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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.4  
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Malta, 10 March 2020

Original: English

### SURVEY FOR THE PREPARATION OF THE OF THE MEDITERRANEAN STRATEGY FOR PREVENTION OF AND RESPONSE TO MARINE POLLUTION FROM SHIPS (POST-2021)

#### Note by the Secretariat

##### SUMMARY

**Executive Summary:** This document provides an analysis of the Survey carried out for the preparation of the of the Mediterranean Strategy for Prevention of and Response to Marine Pollution from Ships (Post-2021)

**Action to be taken:** Paragraph 13

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

#### Introduction

1. The Thirteenth Meeting of the Focal Points of REMPEC (Malta, 11-13 June 2019) requested the Secretariat :

- .1 to define, through a collaborative approach, the vision, the strategic directions, and objectives of a Post-2021 Mediterranean Strategy for Prevention of and Response to Marine Pollution from Ships;
- .2 to outline the main institutions and stakeholders' roles and responsibilities within their respective mandate, and identify required synergies; and
- .3 to propose a modus operandi (e.g. Action Plan) to ensure concerted planning, coordinated implementation, and monitoring procedures;

2. In order to fulfil the above request and to inform the development of the Post 2021 Mediterranean Strategy, two independent surveys were carried out by the Focal Points of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), and by the Post 2021 Mediterranean Strategy Brainstorming Group.

3. The latter consists of representative from REMPEC, International Maritime Organization (IMO), Mediterranean Action Plan of the United Nations Environment Programme (UNEP/MAP), the European Commission, European Maritime Safety Agency (EMSA) and IPIECA.

4. While the majority responded through online survey, some submitted their input in word format. The questionnaires are presented in their entirety in **Annex III** (Brainstorming Group Questionnaire) and **Annex IV** (Focal Point Questionnaire).

## **Survey Results**

5. Responses were received from all members of the Brainstorming Group, including representations from IPIECA, IMO, UNEP/MAP, a coordinated response from the European Commission and EMSA, and REMPEC.
6. A total of 14 responses were received from Contracting Parties to the Barcelona Convention, including Algeria, Bosnia and Herzegovina, Croatia, Cyprus (two separate responses), Greece, Israel, Malta, Monaco, Montenegro, Morocco, Tunisia (also two separate responses), and Turkey.
7. A summary of the responses received from the Brainstorming Group is presented in **Annex I**, and a summary of the responses received from Focal Points is presented in **Annex II**.

## **Conclusions**

8. All Brainstorming Group members and 12 out of 21 Contracting Parties submitted a response. Considering the current global pandemic (COVID-19), and the additional demands this puts on Contracting Parties, the number of responses from Contracting Parties was reasonable. It is to be noted that the Contracting Party responses received were very thorough and provided very useful input to the project team.
9. The Brainstorming Group's input has also been good, interesting, very helpful and has certainly assisted REMPEC in formulating the Post-2021 Strategy. One particular point which was strongly highlighted was the need for cooperation between all stakeholders in order to avoid duplication and waste of resources when implementing their respective strategies.
10. The questions put to the Brainstorming Group were different from those put forward to the Contracting Parties, but there were some similarities. There were a number of questions which were intentionally put to both the Brainstorming Group and the Contracting Parties alike. From these particular responses it quickly became clear that the priorities for the Mediterranean are practically the same for all the stakeholders, both the Brainstorming Group members and the Contracting Parties, for example, training and capacity building; the urgent need for the Mediterranean to become a SOx SECA under MARPOL Annex VI; the concerns about the Marine Plastic Litter; response to Climate Change; and the need for the Mediterranean States to be trained and have the required resources in order to be able to effectively prevent, control and respond to oil and HNS pollution in the Mediterranean. The need for a balance between regional, sub-regional and national approach was also agreed between all stakeholders.
11. One particular point, that practically all of the Contracting Parties have highlighted, is the lack of resources that the Contracting Parties are experiencing in order to implement the REMPEC Strategy. This lack of resources (human resources, facilities, equipment, etc) seems to be the main issue why certain Contracting Parties are still lacking behind in ratifying important international instruments, particularly those related to pollution, and more importantly, transposing those instruments which have already been ratified. This same lack of resources is hindering the Contracting Parties in fully implementing (Compliance, Monitoring, Enforcement (CME)) these international instruments. On the other hand, there was a general consensus by all Contracting Parties that they are satisfied with the assistance that REMPEC is providing in this regard.
12. In conclusion, these responses, both from the Brainstorming Group and the Contracting Parties, have been most interesting and informative and will certainly assist REMPEC in its ongoing work on the Post-2021 Strategy.

## **Actions requested by the Secretariat:**

13. **The Meeting invited to take note** of the information provided in the present document.

**ANNEX I - RESULTS SUMMARY: BRAINSTORMING GROUP**

A total of seven responses were received from members of the Brainstorming Group, these included representations from:

- .1 IPIECA;
- .2 IMO;
- .3 REMPEC (submitted in three separate responses);
- .4 UNEP/MAP; and
- .5 Coordinated Response form the European Commission and EMSA.

A summary of the responses received for each question are presented in the following sections (Question 1 requested name and contact details which are not repeated here for data protection purposes).

**Question 2**

With regard to the prevention of, response to, and preparedness for, marine pollution from ships, what do you consider the five (5) areas of highest concern (i.e. priorities) to be for the Mediterranean region as a whole over the next five to ten years, for:

- a. Specific areas of action / measures (e.g. improve implementation) and
- b. from a thematic point of view (e.g. responding to climate change?)

