safety standards under Strategic Priority 2: Safety (Contribute to higher maritime safety standards, anticipate new maritime safety challenges and expectations and provide knowledge-based solutions with the aim of contributing to the reduction of marine casualties and human loss), with an objective to support maritime administrations in their port State control role and promote a harmonised approach to port State control globally. The EMSA 5-Year strategy also makes reference to its ongoing commitment to providing technical assistance to EU Member States in relation to the implementation of relevant EU legislation and international conventions.

EMSA's strategy also sets out a vision for '*a stronger Europe in the world: strengthening its unique brand of responsible global leadership*', stating that technical assistance will continue to be provided to accession and neighbouring countries under the Instrument for Pre-accession Assistance (IPA) and European Neighbourhood Policy (ENP) mechanisms. The strategy also makes clear the continued intention to provide assistance to third countries within the context of Port State Control and assistance to the European Commission to support regional cooperation at sea basin level, ratification of IMO conventions, and interaction with relevant international organisations (including the Regional Seas Conventions who are entrusted with the protection of marine and coastal environment).

Finally, EMSA also sets out the ambition to support EU neighbourhood and sea basin policies to level-up and harmonise standards, through contributions in the context of the IPA and ENP mechanisms to enhance the level of compliance with international rules and develop capacity in those countries, thereby supporting safer and cleaner maritime transport around the EU. This commitment will continue and is expected to expand both geographically and in scope, including through a sea basin approach

and enhanced cooperation with the Regional Seas Conventions for the protection of the marine and coastal environment in the four marine regions around Europe.

## **2.2. Capacity building and training**

As a means to support implementation of existing international conventions, all three institutions look to the need for capacity building and training activities. This is a common theme throughout the different areas of action of each of the strategies, but some of the specific objectives relating to capacity building are set out below.

### **IMO: Strategic plan for the organization for the six-year period 2018-2023**

To achieve the goal of uniform implementation (Strategic Direction 1), IMO will continue to develop and execute projects to provide targeted capacity building and technical cooperation that fosters, promotes and supports implementation efforts, especially those of developing countries, and will continue to pay particular attention to the needs of small island developing States and least developed countries.

### **REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

REMPEC has regularly organised training courses covering different subjects and targeting the widest variety of participants to the greatest extent possible. Therefore, training activities are repeatedly mentioned as a means to achieve several of the strategic objectives listed within the current strategy. Strategic Objective 3 (Ensuring effective maritime administrations) highlights the need to train ship inspectors to carry out ship inspections related to international marine environment protection conventions, in particular, the MARPOL convention, as well as providing assistance to enhance the performance of maritime administrations in line with IMO developments.

Furthermore, Strategic Objective 20 is 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, with a long term aim for each Contracting Party to achieve self-sufficiency in spill response training at the general level and to ensure continuous education of national spill responders.

### **EMSA: 5-Year Strategy (2020-2024)**

Over the coming years EMSA seeks to strengthen its relationship with international partners, such as, IMO, ILO, WMU, IMLI, etc. particularly in the field of capacity building. The strategy also makes clear that information sharing must be a priority to support effective and inclusive operation, and that capacity building will continue to be an essential component of EMSA's work, both in the EU and further afield.

## **2.3. Regulatory effectiveness**

Strongly linked to the need for improved implementation, is the need for better regulatory effectiveness. Each of the institution touches on this in its own way.

### **IMO: Strategic plan for the organization for the six-year period 2018-2023**

The IMO includes ensuring regulatory effectiveness as one of its seven key strategic objectives (SD 6). The IMO states that its main role as a global regulator of safe, secure and environmentally sound shipping requires it to ensure that a universally adopted, effective, international regulatory framework is in place and implemented consistently.

### **REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

The Regional Strategy states that there is a clear role for REMPEC to play in implementation of projects aimed at further introducing the international legislative framework, adapted as necessary, to the national rules and regulations of Mediterranean coastal States, in order to ensure a coherent, effective and uniform implementation of the applicable international regulatory framework addressing maritime safety and the prevention of and response to pollution from ships in the Mediterranean Sea (or region).

## **EMSA: 5-Year Strategy (2020-2024)**

The EMSA Founding Regulation states that the purpose of the Agency is to ensure a high, uniform and effective level of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations and, where appropriate, to contribute to the overall efficiency of maritime traffic and maritime transport so as to facilitate the establishment of a European Maritime Transport Space without Barriers.

### **2.4. Enforcement**

Another key common area between the different organisations is the need for better enforcement of adopted conventions.

#### **IMO: Strategic plan for the organization for the six-year period 2018-2023**

Enforcement is also captured by Strategic Directive 1 (Improve Implementation) of the IMO Strategy, whereby it states that only through the entry into force of IMO instruments and the effective, efficient and consistent implementation and enforcement of their provisions can the full benefits from this extensive body of international law be realised. It points to the need for enforcement of IMO instruments by those IMO States who are party to them.

#### **REMPEC: Regional Strategy for prevention of and response to marine pollution from ships (2016-2021)**

The Regional Strategy (2016-2021) also highlights the importance of Mediterranean coastal States taking action to enforce the various international conventions (as set out in the ambition to improve implementation across the region).

Although the need for enforcement is recognised across the board in the Regional Strategy (2016-2021), there is also specific reference to the need to improve the level of enforcement and the prosecution of discharge offenders (under Specific Objective 8). Highlighting that at the time, many countries had ratified the MARPOL Convention, but had not yet established a national legal framework to effectively implement the Convention and, in particular, a comprehensive framework to enforce the provisions and prosecute offenders.

There is also mention of the Mediterranean Network of Law Enforcement Officials relating to MARPOL within the framework of the Barcelona Convention (MENELAS), whose terms of reference were adopted by the COP 18.

## **EMSA: 5-Year Strategy (2020-2024)**

EMSA describes itself as the technical body available to independently audit the level of implementation and enforcement of legislation (both EU and international) in the European Union. The strategy commits to continue in this role as 'Guardian of the Treaties' and to support EU Member States in implementing their obligations. Under Strategic Priority 2: Safety, EMSA has an objective to lead expertise and support the development, implementation and enforcement of safety standards.

### **2.5. Common thematic areas of action**

In addition to the general types of activities which are set out in section 2.1 to 2.4, there are also similarities between the organisations with regards to the thematic areas considered. These are listed below.

#### **2.5.1. Prevention, preparedness and response to oil, and hazardous and noxious substances (HNS) pollution**

Prevention, preparedness and response to oil and hazardous and noxious substances (HNS) pollution remains one of the core areas of focus for all three institutions.

#### **IMO: Strategic plan for the organization for the six year period 2018-2023**

The issue of prevention and control of pollution from ships is of the utmost importance to IMO, so much so that it features in the core mission statement of the Strategic Plan:

The mission of the International Maritime Organization (IMO), as a United Nations specialized agency, is to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation. This will be accomplished by adopting the highest practicable standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships, as well as through consideration of the related legal matters and effective implementation of IMO instruments, with a view to their universal and uniform application.

### **REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

As features in the objective and mission statement of REMPEC, its main fields of action for the prevention of pollution of the marine environment from ships and the development of preparedness for and response to accidental marine pollution and cooperation in case of emergency consist of Strengthening the capacities of the coastal States in the region, Developing regional cooperation in the field of the prevention of pollution of the marine environment from ships, and facilitating cooperation among Mediterranean coastal States in order to respond to pollution incidents, Assisting coastal States of the Mediterranean region which so request in the development of their own national capabilities for response to pollution incidents, Providing a framework for the exchange of information on operational, technical, scientific, legal and financial matters, and promoting dialogue aimed at conducting coordinated action at the national, regional and global levels and Assisting coastal States of the region, which in cases of emergency so request, by obtaining assistance from other Parties in obtaining international assistance. Furthermore, one of the guiding instruments for all REMPEC work is the Protocol Concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea (2002 Prevention and Emergency Protocol).