**Question 2: Response***Areas of highest concern for specific areas of action / measures*

Ensure that Mediterranean countries meet their legal obligations and responsibilities set by both the regional and international instruments, in particular environmental instruments; Capacity building; Oil and HNS spills (both packaged and bulk forms); Universal membership of the 2002 Prevention and Emergency Protocol; Bunker spills (recognising the challenges of new generation IMO 2020 compliant low sulphur fuels) including issues from STS hose failures); Ballast Water / Invasive species; Salvaging stranded mega-ships (thinking about container ships and issues with recovering cargo); Enabling international response actions / actors in a pandemic lock-down scenario; Encourage maritime sector and port infrastructures towards more environmental-friendly infrastructures; Strengthening cooperation to support pollution response; Shoreline preparedness and response integrated into the overall pollution preparedness and response planning; Focus on reducing, mitigating and reporting of atmospheric emissions from ships and the importance of designating an Emission Control Area for Sulphur Oxides (Med SO<sub>x</sub> ECA) (as a first step) and, subsequently for Nitrogen Oxides (Med NO<sub>x</sub> ECA) (as a second step); Risk assessment to enhance capacities and generalize the development of risk assessment of shipping and offshore activities in the Mediterranean;

*Areas of highest concern form a thematic point of view*

Strengthening capacity building to ensure effective exercise of Flag, Port and Coastal State jurisdiction; progressively include Climate Change mitigation and adaptation measures to the regional legal framework and linking this to atmospheric pollution as well as the possible influences with SECA; Management of solid waste, in particular plastic, on all ships; Improve PRF, and monitoring/sanctions for illegal discharges at sea; strengthening BWM through regional cooperation and sharing best practices; link between fuel quality, black carbon, energy efficiency and climate change; air quality issues in ports and public health, including issues with alternative fuels (LNG bunkers); ECAs and PSSAs; Emergency communication: to enhance capacities, means, and infrastructure to facilitate the communication and the effective management of emergencies and critical situations; and Regional Coordination.

### Question 3

The following is a non-exhaustive list of specific areas of action that have been identified (by the project team) for possible inclusion in the Post-2021 Strategy. Please arrange the areas of action in order of priority (starting with the highest concern), for the Mediterranean region as a whole, over the next five to ten years (refer to Annex 4 for the full list).

#### Question 3: Response

Ranked	Specific Areas of Action
1	<i>Supporting and encouraging ratification of relevant international conventions and regional instruments on prevention of, preparedness for, and response to marine pollution from ships</i>
2	<i>Ensuring effective maritime administration, enabling Contracting Parties to discharge relevant flag State, port State and coastal State obligations (including port state control inspections of ships under international maritime conventions)</i>
3	<i>Monitoring and surveillance of incidents and illicit discharges and emissions as well as enforcement and prosecution of offenders</i>
4	<i>Capacity building (and strengthening) in all topic areas (including technical cooperation and capacity building in relation to marine pollution)</i>
5	<i>Supporting sustainable port facilities and ship-shore interface</i>

### Question 4

With regard to supporting sustainable port facilities and ship-shore interface, please arrange the following in order of priority (starting with the highest concern), for the Mediterranean region as a whole, over the next five to ten years.

#### Question 4: Response

Ranked	Specific Concerns
1	<i>Adequate Port Waste Reception Facilities</i>
2	<i>Shore-side electricity provisions for ships</i>
3	<i>Bunkering facilities for alternative marine fuels</i>
4	<i>Infrastructure for the generation of renewable energy sources</i>

### Question 5

With regard to identification and designation of Particularly Sensitive Sea Areas and Special Areas (i.e. emission control areas (ECA) under the MARPOL Annexes), please arrange the following in order of priority (starting with the highest concern), for the Mediterranean region as a whole, over the next five to ten years.

#### Question 5: Response

Ranked	Specific Concerns
1	<i>Annex VI - SOx and PM (ECA and SECA)</i>
2	<i>Annex II - Noxious Liquid Substances</i>

3	<i>Annex VI – Nox (ECA)</i>
4	<i>Annex IV – Sewage</i>

### Question 6

The following is a non-exhaustive list of thematic areas that have been identified (by the project team) for consideration in the Post-2021 Strategy. Please arrange the thematic areas in order of priority (starting with the highest concern), for the Mediterranean region as a whole, over the next five to ten years (refer to Annex IV for the full list).

#### Question 6: Response

The highest ranked items were as follows.

Ranked	List of Thematic Areas
1	<i>Prevention of pollution from ships: technical cooperation activities directed toward MARPOL Convention and annexes</i>
2	<i>Response to climate change: technical cooperation activities directed toward follow-up of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change</i>
3	<i>Preparedness and response to marine pollution from ships: improving education, awareness-raising and human and institutional capacity</i>
4	<i>Prevention of pollution from ships: improving education, awareness-raising and human and institutional capacity</i>
5	<i>Response to climate change: improving education, awareness-raising and human and institutional capacity on reduction of GHG emissions from shipping, including assessment of impacts on States and development of National Action Plans</i>

### Question 7

In your respective institution, what steps (if any) are you taking to address the issues highlighted in Questions 3 and 6?

#### Question 7: Response

Addressing these issues through:

- Various Partnership initiatives / programmes;
- International and regional policies and legal frameworks;
- Mobilise resources and funding from UNEP/MAP, IMO, EU, private and other partners to implement various projects, actions and strategies;
- Various actions and training programmes by DG ECHO / UCPM, EMSA (SafeMed Project), ERCC, CleanSeaNet and SafeSeaNet.

### Question 8

Please could you indicate what existing plans or strategies you have in place relevant to marine pollution from ships and provide the period that these cover. Please include any plans or strategies under development and submit any relevant document to [rempec@rempec.org](mailto:rempec@rempec.org)

#### Question 8: Response

- **IMO** is the repository of a number of marine-related instruments; it has developed a wide array of resources and guidance to support countries in strengthening national and regional systems to respond to spills; through the ITCP implemented numerous national and regional activities on the subject matter; Also partners with IPIECA and GEF on a number of relevant programmes;
- **UNEP/MAP**: Other relevant regulatory and policy instruments are developed in the framework of the UNEP/MAP Barcelona Convention that should be taken into consideration in view of ensuring a synergistic approach, including:
  - The ICZM CRF and MSP Conceptual Framework, as shipping industry is one of the main sectors in the Mediterranean than needs to be included in the marine spatial plans, while there are also strong Land Sea Interactions (LSI) to be addressed.
  - The Post 2020 SAP BIO, especially regarding the establishment and management of SPAMIs/MPAs, and other area-based conservation and management measures, i.e. EBSA, PSSA etc. In addition, synergies are required between the post Strategy on pollution from ships, the Post 2020 SAP BIO and the Strategy Ballast Water Management in relation to the issue of non-indigenous species, as ballast water is one of the main vectors of NIS introduction.
  - Strong synergies are required also with the new/ updated Regional Plan on Marine Litter Management in view of ensuring a holistic approach in the prevention/ reduction of marine litter from land and sea-based sources.
  - The ongoing process for the possible designation of the Mediterranean Sea as a SOx Emission Control Area, needs to be fed into the preparation of the post 2021 strategy. The Strategy should consider expanding this work to address other harmful substances, i.e. a NOx ECA.
- **EC**: Further to the PRF Directive, activities under MSFD and other instruments can be found at [https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-10/index\\_en.htm](https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-10/index_en.htm)  
 REMPEC has benefited from an EU-funded project with the Barcelona Convention, with capacity building and pilot projects for reducing waste from ships at sea  
[https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-10/pdf/Marine\\_litter\\_med\\_project\\_20\\_4\\_2016.pdf](https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-10/pdf/Marine_litter_med_project_20_4_2016.pdf)  
 A follow-up project is under preparation  
 For contaminants, activities under MSFD can be found at:  
[https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-8/index\\_en.htm](https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-8/index_en.htm)  
 For underwater noise, work of TG Noise is also relevant with QUIETMED project in the Mediterranean  
[https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-11/index\\_en.htm](https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-11/index_en.htm)  
 EMSA is currently in discussions with DG NEAR for a future project, covering the period 2021 to 2026. This new phase of the ENP SOUTH project will link the thematic areas defined by IMO with the strategic priorities of the European Commission and the EMSA 5-year strategy. The new approach foresees that each thematic area will entail three types of action namely "Tools & Services", "Technical activities" and "Training activities". Through this new enhanced approach, support in flag State, coastal State and port State matters will be fostered; access to the services of the EMSA Academy will be offered ensuring life-long training; the link with the European Commission strategic priorities will be deepened and finally the way to the digitisation of beneficiaries will be paved through enhanced access to tools and services developed by the Agency. At the outset, the new ENP projects would focus on those issues and cooperation sectors that reflect common priorities and where EU presence and support are already significant. Among those issues, we can include digital infrastructures, sustainability, a robust formal and non-formal education, and, last but not least, proper implementation and enforcement of the international conventions.

### Question 9

With reference to the strategies outlined in Question 8, for each strategy / plan is the approach based on collective regional action OR at a more national level, focussing on countries which are lacking behind when it comes to the prevention of, response to and preparedness for marine pollution from ships, in order to improve the overall standard within the Mediterranean region?

### Question 9: Response

The general response was for both the regional and national level approach.

### Question 10

In your opinion, what is the most effective way we can ensure collaboration and complementarities between the REMPEC Post-2021 Strategy and the strategies under development in your respective institution?

### Question 10: Response

- Keep engaging with all stakeholders in the Mediterranean region;
- Strong relationships and ongoing communication and liaison with all stakeholders;
- Combination of exploring synergies, avoiding duplication of work;
- Share the same global and specific objectives of the respective strategies;

### Question 11

For any strategy already in place, how do you see the Post-2021 Strategy fitting in with those existing strategies, and how can we best avoid duplicating activities, efforts and resources?

### Question 11: Response

- To consider in this Strategy the global initiatives which have already proven effective to build capacity and foster cooperation through public and private partnerships (PPPs) for oil spill preparedness and response;
- The process of the preparation of the Strategy should feed in the process of the preparation of the UNEDP/MAP MTS 2022-2027;
- By building clear complementarities, where the Barcelona Convention regional framework can bring added value with specific actions;
- Upstream coordination between institutions during the preparation of their respective programme of work and budget, by setting up a 'Steering Committee';

### Question 12

Please could you share details of any ongoing or planned projects related to marine pollution from ships in the Mediterranean and submit any relevant document or link to [rempec@rempec.org](mailto:rempec@rempec.org)

### Question 12: Response

- <https://www.ipieca.org/our-work/oil-spill/the-global-initiative/>;
- IMO through the ITCP;
- West MOPoCo;
- Marine Litter MED Project – to be followed by the MED II Project;
- DG ECHO currently co-finances the following projects:  
NAMIRG (2018-19) - North Adriatic Maritime Incident Response Group <https://www.namirg.eu/>  
WestMOPoCo (2019-20) - Western Mediterranean Region Marine Oil and HNS Pollution

Cooperation (FR, IT, ES, MT, DZ, MA, TN, and also HELCOM, Bonn Agreement, REMPEC, ITOFF, ISPRA) <https://www.westmopoco.rempec.org/en>

IMAROS (2020-21) - Improving response capacities and understanding the environmental impacts of new generation low sulphur MARine fuel Oil Spills (NO, SE, DK, BE, FR and MT)

Be-Ready (2020-21) - BEst Rapid Environmental Assessment Decision sYstem; a unified platform that covers Oil and HNS spills, easily exportable to different geographical contexts (IT, ES, LB, JO);

- EMSA is currently implementing SAFEMED IV Commission-financed projects aiming at providing technical assistance to the ENP SOUTHERN and EASTERN counties bringing together national, European and international stakeholders with the aim to raise the safety, security and protection of marine environment standards.

<http://emsa.europa.eu/implementation-tasks/training-a-cooperation/safemed-iv.html>;

### Question 13

With reference to work going on in your own institution, and with an understanding of REMPEC's duty to support all CPs of the Barcelona Convention, which areas (either specific areas of action or thematic areas) do you consider to be most important for REMPEC to focus on over the next five to ten years?

#### Question 13: Response

- Protection of life under water (UN SDG 14);
- Climate Change;
- Offshore focus;
- Ballast Water and Invasive species;
- Marine Litter;
- Designation of the Mediterranean as a SOx SECA;
- Capacity building;
- Strengthening cooperation;
- Interconnection of Databases;
- Maintenance of the national systems for preparedness and response to marine pollution;
- Continue / strengthening work on atmospheric pollution (SOx, NOx, GHG emissions);

### Question 14

Are there any other institutions you think we should be speaking to whilst developing our Post-2021 Strategy for the prevention of, and response to, marine pollution from ships?

#### Question 14: Response

- IOGP; Oil Spill Response Ltd., ITOFF, MOIG; EMSA, EEA, UNECE, Bonn Agreement, HELCOM, OSPAR, INTERPOL, IMPEL, Industry groups (Ports Associations, Shipowner Associations, Cruise Operators associations, etc), NGOs (IUCN, WWF, etc), UfM, Regional Professional Groups/Federations.

### Question 15

Finally, please share anything else that you think might be relevant to the project team and REMPEC Secretariat

#### Question 15: Response

- All the commitments that the Contracting Parties have undertaken in their Decisions are important for implementation. Additional efforts may be invested for the latest decisions (like MED ECA), as these were the most recent decisions and there was not much time to implement them.