### **EMSA: 5-Year Strategy (2020-2024)**

Article 1 of the EMSA Founding Regulation states that the purpose of the agency is to ensure a high, uniform and effective level of maritime safety, maritime security, prevention of, and response to, pollution caused by ships as well as response to marine pollution caused by oil and gas installations.

Carrying out operational preparedness, detection and response tasks with respect to pollution caused by ships and marine pollution by oil and gas installations, also features as one of the agency's core activities.

Under Strategic Priority 1: Sustainability, EMSA also specifically highlights an objective to further develop an agile, effective, innovative and risk-based response toolbox to top up Member State capacity to deter, detect and respond to pollution from ships and marine pollution from oil and gas installations.

#### **2.5.2. Responding to climate change**

Climate change is another key theme for all three institutions, with each pointing towards the UN SDG 13, to take urgent action to combat climate change and its impacts.

### **IMO: Strategic plan for the organization for the six year period 2018-2023**

The IMO devotes one of its seven main Strategic Directions to responding to climate change (SD 3), pointing towards the SDG and also the Paris Agreement. It makes clear that shipping is one of the most energy-efficient modes of transportation and acknowledges the efforts already made to reduce emissions.

The IMO has already adopted the strategy on reduction of greenhouse gas (GHG) emissions from ships, but indicates that it will be pursuing the development of further measures to ensure that international shipping continues to bear its responsibility to address climate change, specifically in respect to air pollution.

The IMO's vision, as set out in the GHG Strategy is to remain committed to reducing GHG emissions from international shipping and, as a matter of urgency, aim to phase them out as soon as possible in this century.

To further support the reduction of GHG emission, the IMO run a joint project with the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP). GloMEEP aims to support the uptake and implementation of energy efficiency measures for shipping, thereby reducing greenhouse gas emissions from shipping. The Lead Pilot Countries (LPCs) of the GloMEEP project are Argentina, China, Georgia, India, Jamaica, Malaysia, **Morocco**, Panama, Philippines and South Africa.

**REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

The Regional Strategy (2016-2021) refers to the guiding principles of the UNEP/MAP's Midterm Strategy, which includes the general objective to 'enhance the resilience of the Mediterranean Region to impacts of climate change and variability on coastal and marine environment'. Specific Objective 15 addresses in particular the effective implementation of existing energy efficiency measures.

**EMSA: 5-Year Strategy (2020-2024)**

EMSA points to the EU's Green Deal ambition of being climate neutral by 2050, and managing climate change is captured in Strategic Priority 1: Sustainability - Contribute to the European green agenda for maritime transport by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges. With specific objectives to:

- Support the development and implementation of relevant EU and international climate and environmental legislation; and
- Promote and support the development and implementation of innovative EU and global solutions to mitigate climate change.

The strategy also refers to the need for the agency to engage even more on greenhouse gas emissions and decarbonisation, as it has risen to the highest item on the global agenda.

**2.5.3. Responding to marine litter**

The issue of marine litter has rapidly risen up the global agenda in recent years and is considered to varying degrees by the three institutions.

**IMO Instruments**

One of the existing IMO instruments (for SD 1: improved implementation) relating to marine litter is the IMO Action Plan to address marine plastic litter from ships. To support implementation of this action plan, the IMO has launched a joint project (GloLitter) with the Food and Agriculture Organization of the United Nations (FAO), to prevent and reduce marine plastic litter from shipping and fisheries.

The GloLitter project will develop guidance documents, training material and toolkits to help enforce existing regulations, including the IMO's International Convention for the Prevention of Pollution from Ships (MARPOL) Annex V. Since 1988, this has prohibited the discharge of plastics, including discarded fishing gear, into the sea from ships. The project will also promote compliance with relevant FAO instruments (including the Voluntary Guidelines on the Marking of Fishing Gear) and will target waste management in ports. It will, additionally, emphasise implementation and enforcement of IMO's London Convention/London Protocol regime on dumping of wastes at sea, which requires waste (such as from dredging) to be assessed before permits to dump are granted.

**REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

The Regional Strategy (2016-2021) refers to the guiding principles of the UNEP/MAP's Midterm Strategy, which includes the general objective to 'prevent marine litter generation and reduce its impact on coastal and marine environment'. The Regional Strategy (2016-2021) also points to the need to support implementation of the UNEP/MAP Regional Plan for the Management of Marine Litter in the Mediterranean.

Furthermore, three specific objectives include provisions on the management of marine litter, including:

- Specific Objective 5: Provision of reception facilities in ports;
- Specific Objective 6: Delivery of ship-generated wastes; and
- Specific Objective 9: To reduce the pollution generated by pleasure craft activities.

#### **EMSA: 5-Year Strategy (2020-2024)**

Previously EMSA haven't included the issue of marine litter in their areas of work, but with the adoption of the IMO Action Plan against marine litter, the agency have committed to contributing to the development of guidance on minimising the impact of shipping, for instance reducing the use of plastics on board vessels, as well as to the implementation IMO Action Plan. Furthermore, the strategy states that EMSA will explore possible further involvement in the issue of marine litter.

#### **2.5.4. Invasive Aquatic Species (Biosafety)**

The issue of Invasive aquatic species (IAS) has been on the global agenda for a while, and there are a number of instruments, mechanisms and plans in place to address this. Each of the institutions talks about continued efforts to implement the existing IAS related instruments.

##### **IMO Instruments**

The IMO's Ballast Water Management (BWM) Convention (International Convention for the Control and Management of Ships' Ballast Water and Sediments) seeks to address the issue of transfer of Invasive Alien Species via the release of ships ballast water and sediments. In addition to the BWM Convention, the IMO has also adopted Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (Biofouling Guidelines).

To support the ratification and implementation of the BWM Convention, the IMO ran a joint project with the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP). The GEF-UNDP-IMO GloBallast Partnerships Programme assisted developing countries to reduce the transfer of harmful aquatic organisms and pathogens in ships' ballast water and implement the IMO Ballast Water Management (BWM) Convention. The project is now complete, and it is understood that no further activities are planned.

The IMO has recently launched a second collaborative project with GEF and UNDP. The GEF-UNDP-IMO GloFouling Project will drive actions to implement the IMO Guidelines for the control and management of ships' biofouling, which provide a globally-consistent approach on how biofouling should be controlled and managed to minimise the transfer of invasive aquatic species through ships' hulls. The project also aims to stimulate the development of best practices and standards for improved biofouling management in other ocean industries.

#### **REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

Specific Objective 2 is to control and manage ships' biofouling to minimise the transfer of invasive aquatic species, the strategy refers to the need for countries to implement the IMO Biofouling Guidelines.

The Mediterranean Strategy on Ships' Ballast Water Management (BWM), including its Action Plan and Timetable was adopted by the Contracting Parties to the Barcelona Convention in 2009 (Decision IG.20/11). **The Mediterranean BWM Strategy** aims to establish the framework for a regional harmonized approach in the Mediterranean on ships' ballast water control and management which is consistent with the requirements and standards of the International Convention for the Control and Management of Ship's Ballast Water and Sediments (BWM), 2004, as outlined in its Article 13.3. While a revision of the **Mediterranean BWM Strategy** is expected to be completed in the current biennium (2020-2021), the outcome of this work also need to be considered during the development of the Post-2021 Strategy.

### **EMSA: 5-Year Strategy (2020-2024)**

EMSA will continue assisting Member States in addressing the issue of transfer of harmful aquatic organisms and pathogens and in the implementation of the relevant international convention (ballast water management, anti-fouling systems).

#### **2.5.5. Underwater Noise**

The issue of underwater noise does not feature heavily in any of the three strategies.

### **IMO: Strategic plan for the organization for the six-year period 2018-2023**

There is no direct mention of the issue of noise in the IMO strategy, however, in 2014 the IMO adopted guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life.

### **REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

Strategic Objective 13 is the reduction of marine noise caused by underwater ships, and it focusses on the awareness raising related to, and implementation of, the IMO Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life (as adopted in 2014).

### **EMSA: 5-Year Strategy (2020-2024)**

EMSA classifies the issue of noise as an emerging issue for the Agency, with a commitment to explore the possibility of involvement in this field in the future. The strategy also makes reference, under Strategic Priority 1: Sustainability, to EMSA's potential role in modelling underwater noise through its Emission Inventories project.

#### **2.5.6. Air emissions**

The management of emissions of sulphur oxides (SO<sub>x</sub>), nitrogen oxides (NO<sub>x</sub>) and particulate matter from ship engine exhausts is a consideration shared by all three institutions. While the measures addressing these emissions to some extent contribute to the response to climate change, it focus mainly on general issues of air quality.

### **IMO: Strategic plan for the organization for the six year period 2018-2023**

One of the existing IMO instruments (for SD 1: improved implementation) relating to air quality is MARPOL Annex VI. The Regulations for the Prevention of Air Pollution from Ships establishes certain sulphur oxide (SO<sub>x</sub>) Emission Control Areas with more stringent controls on sulphur emissions and nitrogen oxides (NO<sub>x</sub>) Emission Control Areas for Tier III NO<sub>x</sub> emission standards. The number of Special Areas designated under MARPOL, including ECAs is listed as a performance indicator for SD 4 Engage in ocean governance.

### **REMPEC: Regional strategy for prevention of and response to marine pollution from ships (2016-2021)**

The improved implementation of MARPOL Annex VI is explicitly mentioned in Specific Objective 1 - Ratification of relevant international maritime conventions related to the protection of the marine environment. Furthermore, Specific Objective 15 is to examine the possibility of designating the Mediterranean Sea or parts thereof as SO<sub>x</sub> emission control area under MARPOL Annex VI and effectively implement the existing energy efficiency measures. In this context, the Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean and its Protocols at their 21<sup>st</sup> Meeting, adopted Decision IG.24/8 on the Road Map for a Proposal for the Possible Designation of the Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides Pursuant to MARPOL Annex VI, within the Framework of the Barcelona Convention, which outlines the process and details the related activities.



## **EMSA: 5-Year Strategy (2020-2024)**

The EMSA strategy refers mostly to GHG Emissions, which are discussed in **Section 2.5.2.**, but the strategy also makes reference to developed tools such as the Air Emissions Calculator developed within the context of the Emission Inventories project.

### **2.6. Emerging issues**

All institutions make reference to the need to stay abreast of emerging issues, however, no specific topics are consistently referenced between the different organisations. The emerging issues identified by EMSA, are in fact already key issues being addressed by IMO and REMPEC (underwater noise, marine litter, NOx and particles).

### **2.7. Gender Equality**

Each of the institutions also consider how gender equality in the maritime sector could be improved. As an overarching principle, the IMO commit to (in all aspects of work) take into account the promotion of gender equality and the empowerment of women, and for EMSA, one of their key values is gender balance. This will also be an overarching principle of the Post-2021 Strategy.

## **3. Conclusions**

There is evidently a large amount of overlap between the three institutions and a need for communication and coordination of efforts in each of the areas highlighted. It is proposed that the Post-2021 Strategy could be a means to bring together all of the activities in the Mediterranean, and an opportunity for the different institutions to take some joint collaborative actions on those topics where the objectives and visions overlap. Furthermore, the implementation of the Post-2021 Strategy could be overseen by a steering committee, which includes representatives from the main institutions operating within the Mediterranean. This joined up approach would encourage collaboration, avoid duplication of efforts, and provide additional information to each institution on where efforts (and financial support) could be most useful targeted.

To ensure such collaborative and coordinated approach, it is recommended to develop the Mediterranean Strategy for Prevention of, Preparedness for, and Response to Marine Pollution from Ships (Post-2021) as a concise strategic document presenting the common vision for the region. It is further suggested to complement the Strategy with more operational Action Plan composed of three interconnected elements. The interaction of these elements could be illustrated by a gear system composed of:

- 1) Implementing/ Governing bodies (IMO, UNEP, REMPEC, EC (EMSA), Industry (IPIECA),
- 2) Main elements (People, institution, infrastructure, information) divided in sub-elements:
  - a. Institution: ratification, transposition to national legislation, effective administration, governance (decision makers, roles and responsibilities), enforcement, etc
  - b. People: networks, designated officials, capacity building, etc
  - c. Infrastructure: PRF, response means, surveillance means, waste treatment facilities, etc
  - d. Information: standards, guidelines, decision support tools, monitoring, transfer of knowledge/best practices, R&D, etc
- 3) Thematic Areas (Climate change, NIS, Marine litter, Air emission, Prevention and Response to oil and chemical pollution, under water noise, emerging issues, etc..).

The action plan could define the objective, measures, indicators for all subcategories for all combination of main elements and thematic areas (e.g.people/climate change, institution/climate change).

The definition of common objectives, measures and indicators would implementing/governing bodies to define joint and individual actions, projects, programmes, etc.

The elaboration of a common reporting template would facilitate a coordinated reporting exercise on the implementation of the strategy, increasing visibility, which could be completed by joint communication.

Such common project management structure would also facilitate transparency and clear understanding on the financing and investment made per main elements, sub-elements, thematic areas, sub-thematic areas, etc...

A concerted and coordinated governance would strengthen the efficiency for the management and implementation of the Strategy. To this end, it is suggested to establish a partnership agreement and a Steering Committee, the composition of which should be discussed.

**Appendix:**  
**Tabular analysis of relevant strategies and projects on the prevention of, and response to,  
marine pollution from ships in the Mediterranean**

**Table 1 Strategic Area**

| <b>Strategic point of view</b>   | <b>IMO Strategy 2018-2023</b>   | <b>REMPEC</b>   | <b>EMSA Strategy (2020-2024)</b>     |
|--|---|---|--------------------------------------|
| Improved Implementation of existing internationally accepted standards | SD 1: Improve Implementation  | SO 1: Ratification of relevant int'l maritime Conventions related to the protection of the marine environment<br>SO3: Ensuring effective maritime administrations<br>SO 4: To strengthen the Med MoU in the Mediterranean region  | SP 1: Sustainability<br>SP 2: Safety |
| Capacity building  | SD 1: Improve Implementation  | SO 1: Ratification of relevant int'l maritime Conventions related to the protection of the marine environment<br>SO 4: To strengthen the Med MoU in the Mediterranean region  | SP 1: Sustainability<br>SP 2: Safety |
| Regulatory effectiveness   | SD 6: Ensure regulatory Effectiveness                                 | SO3: Ensuring effective maritime administrations<br>SO 4: To strengthen the Med MoU in the Mediterranean region   | SP 1: Sustainability<br>SP 2: Safety |
| climate change   | SD 3: Respond to Climate Change                                       | SO 1: Ratification of relevant int'l maritime Conventions related to the protection of the marine environment<br>SO 4: To strengthen the Med MoU in the Mediterranean region<br>SO 5: Provision of reception facilities in ports<br>SO 6: Delivery of ship-generated wastes<br>SO 12: Identification of PSSAs<br>SO 15: To examine the possibility of designating the Ned Sea or parts thereof as SOx ECA under MARPOL Annex VI and effectively implement the existing energy efficiency measures | SP 1: Sustainability                 |
| Invasive Aquatic Species   | SD 1: Improve Implementation<br>SD 6: Ensure Regulatory Effectiveness | SO 1: Ratification of relevant int'l maritime Conventions related to the protection of the marine environment<br>SO2: To control and manage ship's biofouling to minimise the transfer of invasive aquatic species<br>SO 4: To strengthen the Med MoU in the Mediterranean region   | SP 1: Sustainability                 |