- Due to the Covid-19 outbreak the strategy should include explicit references also to the public health dimension for citizens living in coastal areas. First of all there is a strong and scientifically proven link between air pollution and respiratory diseases and secondly an increasing evidence on the seriousness of the pandemic in areas with critically high levels of air pollution.
- We are aware that this terminology 'marine pollution' is widely used in the IMO context but the situation is changing. Better to refer more specifically to air pollution/health, e.g. like in the latest revision of the PSC guidelines in the IMO remit.
- ECAs are covered under Annex VI only
- E.G. short sea shipping electrification, slow steaming or other relevant measures in sea areas next to the coastline. This is an important element to reduce air pollution from short sea shipping as the shore power supply in ports can contribute only partly to reduce air pollution in coastal areas.
- We think addressing pollution to air and water should not 'compete' but be dealt with in parallel. Of course air pollution has also an impact on matters to their deposition but the focus remain on air.
- As regards pollution to air from ships:
  - Annex VI – NO<sub>x</sub> (ECA) as well as consideration of work on primary (and secondary) PM
  - Annex VI - SO<sub>x</sub> and PM (ECA and SO<sub>x</sub>-ECA) with consideration of work on primary PM (including Black Carbon)As regards pollution to water from ships:
  - Annex II - Noxious Liquid Substances
- The need to raise the awareness of the competent national institutions on the importance of the regional strategy post 21 to ensure their adhesion in its implementation with the same pledges as for any legal text.

## **ANNEX II - RESULTS SUMMARY: FOCAL POINTS**

A total of 14 responses were received from 12 Contracting Parties (CPs), meaning that two CPs have submitted two responses from two different Focal Points.

A summary of the responses to each question are presented in the following sections (Question 1 requested name and contact details which are not repeated here for data protection purposes).

### **Question 2**

What elements of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021) and associated activities have you found most beneficial for your country? Please choose from the below related specific objectives, the five (5) most beneficial, and for each of the selected objective highlight at least one (1) of the most relevant associated activities you benefited from (refer to Annex III for the full list of REMPEC's Strategic Objectives).

#### **Question 2: Response**

The responses varied according to the CP's needs. However, below is the list of Specific Objectives (SOs) the CPs found most beneficial to them:

<b>Listing</b>	<b>Specific Objective</b>
<b>1</b>	SO 1: Ratification of international maritime conventions related to the protection of the marine environment
<b>2</b>	SO 5: Provision of reception facilities in ports
<b>3</b>	SO 4: To strengthen the Mediterranean MoU
<b>4</b>	SO 20: To increase the level of knowledge in the field of preparedness and response to accidental marine pollution.

### **Question 3**

What have been the main difficulties faced by your country when implementing the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021)? If you have possible solutions to address these difficulties, please also include these.

#### **Question 3: Response**

The responses varied depending on the CP's resources. However, below is the list of main difficulties the CPs experienced when implementing the REMPEC Strategy.

<b>Listing</b>	<b>Main Difficulties</b>
<b>1</b>	Ratification and transposition of international maritime conventions related to the protection of the marine environment
<b>2</b>	Lack of resources
<b>3</b>	Lack of PRF
<b>4</b>	Studies on LNG bunkering
<b>5</b>	Lack of knowledge on Air Emissions from ships

<b>6</b>	Illicit discharges – monitoring by satellite available to all Mediterranean States
<b>7</b>	More assistance from REMPEC

#### Question 4

What assistance have you received in relation to the prevention of, response to, and preparedness for marine pollution from ships, either directly through REMPEC, or through other projects and institutions?

For each time you have received assistance, please rate how useful the instances of assistance were for your country (please use categories very low, low, moderate, high, very high)

#### Question 4: Response

Rating	Assistance received
<b>Very High</b>	<ul style="list-style-type: none"> <li>- Assistance in general provided by REMPEC;</li> <li>- Assistance by REMPEC in the drafting of NCPs to specific CPs;</li> <li>- Assistance by REMPEC in the drafting of sub-regional Contingency Plans;</li> <li>- National and regional workshops on different subjects;</li> <li>- Assistance to specific CPs on a number of projects;</li> <li>- Assistance by IMO through the ITCP;</li> </ul>
<b>High</b>	<ul style="list-style-type: none"> <li>- National Oil Spill Training Courses organised by REMPEC;</li> <li>- REMPEC support in national pilot projects;</li> </ul>
<b>Moderate</b>	<ul style="list-style-type: none"> <li>- REMPEC assistance to some CPs re the preparation of a NAP for the implementation of the REMPEC Strategy</li> </ul>

#### Question 5

Do you think it is more useful to receive assistance on a collective regional level, or at a focussed sub-regional and national level?

#### Question 5: Response

The response was very clear that all three options are equally important / useful.

●	Collective regional level	0
●	Focused sub-regional level	2
●	Focused National level	2
●	The three options are equally ...	10



#### Question 6 to 25

The next section (questions 6 to 25) lists the most important international and regional instruments relevant to REMPEC's work. For those that your country has not ratified, or for those that have been ratified but not yet transposed into national law or adequately implemented or enforced, please provide the following information:

- *The constraints your country has faced when ratifying, transposing, implementing or enforcing the legal instruments*
- *The type of assistance your country needs to overcome these constraints (e.g. capacity building, technical assistance (legal, technical), assessment, infrastructure investment, other)*

**International and regional instruments relevant to REMPEC’s work:**

1. 2002, Prevention and emergency protocol
2. MARPOL Annex I
3. MARPOL Annex II
4. MARPOL Annex III
5. MARPOL Annex IV
6. MARPOL Annex V
7. MARPOL Annex VI
8. AFS 2001
9. BMW 2004
10. OPRC, 1990
11. OPRC-HNS Protocol, 2000
12. CLC 1992
13. FUND 1992
14. LLMC Protocol 96
15. 1996 HNS Convention
16. Bunker Convention, 2001
17. FUND Protocol 2003
18. Wreck Removal Convention, 2007
19. Hong Kong International Convention
20. Other

**Question 6 to 25: Response**

Some of the CPs did not respond to these questions, while others reported that they had nothing to report or just simply answered ‘None’ which, the latter, could mean that they have no problems at all, which, in that case, is very encouraging. But there were other CPs who highlighted, in some detail, their problems and constraints. The table below summarises these responses.