| Strategic point of view | IMO Strategy 2018-2023   | REMPEC  | EMSA Strategy (2020-2024)                  |
|-------------------------|--|---|--|
| marine litter           | SD 1: Improve Implementation<br>SD 4: Engage in Ocean Governance<br>SD 6: Ensure Regulatory Effectiveness      | SO 1: Ratification of relevant int'l maritime Conventions related to the protection of the marine environment<br>SO 4: To strengthen the Med MoU in the Mediterranean region<br>SO 5: Provision of reception facilities in ports<br>SO 6: Delivery of ship-generated wastes<br>SO 12: Identification of PSSAs   | SP 1: Sustainability                       |
| oil and HNS pollution   | SD 1: Improve Implementation<br>SD 4: Engage in Ocean Governance<br>SD 6: Ensure Regulatory Effectiveness      | SO 1: Ratification of relevant int'l maritime Conventions related to the protection of the marine environment<br>SO 4: To strengthen the Med MoU in the Mediterranean region<br>SO 5: Provision of reception facilities in ports<br>SO 6: Delivery of ship-generated wastes<br>SO 10: Reduced risk of collisions by establishing Ship's Routeing Systems<br>SD 11: Improved control of maritime traffic<br>SO 12: Identification of PSSAs<br>SO 14: To establish procedures for the designation of PoR in order to minimise the risks of widespread pollution | SP 1: Sustainability<br>SP 5: Surveillance |
| Underwater Noise        | SD 2: Integrate new and advancing technologies in the regulatory framework<br>SD 4: Engage in Ocean Governance | SO 13: Reduction of marine noise caused by ships  | SP1: Sustainability                        |

| Strategic point of view   | IMO Strategy 2018-2023   | REMPEC  | EMSA Strategy (2020-2024)                           |
|---|--|---|---|
| <p>Pollution Incidents: Monitoring, surveillance and response</p> | <p>SD 1: Improve implementation<br/> SD 6: Ensure regulatory effectiveness</p> | <p>SO 7: Improved follow-up of pollution events as well as monitoring and surveillance of illicit discharges.<br/> SO 16: To ensure that adequate emergency towing capacity is available throughout the Med to assist vessels, including tankers, in distress<br/> SO 17: To enhance the levels of pre-positioned spill response equipment under the direct control of Med coastal States<br/> SO 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<br/> SO 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<br/> SO 21: To revise the existing recommendations, principles and guidelines, and to develop new ones aimed at facilitating int'l cooperation and mutual assistance within the framework of the 2002 Prevention &amp; Emergency Prot.<br/> SO 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. .</p> | <p>SD 1: Sustainability<br/> SP 5: Surveillance</p> |

**Table 2 Means of implementation**

| <b>Means of implementation</b>   | <b>IMO Strategy 2018-2023</b>   | <b>REMPEC</b>  | <b>EMSA Strategy (2020-2024)</b> |
|--|---|--|----------------------------------|
| Improved Implementation of existing internationally accepted standards | IMO-NORAD Project on Marine Environment<br>IMSAS  | Through IMO's ITCP / IMO Projects  | EU-Funded SAFEMED Projects       |
| Capacity building  | IMO-NORAD Project on Marine Environment<br>IMO-MTTC Network (GMN):<br>IMO GLOMEEP (IMO-UNDP-GEF)<br>IMSAS   | Through IMO's ITCP / IMO and EU Projects (Marine Litter-Med I and II, MEDESS-4MS, POSOW I and II, West MOPoCo Project)   | EU-Funded SAFEMED Projects       |
| Regulatory effectiveness   | IMO-NORAD Project on Marine Environment<br>IMSAS  | Through IMO's ITCP / IMO Projects / UNEP/MAP   | EU-Funded SAFEMED Projects       |
| Climate change   | IMO-NORAD Project on Marine Environment<br>GloFouling Partnership (IMO-UNDP-GEF): Actions to implement the IMO Guidelines (IMO RES MEPC.207(62))<br>IMO-MTTC Network (GMN):<br>IMO GLOMEEP (IMO-UNDP-GEF)<br>IMO GreenVoyage Project<br>IMSAS | Through IMO's ITCP / IMO Projects / UNEP/MAP Activities  | EU-Funded SAFEMED Projects       |
| Invasive Aquatic Species   | GloFouling Partnership (IMO-UNDP-GEF): Actions to implement the IMO Guidelines (IMO RES MEPC.207(62))<br><br>GloBallast Partnership Programme (IMO-UNDP-GEF) (2007-2017)  | Through IMO/ITCP / IMO Projects (GloFouling Partnership and GloBallast Partnership Programme)<br><br>Through the Mediterranean Ballast Water Management Strategy | EU-Funded SAFEMED Projects       |

| Means of implementation                         | IMO Strategy 2018-2023  | REMPEC   | EMSA Strategy (2020-2024)   |
|---|---|--|---|
| Marine litter                                   | IMO Res MEPC.310(73) : Action Plan to Address Marine Plastic Litter from Ships -Completion by 2025 (in line with SDG 14 of the UN 2030 Agenda)<br>The GloLitter Partnerships Project<br>IMSAS | Through IMO/ITCP / IMO Projects / the (EU)-funded “Marine Litter-Med” Project, coordinated by the UNEP/MAP Secretariat,<br>Through EU-funded “Marine Litter-Med II” Project and GloLitter Partnerships Project   | (EU)-funded “Marine Litter-Med” Project, coordinated by the UNEP/MAP Secretariat,<br>EU-Funded SAFEMED Projects   |
| Oil and HNS pollution                           | IMO-NORAD Project on Marine Environment<br>IMSAS  | Through IMO/ITCP / IMO Projects / UNEP/MAP support / EU Funded Projects (MEDESS-4MS, POSOW I and II, West MOPoCo Project)<br>Mediterranean Government-Industry Cooperation Action Plan<br>Mediterranean Assistance Unit<br>Mediterranean Technical Working Group | Blue Economy and Marine Conservation: Safeguarding Mediterranean MPAs in order to achieve Good Environmental Status (PHAROS4MPAs)<br>EU-Funded SAFEMED Projects |
| Underwater Noise                                | IMO MEPC Circ. 833-Guidelines to reduce underwater noise from ships   | Through UNEP/MAP Partners<br>UNEP/MAP Integrated Monitoring and Assessment Programme (IMAP)<br>Advice and assistance to coastal States   |   |
| Pollution Monitoring, surveillance and response |   | Through the IMO /ITCP / IMO Projects<br>MENELAS<br>OSCARMED Operations<br>UNEP/MAP Integrated Monitoring and Assessment Programme (IMAP)<br>IPIECA<br>DG ECHO  | COMPASS2020<br>EU-funded SAFEMED Projects   |



**Table 3 Summary of main strategies**

| Strategy / Project                                  | Summary of key points   | Specific strategic objectives / aims  | Structure / content  | Direct relevance to other Strategies/Agendas/etc  | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate                |
|---|---|---|--|---|--|
| <p>IMO Strategy Plan for the period (2018-2023)</p> | <p>Mission Statement:<br/> promote safe secure, environmentally sound, efficient, and sustainable shipping through cooperation by adopting highest practical standards of maritime safety and security, efficient navigation, prevention and control of pollution from ships, and implementation of IMO Instruments</p> <p>Vision:</p> <ul style="list-style-type: none"> <li>- Uphold position as global regulator of shipping</li> <li>- Enhancement of shipping whilst addressing challenges of development in technology and world trade</li> <li>- Review, development and implementation of and compliance</li> </ul> | <p>Strategic Directions (SDs)</p> <p><b>SD 1*:</b> Improve implementation</p> <p><b>SD 2:</b> Integrate new and advancing technologies in the regulatory framework</p> <p><b>SD 3*:</b> Respond to climate change</p> <p><b>SD 4:</b> Engage in ocean governance</p> <p><b>SD 5:</b> Enhance global facilitation and security of international trade</p> <p><b>SD 6*:</b> Ensure regulatory effectiveness</p> <p><b>SD 7:</b> Ensure organizational effectiveness</p> | <ul style="list-style-type: none"> <li>- Mission statement</li> <li>- Vision</li> <li>- Overarching principals for strategic plan (statements)</li> <li>- Strategic directions (SD) (x7)</li> <li>- Performance Indicators for each SD (Table format, no. of..., percentage of...)</li> <li>- Outputs for Biennium (discrete actions, e.g. review X guidelines, etc., linked to responsible IMO organ and with completion target)</li> </ul> | <p>Seeks to support implementation of UN SDGs (UN 2030 Agenda for Sustainable Development)</p> <p>References need to collaborate with other UN bodies, and with parties at a global, regional and national level.</p> | <p>Linked to REMPEC's SOs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20,</p> |