Question	Response
<i>The constraints your country has faced when ratifying, transposing, implementing or enforcing the legal instruments</i>	Not all the CPs have ratified all the mentioned instruments (Refer to the IMO/REMPEC websites for up-to-date info). Some

	<p>CPs reported that some instruments are being processed or under consideration or not under consideration at the moment;</p> <p>Not all the CPs have transposed those instruments which they have ratified / implemented / enforced, listing the following constraints:</p> <ul style="list-style-type: none"> <li>- Bureaucratic / rigid legal system, involving a number of Ministries, causes problems to ratify and more so to transpose into national law;</li> <li>- Lack of resources;</li> <li>- Lack of PRFs;</li> <li>- Unable to stop the transit of sub-standard vessels through their national waters due to UNCLOS right of innocent passage;</li> </ul>
<p><i>The type of assistance your country needs to overcome these constraints (e.g. capacity building, technical assistance (legal, technical), assessment, infrastructure investment, other)</i></p>	<ul style="list-style-type: none"> <li>- Capacity building (Both technical and legal personnel and handling of claims);</li> <li>- Technical and legal assistance;</li> <li>- Assistance to carry out Evaluation Studies;</li> </ul>

**Question 26**

When were you last audited by IMO for IMSAS, and what were the main findings of the audit? (if you have not yet been audited, please indicate when your next audit is due?)

**Question 26: Response**

Most of the CPs who answered have so far been audited under the VIMSAS, while four CPs have a date set for the IMSAS audit ranging from this year to 2023.

As regards the main findings, not all the CPs submitted this information, however, the following is a list of the most common findings encountered:

- Lack of effective mechanisms for the implementation and enforcement of provisions of mandatory IMO instruments and amendments;
- Failure to provide IMO with copies of the legislations;
- Lack of monitoring of ROs;

**Question 27**

With regard to the prevention of, response to, and preparedness for, marine pollution from ships, what do you consider the five (5) areas of highest concern (i.e. priorities) to be for the Mediterranean region as a whole, and for your respective country, over the next five to ten years, for:

- a. Specific areas of action / measures (e.g. improve implementation) and
- b. from a thematic point of view (e.g. responding to climate change?)

**Question 27: Response**

- a) Specific Areas of Action of highest concern

- Raising awareness against marine pollution caused by ships;
- Pollution tracking-monitoring with satellite
- Enforce to implementation of BWM Convention Strengthening the process for the implementation of the BWM Convention
- Improving the technical capacity of the emergency response centres and training of specialists
- Organizing collective regional level training and workshops on illegal discharges and non-sources of pollution
- Implementation of the international and regional instruments in Mediterranean region – as an continuous activity
- To designate Mediterranean Sea as a whole as SOx emission control area under MARPOL Annex VI (SECA);
- Possible designation of the Mediterranean region as NOx and PM emission control area under MARPOL Annex VI (ECA)
- To develop and implement new Sub-regional Oil Spill Contingency Plan for the Adriatic-Ionian subregion.
- Full implementation of the newest energy efficiency technologies as a response to climate change
- Effective maritime administration,
- Strengthening incident response capacities, national and regional levels
- Identification and designation of PSSAs,
- Capacity building,
- Monitoring of illicit discharges and emissions and ensuring effective enforcement and prosecution of offenders
- Ship's Routeing Systems
- Dealing with air pollution from ships at all sectors relevant (Sox NOx, PM, BC, smoke
- Ratification, effective implementation and enforcement of relevant int'l instruments;
- Designation of places of refuge
- Identification of Particularly Sensitive Sea Areas PSSA
- Pollution tracking / monitoring by satellite;
- Strengthening collaboration at sub-regional levels;
- Dealing with air pollution;
- Respond to pollution incidents;
- BWM (CME)

b) Thematic activities

- Prevention of pollution from ships (technical cooperation),
- Invasive alien species (CME, regional agreements, human and institutional capacity),
- Prevention of illegal discharges from ships (including of marine plastic litter from shipping/fishing vessels)
- Response to climate change Preparedness and Response to pollution from Ships
- Studies on Invasive Alien Species,
- Promotion of energy efficiency
- Improvement of the level of knowledge
- Installation of reception facilities
- Installation of bunkering stations for LNG and other clean fuels
- Guarantee the availability of adequate emergency towing capacity throughout the Mediterranean
- Reinforcement of pre-positioned spill control equipment,
- Improve the quality, speed and efficiency of the decision-making process in the event of a marine pollution incident

### Question 28

For the areas / topics listed in response to Question 27, which areas / topics do you think would benefit most with additional targeted assistance from REMPEC, or similar institutions? And which would be most suited to national assistance v regional assistance?

### Question 28: Response

The response varied according to the CP's needs, however, the following is a list of activities that the CPs indicated as being of benefit to them:

- Respond to Climate Change;
- Technologies of monitoring and detection of air pollution from ships as well as methodologies of pollution reduction;
- Strengthening collaboration at sub-regional level;
- Organizing collective training and workshops, at regional level, on illegal discharges and non-sources of pollution;
- Improving the level of enforcement and the prosecution of unlawful disposals;
- Strengthening the national system for preparing and combating accidental pollution;
- Identification of PSSAs – Improvement of the level of knowledge;
- Ensuring effective maritime administrations.

### Question 29

The following non-exhaustive list of specific areas of action have been identified (by the project team) for possible inclusion in the Post-2021 Strategy. Please arrange the areas of action in order of priority (starting with the highest concern), for the Mediterranean region as a whole, and your respective country, over the next five to ten years (refer to Annex V for full list).

### Question 29: Response

Listing	List of Specific Areas of highest concern
1	Ensuring effective maritime administration, enabling Contracting Parties to discharge relevant flag State, port State and coastal State obligations (including port state control inspections of ships under international maritime conventions)
2	Capacity building (and strengthening) in all topic areas (including technical cooperation and capacity building in relation to marine pollution)
3	Supporting and encouraging ratification of relevant international conventions and regional instruments on prevention of, preparedness for, and response to marine pollution from ships
4	Monitoring and surveillance of incidents and illicit discharges and emissions as well as enforcement and prosecution of offenders
5	Strengthening incident response capacities (strengthening national capacity and regional cooperation, towing capacity, places of refuge, and equipment availability and positioning)

**Question 30**

With regard to supporting sustainable port facilities and ship-shore interface, please arrange the following in order of priority (starting with the highest concern), for the Mediterranean region as a whole, and for your respective country, over the next five to ten years.