| Strategy / Project | Summary of key points  | Specific strategic objectives / aims  | Structure / content  | Direct relevance to other Strategies/Agendas/etc   | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
|--------------------|--|---|--|--|---|
|                    | <p>with IMO instruments</p> <ul style="list-style-type: none"> <li>- Proactively identify, analyse and address emerging issues</li> <li>- Meet 2030 SDGs / support MS to implement SDGs</li> </ul>   | <p>* most pertinent to REMPEC</p>   |  |  |   |
| IMO GHG Strategy   | <p>Initial Strategy is the first milestone set out in the Roadmap for developing a comprehensive IMO Strategy on reduction of GHG emissions from ships</p> <p>Vision:<br/>IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in this century.</p> | <p>Objectives:</p> <ul style="list-style-type: none"> <li>- Addressing GHG emissions from international shipping. International efforts in addressing GHG emissions include the Paris Agreement and its goals and UN SDG 13: "Take urgent action to combat climate change and its impacts";</li> <li>- Identify actions to be implemented by the international shipping sector, as appropriate, while addressing impacts on States and recognizing the critical role of international shipping in supporting the continued development of global</li> </ul> | <ul style="list-style-type: none"> <li>- Introduction (context, scenarios, objectives)</li> <li>- Vision</li> <li>- Ambition and guiding principles</li> <li>- Candidate short, mid and long term measures, with timelines and impacts</li> <li>- Barriers and supportive measures (capacity building and technical cooperation)</li> <li>- Follow up actions towards a revised strategy</li> <li>- Periodic review of strategy</li> </ul> | <p>Broader context of UNCLOS and UNFCCC (and legal instruments, e.g. Paris Convention)</p> <p>UN 2030 Agenda for Sustainable Development</p> <p>MARPOL Annex VI requirements relevant for climate change</p> | <p>Linked to REMPEC's SOs 1, 3, 3, 5, 6, 12, 15 and 18,</p>                           |

| Strategy / Project | Summary of key points | Specific strategic objectives / aims   | Structure / content | Direct relevance to other Strategies/Agendas/etc | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
|--------------------|-----------------------|--|---------------------|--|---|
|                    |                       | <p>trade and maritime transport services; and</p> <ul style="list-style-type: none"> <li>- Identifying actions and measures, as appropriate, to help achieve the above, including incentives for research and development and monitoring of GHG emissions from international shipping.</li> </ul> <p>Levels of ambition directing the Initial Strategy are as follows:</p> <ol style="list-style-type: none"> <li>1 carbon intensity of the ship to decline through implementation of further phases of the energy efficiency design index (EEDI) for new ships</li> <li>2 carbon intensity of international shipping to decline</li> <li>3 GHG emissions from international shipping to peak and decline</li> </ol> |                     |  |   |

| Strategy / Project   | Summary of key points   | Specific strategic objectives / aims  | Structure / content   | Direct relevance to other Strategies/Agendas/etc  | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate  |
|--|---|---|---|---|--|
| <p>IMO Action Plan to address Marine Litter from Ships</p> | <p>IMO has recognized the importance of preventing pollution by garbage, including plastics, from ships since the adoption of MARPOL Annex V, as well as the dumping of various types of waste, including plastics, into the sea through the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972 (London Convention or LC) and its 1996 Protocol (London Protocol or LP).</p> | <p>Objective<br/>Time Frames : 2025<br/>A number of Actions:<br/><b>Reduction</b> of marine plastic litter generated from, and retrieved by, fishing vessels;<br/><b>Reduction</b> of shipping's contribution to marine plastic litter;<br/><b>Improvement</b> of the effectiveness of port reception and facilities and treatment in reducing marine plastic litter;<br/><b>Enhanced</b> public awareness, education and seafarer training;<br/><b>Improved</b> understanding of the contribution of ships to marine plastic litter;<br/><b>Improved</b> understanding of the regulatory framework associated with marine plastic litter from ships;<br/><b>Strengthened</b> international cooperation; and<br/>Targeted technical cooperation and capacity-building</p> | <p>- Background Objective<br/><br/>Time Frames<br/><br/>Actions / Outcomes / Measures</p> | <p>In line with SDG 14 of the UN 2030 Agenda)<br/><br/>EMSA Strategy<br/>SP 1: Sustainability</p> | <p>Linked to REMPEC:<br/>SO 1: Ratification of relevant int'l maritime Conventions related to the protection of the marine environment<br/>SO 4: To strengthen the Med MoU in the Mediterranean region<br/>SO 5: Provision of reception facilities in ports<br/>SO 6: Delivery of ship-generated wastes<br/>SO 12: Identification of PSSAs</p> |
| <p>EMSA 5-Year Strategy</p>                                | <p>Regulation (EC) No 1406/2002, establishing EMSA, is the legal basis that</p>   | <p><b>Sustainability</b> - Contribute to the European green agenda for maritime</p>   | <p>- Setting the scene (mandate, context and policy framework,</p>                        | <p>EMSA will continue assisting Member States</p>   | <p>Three (of five) strategic priorities of interest, namely:</p>   |

| Strategy / Project | Summary of key points  | Specific strategic objectives / aims   | Structure / content   | Direct relevance to other Strategies/Agendas/etc  | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate  |
|--------------------|--|--|---|---|--|
| (2020 – 2024)      | <p>defines the objectives and the tasks of EMSA and is the framework for developing the new EMSA 5-Year Strategy.</p> <p>This Founding Regulation has been amended several times. The principle impact of the 2013 revision was the geographical extension of assistance, cooperation, response and monitoring tasks to different sets of third countries; the extension of response tasks to marine pollution from oil and gas installations; and the possibility of using the Agency's recognised expertise and tools for ancillary tasks including the support to the establishment of a European maritime transport space without barriers, thereby extending benefits to related policy areas.</p> <p>The most recent amendment of this Regulation (Regulation (EU) No 2016/1625 of 14 September 2016), which</p> | <p>transport by strengthening the EU capacity to protect the marine environment, manage climate change and respond to new environmental challenges.</p> <p><b>Safety</b> - Contribute to higher maritime safety standards, anticipate new maritime safety challenges and expectations, and provide knowledge-based solutions with the aim of contributing to the reduction of marine casualties and human loss.</p> <p><b>Security</b> – Strengthen maritime security in Europe and globally where there is European interest.</p> <p><b>Surveillance</b> - Strengthen EMSA's role as the core information management hub for maritime surveillance.</p> | <p>methodology, implementation and indicators, EU maritime cluster)</p> <ul style="list-style-type: none"> <li>- Vision, mission and values</li> <li>- Strategic priorities</li> <li>- Approach and identity (roles and relationships)</li> </ul> | <p>in addressing the issue of transfer of harmful aquatic organisms and pathogens and in the implementation of the relevant international convention (ballast water management, anti-fouling systems).</p> <p>In relation to pollution from plastics, EMSA will contribute to developing guidance on minimising the impact of shipping, for instance reducing the use of plastics on board vessels, as well as to the implementation of the IMO Action Plan against marine litter</p> | <p>Sustainability; Safety; and Surveillance</p> <p>Are linked to REMPEC SO's 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22</p> |