**Question 30: Response**

<b>Listing</b>	<b>Port Facilities &amp; Ship-Shore Interface – highest concern</b>
<b>1</b>	Adequate Port Waste Reception Facilities
<b>2</b>	Shore-Side Electricity Provisions for Ships
<b>3</b>	Bunkering Facilities for Alternative Marine Fuels
<b>4</b>	Infrastructure for the Generation of Renewable Energy Sources

**Question 31**

With regard to identification and designation of Particularly Sensitive Sea Areas and Special Areas (i.e. emission control areas (ECA) under the MARPOL Annexes), please arrange the following in order of priority (starting with the highest concern), for the Mediterranean region as a whole, and for your respective country, over the next five to ten years.

**Question 31: Response**

<b>Listing</b>	<b>PSSAs &amp; Special Areas – highest concern</b>
<b>1</b>	MARPOL Annex VI – SOx and PM (ECA and SECA)
<b>2</b>	MARPOL Annex II – Noxious Liquid Substances (NLS)
<b>3</b>	MARPOL Annex VI – NOx (ECA)
<b>4</b>	MARPOL Annex IV - Sewage

**Question 32**

The following is a non-exhaustive list of thematic areas that have been identified (by the project team) for consideration in the Post-2021 Strategy. Please arrange the thematic areas in order of priority (starting with the highest concern), for the Mediterranean region as a whole, and for your respective country, over the next five to ten years (refer to Annex V for full list).

**Question 32: Response**

<b>Listing</b>	<b>Thematic Areas of highest concern</b>
<b>1</b>	Prevention of pollution from ships: technical cooperation activities directed toward MARPOL Convention and annexes
<b>2</b>	Prevention of pollution from ships: improving education, awareness-raising and human and institutional capacity
<b>3</b>	Preparedness and response to marine pollution from ships: technical cooperation activities directed toward IMO instruments
<b>4</b>	Preparedness and response to marine pollution from ships: improving education, awareness-raising and human and



	institutional capacity as well as improving education, awareness-raising and human and institutional capacity
5	Marine Litter: reducing shipping/fishing vessel's contribution to marine plastic litter (i.e. preventing illegal discharge of waste from ships)

**Question 33**

What organisations or institutions are you currently partnering with to tackle the issue of marine pollution from ships in your country? (please provide any contact details if relevant)

**Question 33: Response**

Most of those CPs who replied to this question referred to other Ministries and Departments within their own country, including, but not limited to, Department of Fisheries, Ministry of Energy, Ministry of Transport, Department of the Environment, Coast Guard, Hellenic Centre for Marine Research (HCMR), Environment and Resources Authority. However, most of the CPs also referred to IMO, EU (EMSA) and REMPEC.

**Question 34**

Finally, please share anything else that you think might be relevant to the project team and REMPEC Secretariat?

**Question 34: Response**

Only a few CPs responded this question, but those very few that replied highlighted the fact that REMPEC should concentrate on issues which are extremely important to the Mediterranean basin and to take up only those issues that REMPEC can deal with effectively. One such concern indicated was about the conflicts around the Mediterranean basin which can result in major pollution incidents and that these concerns should be taken into consideration when setting up future strategies for the Mediterranean region.

### **ANNEX III - Brainstorming Group Questionnaire**

#### **Question 1**

Please provide us with your name, organisation and email address

#### **Question 2**

With regard to the prevention of, response to, and preparedness for, marine pollution from ships, what do you consider the five (5) areas of highest concern (i.e. priorities) to be for the Mediterranean region as a whole over the next five to ten years, for:

- a. Specific areas of action / measures (e.g. improve implementation) and
- b. from a thematic point of view (e.g. responding to climate change?)

#### **Question 3**

The following is a non-exhaustive list of specific areas of action that have been identified (by the project team) for possible inclusion in the Post-2021 Strategy. Please arrange the areas of action in order of priority (starting with the highest concern), for the Mediterranean region as a whole, over the next five to ten years.

- Supporting and encouraging ratification of relevant international conventions and regional instruments on prevention of, preparedness for, and response to marine pollution from ships
- Ensuring effective maritime administration, enabling Contracting Parties to discharge relevant flag State, port State and coastal State obligations (including port state control inspections of ships under international maritime conventions)
- Capacity building (and strengthening) in all topic areas (including technical cooperation and capacity building in relation to marine pollution)
- Monitoring and surveillance of incidents and illicit discharges and emissions as well as enforcement and prosecution of offenders
- Reduction in risk of vessel collisions through continued introduction of Ship's Routing Systems
- Improved maritime traffic control (Vessel Traffic Services (VTS) / Vessel Traffic Management and Information Systems (VTMIS))
- Supporting sustainable port facilities and ship-shore interface
- Identification and designation of Particularly Sensitive Sea Areas and Special Areas (i.e. emission control areas (ECAs) under the MARPOL Annexes)
- Strengthening incident response capacities (strengthening national capacity and regional cooperation, towing capacity, places of refuge, and equipment availability and positioning)
- Knowledge sharing in prevention, preparedness and response, including development of manuals and guidelines as well as technological developments including decision support tools, to aid prevention and response to marine pollution from ships

#### **Question 4**

With regard to supporting sustainable port facilities and ship-shore interface, please arrange the following in order of priority (starting with the highest concern), for the Mediterranean region as a whole, over the next five to ten years.

- Adequate Port Waste Reception Facilities;
- Shore-side electricity provisions for ships;
- Bunkering facilities for alternative marine fuels;
- infrastructure for the generation of renewable energy sources

#### **Question 5**

With regard to identification and designation of Particularly Sensitive Sea Areas and Special Areas (i.e. emission control areas (ECA) under the MARPOL Annexes), please arrange the following in order of priority (starting with the highest concern), for the Mediterranean region as a whole, over the next five to ten years.

- Annex II - Noxious Liquid Substances
- Annex IV – Sewage
- Annex VI - SOx and PM (ECA and SECA)
- Annex VI – Nox (ECA)

#### **Question 6**

The following is a non-exhaustive list of thematic areas that have been identified (by the project team) for consideration in the Post-2021 Strategy. Please arrange the thematic areas in order of priority (starting with the highest concern), for the Mediterranean region as a whole, over the next five to ten years.