| Strategy / Project  | Summary of key points   | Specific strategic objectives / aims   | Structure / content   | Direct relevance to other Strategies/Agendas/etc   | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate                        |
|---|---|--|---|--|--|
|   | <p>entered into force in October 2016, aims at developing European cooperation on coast guard functions by further developing forms of cooperation between EMSA, Frontex (European Border and Coast Guard Agency) and the European Fisheries Control Agency (EFCA) to improve synergies between those agencies, in order to provide more efficient and cost-effective multipurpose services to national authorities carrying out coast guard functions.</p> |  |   |  |  |
| <p>UN 2030 Agenda for Sustainable Development (2015-2030)</p> | <p>This is an Agenda of unprecedented scope and significance. It is accepted by all countries and is applicable to all, taking into account different national realities, capacities and levels of development and respecting national policies and priorities. These are universal goals and targets which involve the entire world, developed and developing countries alike. They are integrated and indivisible and balance the</p>                     | <p><b>SDG 1.</b> End poverty in all its forms everywhere;<br/><b>SDG 2.</b> End hunger, achieve food security and improved nutrition and promote sustainable agriculture;<br/><b>SDG 3.</b> Ensure healthy lives and promote well-being for all at all ages;<br/><b>SDG 4.</b> Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all;</p> | <p>Vision<br/><br/>Objectives<br/><br/>17 Sustainable Development Goals and targets</p> | <p>Linkage with IMO Strategy (in particular, with the Marine Environment) (refer to TC.1/Circ.69), namely,<br/><br/>Linked to REMPEC's SOs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20,<br/><br/>Linked to MSSD SOs: 1, 2, 3, 4, 5, 6.</p> | <p>SDGs 6, 7, 9, 13, 14 and 17 are linked to:<br/><b>REMPEC SOs</b> 1, 2, 3, 5, 6, 7, 9, 12, 14, 15, 18,</p> |

| Strategy / Project | Summary of key points   | Specific strategic objectives / aims   | Structure / content | Direct relevance to other Strategies/Agendas/etc | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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|                    | <p>three dimensions of sustainable development.</p> <p>17 Sustainable Development Goals (SDGs) + 169 targets;</p> | <p><b>SDG 5.</b> Achieve gender equality and empower all women and girls;</p> <p><b>SDG 6.</b> Ensure availability and sustainable management of water and sanitation for all;</p> <p><b>SDG 7.</b> Ensure access to affordable, reliable, sustainable and modern energy for all;</p> <p><b>SDG 8.</b> Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all;</p> <p><b>SDG 9.</b> Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation;</p> <p><b>SDG 10.</b> Reduce inequality within and among countries;</p> <p><b>SDG 11.</b> Make cities and human settlements inclusive, safe, resilient and sustainable;</p> <p><b>SDG 12.</b> Ensure sustainable consumption and production patterns;</p> |                     |  |   |

| Strategy / Project  | Summary of key points  | Specific strategic objectives / aims  | Structure / content  | Direct relevance to other Strategies/Agendas/etc                        | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate                                       |
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|   |  | <p><b>SDG 13.</b> Take urgent action to combat climate change and its impacts;</p> <p><b>SDG 14.</b> Conserve and sustainably use the oceans, seas and marine resources for sustainable development;</p> <p><b>SDG 15.</b> Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss;</p> <p><b>SDG 16.</b> Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels;</p> <p><b>SDG 17.</b> Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development;</p> |  |   |   |
| UNEP: Mediterranean Strategy for Sustainable Development (MSSD) | The Strategy is formulated taking into account the outcomes of the United Nations Conference on Sustainable Development (Rio+20) which put | The SIX Objectives:<br><br><b>O 1:</b> Ensuring sustainable development in marine and coastal areas;  | Background on the Mediterranean region Objectives Strategic Directions and Actions | O 1:linked to the 2030 Agenda SDG 14; EMSA SP 1; 4; IMO SDs 1, 3, 4, 6; | O 1, O 2, O 4, O 5 and O6 are linked to REMPEC's SOs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, |



| Strategy / Project   | Summary of key points  | Specific strategic objectives / aims  | Structure / content   | Direct relevance to other Strategies/Agendas/etc   | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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| (2016 – 2025)  | particular focus on the green economy in the context of sustainable development and poverty eradication. The United Nations process on the Sustainable Development Goals built upon the Millennium Development Goals and adopted a set of goals that is coherent and integrated into the United Nations 2030 development agenda. | <ul style="list-style-type: none"> <li>○ 2: Promoting resource management, food production and food security through sustainable forms of rural development;</li> <li>○ 3: Planning and managing sustainable Mediterranean cities;</li> <li>○ 4: Addressing climate change as a priority issue for the Mediterranean;</li> <li>○ 5: Transition towards a green and blue economy;</li> <li>○ 6: Improving governance in support of sustainable development;</li> </ul> |   | <p>O 2: linked to the 2030 Agenda SDGs 2, 6 &amp; 15; EMSA SP 1, 4; IMO SDs 1, 3, 4, 6.</p> <p>O 4: linked to the 2030 Agenda SDG 13; IMO SD 3; EMSA SP 1; IMO SDs 1, 3, 4, 6.</p> <p>O 5: linked to the 2030 Agenda SDGs 8, 9 &amp; 12; IMO SDs 1, 3, 4, 6,</p> <p>O 6: linked to the 2030 Agenda SDGs 16 &amp; 17; IMO SDs 1,4, 6.</p> |   |
| Road Map for a Proposal for the Possible Designation of the Mediterranean Sea, as a whole, as an Emission Control Area | This road map outlines the process towards a proposal for the possible designation of the Mediterranean Sea, as a whole, as defined in Article 1 of the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (“the Barcelona Convention”), as                                     | Main steps (2020-2021): <ul style="list-style-type: none"> <li>• Continued assistance provided for the ratification and effective implementation of MARPOL Annex VI to the Contracting Parties to the Barcelona Convention, which so request.</li> </ul>  | Decision IG.24/8<br><br>Introductions<br>Goals<br>Steps<br>Timetable<br>- Main Steps (2020-2021)<br>Final Steps (Beyond 2021) | Linked to:<br>EMSA SP 1;<br>IMO SD 1, ,<br>MSSD SOs 1, 5, 6  | Linked to REMPEC SO 1, 3, 4, 15;  |

| Strategy / Project   | Summary of key points  | Specific strategic objectives / aims  | Structure / content | Direct relevance to other Strategies/Agendas/etc | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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| <p>for Sulphur Oxides Pursuant to MARPOL Annex VI, within the Framework of the Barcelona Convention;</p> | <p>an Emission Control Area (ECA) for sulphur oxides (SOx) pursuant to Annex VI to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, and as further amended by the Protocol of 1997 (MARPOL), within the framework of the Barcelona Convention, hereinafter referred to as the proposed Med SOx ECA, elaborating the goals, steps, timetable, including milestones and actions, which serve this purpose.</p> <p>The goals of the process are two-fold:</p> <p>1. to reach consensus amongst the Contracting Parties to the Barcelona Convention with a view to formulating a joint and coordinated proposal on the designation of the proposed Med SOx ECA to the International Maritime Organization (IMO); and</p> | <ul style="list-style-type: none"> <li>• Completion of the necessary knowledge gathering;</li> <li>• Carrying out of the further studies to more fully address the criteria and procedures for designation of emission control areas laid down in Appendix III to MARPOL Annex VI;</li> <li>• Updating of the initial draft submission to the IMO based on the completed knowledge gathering and the further studies carried out;</li> <li>• Review of the outcome of the further studies by the SOx ECA(s) Technical Committee of Experts;</li> <li>• Review and validation of the draft IMO submission by the SOx ECA(s) Technical Committee of Experts;</li> <li>• Review, consideration and endorsement of a joint and coordinated proposal for the designation of the proposed Med SOx ECA to the IMO, if any, by the 14th Meeting of the Focal Points of the Regional Marine Pollution Emergency Response Centre for the</li> </ul> |                     |  |   |

| Strategy / Project | Summary of key points  | Specific strategic objectives / aims   | Structure / content | Direct relevance to other Strategies/Agendas/etc | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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|                    | <p>2. (only if consensus is reached) to submit the joint and coordinated proposal for the designation of the proposed Med SOx ECA to the IMO in accordance with the rules and procedures established by the Organization, to have the proposal assessed and approved by the Organization that may consider, adopt and bring into force an amendment to regulation 14 of MARPOL Annex VI related to the designation of the proposed Med SOx ECA, and to have the proposed Med SOx ECA effectively entering into force within a reasonable and practical timeframe, as defined by the Contracting Parties to the Barcelona Convention.</p> | <p>Mediterranean Sea (REMPEC);</p> <ul style="list-style-type: none"> <li>• Approval of a draft COP Decision on the joint and coordinated proposal for the designation of the proposed Med SOx ECA to the IMO, if any, by the Meeting of the MAP Focal Points;</li> <li>• Adoption of the COP Decision on the joint and coordinated proposal for the designation of the proposed Med SOx ECA to the IMO, if any, by the 22nd Meeting of the Contracting Parties to the Barcelona Convention and its Protocols (COP 22).</li> </ul> <p>Final steps (beyond 2021)1:</p> <ul style="list-style-type: none"> <li>• Submission of the joint and coordinated proposal for the designation of the proposed Med SOx ECA to the IMO in accordance with the rules and procedures established by the Organization;</li> <li>• Assessment of and, agreement to, the said proposal by the IMO's MEPC, if any;</li> <li>• Consideration and approval of a draft</li> </ul> |                     |  |   |

| Strategy / Project | Summary of key points | Specific strategic objectives / aims   | Structure / content | Direct relevance to other Strategies/Agendas/etc | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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|                    |                       | <p>amendment to regulation 14 of MARPOL Annex VI related to the designation of the proposed Med SOx ECA by the IMO's MEPC, if any, and request to the IMO Secretary-General to circulate it in accordance with article 16(2) of MARPOL, with a view to adoption at the next session of the IMO's MEPC;</p> <ul style="list-style-type: none"> <li>• Circulation of the draft amendment to regulation 14 of MARPOL Annex VI related to the designation of the proposed Med SOx ECA by the IMO Secretary General to all Members of the Organization and all Parties at least six months prior to its consideration;</li> <li>• Consideration and adoption of the draft amendment to regulation 14 of MARPOL Annex VI related to the designation of the proposed Med SOx ECA by the IMO's MEPC, if any;</li> <li>• Determination of the date of bringing into force of the amendment to regulation 14 of MARPOL Annex VI related to the designation of the proposed Med SOx ECA by the IMO's MEPC, if any,</li> </ul> |                     |  |   |

| Strategy / Project                    | Summary of key points   | Specific strategic objectives / aims  | Structure / content                            | Direct relevance to other Strategies/Agendas/etc   | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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|                                       |   | <p>in accordance with article 16(2)(f)(iii) of MARPOL;</p> <ul style="list-style-type: none"> <li>• Deemed acceptance of the amendment to regulation 14 of MARPOL Annex VI related to the designation of the proposed Med SOx ECA, if any;</li> <li>• Bringing into force of the amendment to regulation 14 of MARPOL Annex VI related to the designation of the proposed Med SOx ECA, if any; and</li> <li>• Effective entry into force of the Med SOx ECA, if any.</li> </ul> |  |  |   |
| <p>EU DG ENV Strategy 2016 – 2020</p> | <p>European Union environment policy continues to adapt to meet evolving environmental challenges which do not respect national borders and have increasingly global reach.</p> <p>Many environmental problems are trans-boundary in nature (e.g., air, marine and freshwater pollution, hazardous waste, industrial accidents, biodiversity) and require</p> | <p>Specific Objectives of Environmental Policy:</p> <p><b>Specific Objective 1:</b> The EU economy is resource-efficient, green and competitive;</p> <p><b>Specific Objective 2:</b> The Union's natural capital is protected, conserved and enhanced;</p> <p><b>Specific Objective 3:</b> The Union's citizens are</p>   | <p>Mission Statement<br/>Strategy<br/>KPIs</p> | <p>Linked to EMSA's SPs: 1, 2, 5<br/>Linked to IMO SDs: 1, 3, 4, 6<br/>Linked to MSSD SOs: 1, 3, 4, 5, 6</p> | <p>Linked to REMPEC's SOs: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15,</p>     |

| Strategy / Project  | Summary of key points  | Specific strategic objectives / aims  | Structure / content                                  | Direct relevance to other Strategies/Agendas/etc                    | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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|   | <p>solutions at the EU level to be truly effective.</p> <p>The Environment policy and the work of DG ENV will contribute to the EC's General Objectives, primarily Objective 1: (A New Boost for Jobs, Growth and Investment), while also supporting Objective 3 (A Resilient Energy Union with a Forward-Looking Climate Change Policy); 4 (A Deeper and Fairer Internal Market with a Strengthened Industrial Base), 7 (An Area of Justice and Fundamental Rights Based on Mutual Trust); 9 (A Stronger Global Actor); and 10 (A Union of Democratic Change)</p> | <p>safeguarded from environment-related pressures and risks to health and well-being;</p> <p><b>Specific Objective 4:</b> There is an enabling framework for environmental policy, based on smart implementation, a strong knowledge and evidence base, investment, and improved environmental integration and policy coherence;</p> <p><b>Specific Objective 5:</b> The Union's cities are more sustainable;</p> <p><b>Specific Objective 6:</b> The Union is more effective in addressing international environmental challenges;</p> |  |   |   |
| <p>DG ECHO Strategy 2016-2020</p> <p>Union Civil Protection</p> | <p>ECHO's strategy for 2016-2020 will focus on further fulfilling the Commission's 10 priorities.</p>  | <p>General Objective 1: A stronger global actor:</p> <p><b>Specific Objective 1.1:</b> People and countries in need are provided with adequate humanitarian and</p>   | <p>Mission Statement</p> <p>Strategy</p> <p>KPIs</p> | <p>Linked to EMSA SP 1, 5</p> <p>Linked to IMO SDs: 1, 3, 4, 6.</p> | <p>Linkage to REMPEC's SOs: 22, 21, 20, 19, 18, 17, 16</p>                            |

| Strategy / Project               | Summary of key points   | Specific strategic objectives / aims   | Structure / content | Direct relevance to other Strategies/Agendas/etc | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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| Mechanism (UCPM)                 |   | <p>civil protection assistance and effective;</p> <p><b>Specific Objective 1.2:</b> People and communities at risk of disasters are resilient;</p> <p>General Objective 2: Towards a new policy on migration:</p> <p><b>Specific Objective 2.1:</b> The humanitarian needs of the most vulnerable people in refugee crises are met;</p> <p>General Objective 3: A new boost for jobs, growth and investment:</p> <p><b>Specific Objective 3.1:</b> Populations and economic assets at risk of disasters in the EU are protected;</p> |                     |  |   |
| DG MOVE Strategic Plan 2016-2020 | DG MOVE's strategy / activities contribute actively to the Commission's 10 priorities, in particular: | <b>Commission General Objective 1:</b> 'A New Boost for Jobs, Growth and Investment';  |                     |  |   |

| Strategy / Project   | Summary of key points   | Specific strategic objectives / aims   | Structure / content  | Direct relevance to other Strategies/Agendas/etc   | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate  |
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|  |   | <p><b>Commission General Objective 2:</b> 'A Connected Digital Single Market';</p> <p><b>Commission General Objective 3:</b> 'A Resilient Energy Union with a Forward-Looking Climate Change Policy';</p> <p><b>Commission General Objective 4:</b> 'A Deeper and Fairer Internal Market with a Strengthened Industrial Base'; and</p> <p><b>Commission General Objective 9:</b> 'A Stronger Global Actor';</p>                        |  |  |  |
| <p>UNEP/MAP Ballast Water Management Strategy (Decision IG 20/11);</p> | <p>The Mediterranean BWM Strategy is composed of eight (8) Strategic Priorities and of an Action Plan. The Action Plan identifies eight (8) main measures to be taken at regional level, subregional or national level in accordance with the Strategic Priorities. The Action Plan includes a Work plan/Timetable for its implementation, which covered the years 2011-2015.</p> | <p>Strategic priorities:</p> <p><b>Strategic Priority 1</b> – Support international instruments developed to minimise the introduction of invasive alien species in the Mediterranean;</p> <p><b>Strategic Priority 2</b> – Maintain capacity-building activities and initiatives in the Mediterranean region;</p> <p><b>Strategic Priority 3</b> – Develop advanced knowledge on environmental condition of the Mediterranean and</p> | <p>Definition<br/>General Objective<br/>Introduction</p> <p>Strategic Priorities</p> | <p>BWM Mediterranean Strategy is referred to under Specific Objectives 1 b) and d) of UNEP/MAP MTS</p> | <p>Regional and/or subregional and/or bilateral agreements for exempting vessels in accordance with BWM Conv Reg A-4 (Exemptions)</p> <p>Linkage with thew REMPEC SOs: 1, 2, 3, 4, 7, 8)</p> |