- Prevention of pollution from ships: technical cooperation activities directed toward MARPOL Convention and Annexes;
- Prevention of pollution from ships: improving education, awareness-raising and human and institutional capacity;
- Preparedness and response to marine pollution from ships: technical cooperation activities directed toward IMO instruments
- Preparedness and response to marine pollution from ships: improving education, awareness-raising and human and institutional capacity;
- Response to climate change: technical cooperation activities directed toward follow-up of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change
- Response to climate change: improving education, awareness-raising and human and institutional capacity on reduction of GHG emissions from shipping, including assessment of impacts on States and development of National Action Plans
- Invasive Alien Species (Ballast Water Management, Biofouling, Anti-fouling Systems): technical cooperation activities directed at ratification, CME and regional agreements as well as improving education, awareness-raising and human and institutional capacity
- Marine Litter: reducing shipping/fishing vessel's contribution to marine plastic litter (i.e. preventing illegal discharge of waste from ships)
- Marine Litter: ensuring appropriate port waste reception facilities (PRF);
- Emerging issues (e.g. underwater noise from ships, grey water, etc)

#### **Question 7**

In your respective institution, what steps (if any) are you taking to address the issues highlighted in

#### **Question 8**

Please could you indicate what existing plans or strategies you have in place relevant to marine pollution from ships and provide the period that these cover. Please include any plans or strategies under development and submit any relevant document to [rempec@rempec.org](mailto:rempec@rempec.org)

#### **Question 9**

With reference to the strategies outlined in Question 8, for each strategy / plan is the approach based on collective regional action OR at a more national level, focussing on countries which are lacking behind when it comes to the prevention of, response to and preparedness for marine pollution from ships, in order to improve the overall standard within the Mediterranean region?

#### **Question 10**

In your opinion, what is the most effective way we can ensure collaboration and complementarities between the REMPEC Post-2021 Strategy and the strategies under development in your respective institution?

#### **Question 11**

For any strategy already in place, how do you see the Post-2021 Strategy fitting in with those existing strategies, and how can we best avoid duplicating activities, efforts and resources?

**Question 12**

Please could you share details of any ongoing or planned projects related to marine pollution from ships in the Mediterranean and submit any relevant document or link to [rempec@rempec.org](mailto:rempec@rempec.org)

**Question 13**

With reference to work going on in your own institution, and with an understanding of REMPEC's duty to support all CPs of the Barcelona Convention, which areas (either specific areas of action or thematic areas) do you consider to be most important for REMPEC to focus on over the next five to ten years?

**Question 14**

Are there any other institutions you think we should be speaking to whilst developing our Post-2021 Strategy for the prevention of, and response to, marine pollution from ships?

**Question 15**

Finally, please share anything else that you think might be relevant to the project team and REMPEC Secretariat

## **ANNEX IV - Focal Point Questionnaire**

### **Question 1**

Please indicate which Contracting Party you represent, and provide us with your name, organisation, and email address?

### **Question 2**

What elements of the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021) and associated activities have you found most beneficial for your country? Please choose from the below related specific objectives, the five (5) most beneficial, and for each of the selected objective highlight at least one (1) of the most relevant associated activities you benefited from.

1. Ratification of international maritime conventions related to the protection of the marine environment
2. To control and manage ships' biofouling to minimize the transfer of invasive aquatic species
3. Ensuring effective maritime administrations
4. To strengthen the Mediterranean MoU
5. Provision of reception facilities in ports
6. Delivery of ship-generated wastes
7. Improved follow-up of pollution events as well as monitoring and surveillance of illicit discharges
8. To improve the level of enforcement and the prosecution of discharge offenders
9. To reduce the pollution generated by pleasure craft activities
10. Reduced risk of collisions by establishing Ship's Routing Systems
11. Improved control of maritime traffic
12. Identification of Particularly Sensitive Sea Areas (PSSAs)
13. Reduction of marine noise caused by ships
14. To establish procedures for the designation of places of refuge to minimise the risks of widespread pollution
15. To examine the possibility of designating the Mediterranean Sea or parts thereof as SOx emission control area under MARPOL Annex VI and effectively implement the existing energy efficiency measures
16. To ensure that adequate emergency towing capacity is available throughout the Mediterranean
17. To enhance the levels of prepositioned spill response equipment
18. To encourage R&D and facilitate transfer of technology
19. To improve the quality, speed and effectiveness of decision-making process in case of pollution incident
20. To increase the level of knowledge in the field of preparedness and response to accidental marine pollution
21. To revise the existing recommendations, principles and guidelines
22. To strengthen the capacity of individual coastal States to respond efficiently to marine pollution incidents through development of contingency plans

### **Question 3**

What have been the main difficulties faced by your country when implementing the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021)? If you have possible solutions to address these difficulties, please also include these.

### **Question 4**

What assistance have you received in relation to the prevention of, response to, and preparedness for marine pollution from ships, either directly through REMPEC, or through other projects and institutions? For each time you have received assistance, please rate how useful the instances of assistance were for your country (please use categories very low, low, moderate, high, very high)

### Question 5

Do you think it is more useful to receive assistance on a collective regional level, or at a focussed sub-regional and national level?

Answer options:

- a. Collective regional level
- b. Focused sub-regional level
- c. Focused National level
- d. The three options are equally useful

### Question 6 Subheading - Transposition of existing international instruments

The next section lists the most important international and regional instruments relevant to REMPEC's work. For those that your country has not ratified, or for those that have been ratified but not yet transposed into national law or adequately implemented or enforced, please provide the following information:

- The constraints your country has faced when ratifying, transposing, implementing or enforcing the legal instruments
- The type of assistance your country needs to overcome these constraints (e.g. capacity building, technical assistance (legal, technical), assessment, infrastructure investment, other)

List of instruments

under each instrument the following will be repeated:

Please tell us what constraints your country has faced when ratifying, transposing, implementing or enforcing this legal instrument?

Please tell us what type of assistance you would need to overcome these constraints (e.g. capacity building, technical assistance (legal, technical), assessment, infrastructure investment, other)?

- 2002, Prevention and emergency protocol
- MARPOL Annex I
- MARPOL Annex II
- MARPOL Annex III
- MARPOL Annex IV
- MARPOL Annex V
- MARPOL Annex VI
- AFS 2001
- BMW 2004
- OPRC, 1990
- OPRC-HNS Protocol, 2000
- CLC 1992
- FUND 1992
- LLMC Protocol 96
- 1996 HNS Convention
- Bunker Convention, 2001
- FUND Protocol 2003
- Wreck Removal Convention, 2007
- Hong Kong International Convention
- Other

**Question 7**

When were you last audited by IMO for IMSAS, and what were the main findings of the audit? (if you have not yet been audited, please indicate when your next audit is due?)