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|                    | <p>CPs had agreed to continue with the Strategy beyond the 2015</p> <p>The GloBallast Partnership was extended until 2017.</p> <p>The BWM Conv came into force 8 Sept 2017</p> | <p>ships' mediated introduction of invasive alien species;</p> <p><b>Strategic Priority 4</b> – Use risk assessment as a reliable tool to assist in ballast water management decision-making and in compliance, monitoring and enforcement procedures;</p> <p><b>Strategic Priority 5</b> – Decide upon voluntary regional arrangements in the Mediterranean and ensure sub-regional and national strategies are in line with these;</p> <p><b>Strategic Priority 6</b> – Consider other regional seas strategies and initiatives;</p> <p><b>Strategic Priority 7</b> – Keep the Strategy and Action Plan under review and assess their implementation progress; and</p> <p><b>Strategic Priority 8</b> – Work on the identification of adequate resources to implement activities under the Strategy and Action Plan.</p> |                     |  |   |

| Strategy / Project | Summary of key points | Specific strategic objectives / aims   | Structure / content | Direct relevance to other Strategies/Agendas/etc | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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|                    |                       | <p>Main measures</p> <p>The Mediterranean BWM Strategy's Action Plan identifies eight (8) main measures to be taken at regional level, sub-regional or national level in accordance with the Strategic Priorities, as follows:</p> <p><b>Action 1</b> – Ratify the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention);</p> <p><b>Action 2</b> – Adopt harmonised arrangements for ballast water exchange in the Mediterranean region;</p> <p><b>Action 3</b> – Establish a solid Compliance, Monitoring and Enforcement (CME) system in the Mediterranean region;</p> <p><b>Action 4</b> – Establish a survey, biological monitoring and risk assessment system for Mediterranean ports;</p> <p><b>Action 5</b> – Enhance expertise; facilitate knowledge transfer and</p> |                     |  |   |

| Strategy / Project                         | Summary of key points   | Specific strategic objectives / aims   | Structure / content   | Direct relevance to other Strategies/Agendas/etc                                | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate                              |
|--|---|--|---|---|--|
|  |   | <p>capacity building in the Mediterranean region;</p> <p><b>Action 6</b> – Enhance public awareness on ships' ballast water and invasive alien species issues;</p> <p><b>Action 7</b> – Set-up a web-based Mediterranean mechanism for exchanging information; and</p> <p><b>Action 8</b> – Incorporate the Action Plan evaluation within the Barcelona Convention reporting system and procedure.</p> |   |   |  |
| SAFEMED IV, EuroMed Maritime SafetyProject | <p>The aim of the EU-funded SafeMed Project is to develop cooperation in the fields of maritime safety and security and in the protection of the marine environment between the EU and the Mediterranean partners. Its main objectives are:</p> <p>To procure a sustainable improvement in the protection of Mediterranean waters against the risks of accidents at sea and marine pollution;</p> | <p>Component 1* – Flag State Implementation;</p> <p>Component 2* – Port State Control;</p> <p>Component 3 - Vessel Traffic Monitoring and Information Systems;</p> <p>Component 4* – Protection of the Marine Environment;</p> <p>Component 5 - Human Element in maritime safety</p> <p>Component 6 - Security of ships and port facilities (ISPS);</p>  | <p>Component Description</p> <p>Expected Output (repeat for all components)</p> | <p>Linked to EMSA SPs: 1, 2, 3, 5.</p> <p>Linked to IMO SDs: 1, 3, 4, 5, 6.</p> | <p>The linkage with the REMPEC SOs: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 16., 17, 20, 21, 22</p> |

| Strategy / Project      | Summary of key points  | Specific strategic objectives / aims  | Structure / content | Direct relevance to other Strategies/Agendas/etc  | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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|                         | <p>To further reduce the capacity gap between the application of international regulatory framework and the EU legislative framework in order to ensure a coherent, effective and uniform implementation of the international conventions and rules for maritime safety and security.</p>  | <p>Component 7* - Mediterranean Coast Guard Functions Forum<br/>Component 8* - Bilateral activities<br/>Component 9: Communication</p>  |                     |   |   |
| <p>IMO IMSAS audits</p> | <p>The IMO Member State Audit Scheme (IMSAS), which is a mandatory audit of all Member States, commenced from 1 January 2016, with the aim of determining the extent to which they give full and complete effect to their obligations and responsibilities contained in a number of IMO treaty instruments. The mandatory IMO instruments included in the scope of the Scheme cover safety of life at sea (SOLAS 1974 and its 1988 Protocol); prevention of pollution from ships (MARPOL); standards of training, certification and watchkeeping for seafarers (STCW 1978); load lines (LL</p> | <p>The objective of the audit is to determine to what extent Member States are implementing and enforcing the applicable IMO instruments. In order to achieve this, the audit will observe and assess:</p> <p><b>1</b> compliance with the audit standard;</p> <p><b>2</b> that the Member State has enacted legislation, as appropriate, for the applicable IMO instruments relating to maritime safety and prevention of pollution to which it is a Party;</p> <p><b>3</b> the administration and enforcement of the applicable laws and regulations of the Member State; .</p> |                     | <p>Five <b>major areas</b> of recurrent findings and observations emerging from the analysis, identified by the sections of the III Code (III 5/INF.3, table 1 and figure 23), were <b>implementation</b> (flag, coastal and port State), <b>initial actions/legislation, enforcement</b> (flag, coastal and port State), <b>strategy and delegation of authority</b>.</p> <p>The four broad areas of <b>root causes</b>, as identified by the audited Member States, were related to <b>legislation</b>,</p> | <p>Linkage to REMPEC's SOs: 1, 3, 4, 5, 6, 7, 8, 10, 11, 12, 14, 15,</p>              |

| Strategy / Project | Summary of key points  | Specific strategic objectives / aims  | Structure / content | Direct relevance to other Strategies/Agendas/etc   | Overlap with Strategic Objectives of Regional Strategy (2016-2021) / REMPEC's mandate |
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|                    | <p>66 and its 1988 Protocol); tonnage measurement of ships (Tonnage 1969); and regulations for preventing collisions at sea (COLREG 1972).</p> | <p><b>4</b> the mechanism and controls in place, by which the delegation of authority by a Member State to a recognized organization and for the purposes of implementing convention requirements related to safety and protection of the environment is effected;</p> <p><b>5</b> the Member State's control, monitoring and feedback mechanism with respect to its own survey and certification process and, as applicable, of its recognized organization(s); and .</p> <p><b>6</b> the extent to which the Member State discharges any other obligations and responsibilities under the applicable IMO instruments.</p> |                     | <p><b>policy and procedures, management and implementation.</b> The most frequent root causes contributing to the <b>lack of effective implementation in the major areas identified in audits were related to the lack of national provisions; lack of policies; lack of awareness, understanding or interpretation of the requirements; lack of established written procedures; lack of management system; insufficient human and financial resources; lack of technical capability (trained personnel, hardware /equipment); and insufficient capacity to promulgate national legislation and keep it updated.</b></p> |   |