**Question 8**

With regard to the prevention of, response to, and preparedness for, marine pollution from ships, what do you consider the five (5) areas of highest concern (i.e. priorities) to be for the Mediterranean region as a whole, and for your respective country, over the next five to ten years, for:

- a. Specific areas of action / measures (e.g. improve implementation) and
- b. from a thematic point of view (e.g. responding to climate change?)

**Question 9**

For the areas / topics listed in response to Question 27, which areas / topics do you think would benefit most with additional targeted assistance from REMPEC, or similar institutions? And which would be most suited to national assistance v regional assistance?

**Question 10**

The following non-exhaustive list of specific areas of action have been identified (by the project team) for possible inclusion in the Post-2021 Strategy. Please arrange the areas of action in order of priority (starting with the highest concern), for the Mediterranean region as a whole, and your respective country, over the next five to ten years.

- Supporting and encouraging ratification of relevant international conventions and regional instruments on prevention of, preparedness for, and response to marine pollution from ships
- Ensuring effective maritime administration, enabling Contracting Parties to discharge relevant flag State, port State and coastal State obligations (including port state control inspections of ships under international maritime conventions)
- Capacity building (and strengthening) in all topic areas (including technical cooperation and capacity building in relation to marine pollution)
- Monitoring and surveillance of incidents and illicit discharges and emissions as well as enforcement and prosecution of offenders
- Reduction in risk of vessel collisions through continued introduction of Ship's Routing Systems
- Improved maritime traffic control (Vessel Traffic Services (VTS) / Vessel Traffic Management and Information Systems (VTMIS))
- Supporting sustainable port facilities and ship-shore interface
- Identification and designation of Particularly Sensitive Sea Areas and Special Areas (i.e. emission control areas (ECAs) under the MARPOL Annexes)
- Strengthening incident response capacities (strengthening national capacity and regional cooperation, towing capacity, places of refuge, and equipment availability and positioning)
- Knowledge sharing in prevention, preparedness and response, including development of manuals and guidelines as well as technological developments including decision support tools, to aid prevention and response to marine pollution from ships

**Question 11**

With regard to supporting sustainable port facilities and ship-shore interface, please arrange the following in order of priority (starting with the highest concern), for the Mediterranean region as a whole, and for your respective country, over the next five to ten years.

- Adequate Port Waste Reception Facilities
- Shore side electricity provisions for ships
- Bunkering facilities for alternative marine fuels
- Infrastructure for the generation of renewable energy sources

**Question 12**

With regard to identification and designation of Particularly Sensitive Sea Areas and Special Areas (i.e. emission control areas (ECA) under the MARPOL Annexes), please arrange the following in order of priority (starting with the highest concern), for the Mediterranean region as a whole, and for your respective country, over the next five to ten years.

- Annex II - Noxious Liquid Substances
- Annex IV – Sewage
- Annex VI - SO<sub>x</sub> and PM (ECA and SECA)
- Annex VI – NO<sub>x</sub> (ECA)

**Question 13**

The following is a non-exhaustive list of thematic areas that have been identified (by the project team) for consideration in the Post-2021 Strategy. Please arrange the thematic areas in order of priority (starting with the highest concern), for the Mediterranean region as a whole, and for your respective country, over the next five to ten years.

- Prevention of pollution from ships: technical cooperation activities directed toward MARPOL Convention and annexes
- Prevention of pollution from ships: improving education, awareness-raising and human and institutional capacity
- Preparedness and response to marine pollution from ships: technical cooperation activities directed toward IMO instruments
- Preparedness and response to marine pollution from ships: improving education, awareness-raising and human and institutional capacity
- Response to climate change: technical cooperation activities directed toward follow-up of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change
- Response to climate change: improving education, awareness-raising and human and institutional capacity on reduction of GHG emissions from shipping, including assessment of impacts on States and development of National Action Plans
- Invasive Alien Species (Ballast Water Management, Biofouling, Anti-fouling Systems): technical cooperation activities directed at ratification, CME and regional agreements as well as improving education, awareness-raising and human and institutional capacity
- Marine Litter: reducing shipping/fishing vessel's contribution to marine plastic litter (i.e. preventing illegal discharge of waste from ships)
- Marine Litter: ensuring appropriate port waste reception facilities (PRF)
- Emerging issues (e.g. underwater noise from ships, grey water, etc)

**Question 14**

What organisations or institutions are you currently partnering with to tackle the issue of marine pollution from ships in your country? (please provide any contact details if relevant)

**Question 15**

Finally, please share anything else that you think might be relevant to the project team and REMPEC Secretariat



**Annex V - REMPEC Strategy (2016-2021): Specific Objectives**

1. *Ratification of international maritime conventions related to the protection of the marine environment*
2. *To control and manage ships' biofouling to minimize the transfer of invasive aquatic species*
3. *Ensuring effective maritime administrations*
4. *To strengthen the Mediterranean MoU*
5. *Provision of reception facilities in ports*
6. *Delivery of ship-generated wastes*
7. *Improved follow-up of pollution events as well as monitoring and surveillance of illicit discharges*
8. *To improve the level of enforcement and the prosecution of discharge offenders*
9. *To reduce the pollution generated by pleasure craft activities*
10. *Reduced risk of collisions by establishing Ship's Routeing Systems*
11. *Improved control of maritime traffic*
12. *Identification of Particularly Sensitive Sea Areas (PSSAs)*
13. *Reduction of marine noise caused by ships*
14. *To establish procedures for the designation of places of refuge to minimise the risks of widespread pollution*
15. *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*
16. *To ensure that adequate emergency towing capacity is available throughout the Mediterranean*
17. *To enhance the levels of prepositioned spill response equipment*
18. *To encourage R&D and facilitate transfer of technology*
19. *To improve the quality, speed and effectiveness of decision-making process in case of pollution incident*
20. *To increase the level of knowledge in the field of preparedness and response to accidental marine pollution*
21. *To revise the existing recommendations, principles and guidelines*
22. *To strengthen the capacity of individual coastal States to respond efficiently to marine pollution incidents through development of contingency plans*