



## SAFEMED III - A PROJECT IN A NUTSHELL

The SAFEMED project is a response to the interest of the European Union (EU) to develop Euro-Mediterranean cooperation in the field of maritime safety, security and prevention of pollution from ships by providing technical advice and support to the following countries, defined as the beneficiaries: Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, the Palestinian Authority, Syria (currently suspended), and Tunisia.

The SAFEMED III project runs from 16 June 2013 for an overall duration of 36 months. It is implemented by the European Maritime Safety Agency (EMSA) and is built on and designed to consolidate the results achieved by SAFEMED I and SAFEMED II.

The general objectives of the project are:

- To achieve sustainable improvement in the protection of Mediterranean waters against the risk of accidents at sea and marine pollution by mitigating the existing imbalance in the application of the maritime legislation in the region between the Mediterranean partners that are not members of the EU and those that are members. This should be brought about by promoting a coherent, effective and uniform implementation of the relevant international conventions and rules;

- To further reduce the capacity gap between the application of the international regulatory framework and the EU legislative framework, in order to ensure a coherent, effective and uniform implementation of the international rules for maritime safety, security and prevention of pollution from ships in both the Mediterranean area and the European Union.

The specific objectives pursued with this project take due account of the recommendations of the Regional Transport Action Plan (RTAP) and of relevant policy developments at regional, European and international level.

EMSA will manage the implementation of all tasks related to the following activities:

- Flag State implementation
- Port State Control
- Vessel Traffic Monitoring and Information System (VTMIS) and related maritime services
- Protection of the marine environment
- Human element
- Security of ships and port facilities in the Mediterranean area
- Supporting activities

Financial resources will be allocated to address the identified needs which will also be realised on a bilateral basis following a request from a beneficiary for technical support to achieve the defined objectives.

Full cooperation with the beneficiaries is of utmost importance to achieve the overall and specific objectives of this project.

### EMSA – SAFEMED III PROJECT'S IMPLEMENTING BODY

The project is implemented by EMSA, established by the Regulation (EC) No 1406/2002 as amended, for the purpose of ensuring 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. Further to the recent revision of the Agency's founding regulation, EMSA activities also include the provision of technical assistance to the EU's neighbouring partner countries.





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## 2013 IN REVIEW - A PROMISING START

Since EMSA started with the project's implementation, the project's overall objective has been pursued through the organisation of several technical meetings with the participation of all the beneficiary countries.

### 10<sup>TH</sup> MEETING OF THE MARITIME WORKING GROUP

The 10<sup>th</sup> meeting of the Maritime Working Group (Euro-Mediterranean Transport Cooperation under the auspices of the co-presidency of the Union for the Mediterranean) took place on 11 September at EMSA's premises in Lisbon. It also acted as the SAFEMED III project's Advisory Committee Meeting and a closure of the MEDAMOS II project.

The beneficiary countries warmly welcomed the launching of the project and expressed the measures at regional and national level that they would like to implement in the framework of the SAFEMED III project.

### TECHNICAL MEETING ON THE IMPLEMENTATION OF MARPOL ANNEXES I, II, III, V

This was the first technical meeting organised in the framework of the SAFEMED III project. It took place from 16 to 18 September at EMSA's premises in Lisbon.

The overall aim of the meeting was to facilitate the implementation of MARPOL Annexes I, II, III, V by national maritime administrations. The speakers addressed the main principles and obligations under MARPOL Annexes, underlined its latest amendments and provided guidelines on its implementation.

The project's beneficiary countries' representatives took an active part in the discussion and delivered presentations on the implementation of MARPOL Annexes I, II, III, V in their countries.

### WORKSHOP ADDRESSING ISPS CODE AND INSTITUTIONAL CAPACITY

The SAFEMED III workshop addressing the ISPS Code and institutional capacity took place on 1 and 2 October at EMSA's premises in Lisbon.

The workshop addressed both the regulatory and technical aspects of the implementation of maritime security rules. It aimed to discuss the organisation and implementation of the maritime security policy, identifying the areas where progress had been achieved, or where gaps might still exist. The beneficiary countries delivered presentations on the implementation of the ISPS Code in their countries. Implementation of maritime security in the EU was also presented by some EU Member States, notably UK and Italy. During the workshop, the participants shared their experience and lessons learnt on specific situations linked to the implementation of the ISPS Code, including

the ship-port interface activities, and also expressed their expectations for the current SAFEMED III project with regard to the ISPS Code and institutional capacity. Requests in the field of training on the implementation of the ISPS Code, on the national oversight systems and on sharing best practices via case studies were highlighted.

### SEMINAR ON THE ENFORCEMENT OF THE PROHIBITION OF SHIP SOURCE POLLUTION

This event on the enforcement of the prohibition of ship source pollution took place on 29 and 30 October at EMSA's premises in Lisbon.

During the seminar, the participants and speakers from some EU Members States and Interpol exchanged best practices in relation to the enforcement of the prohibition of ship source pollution. Several practical cases, such as "Hafez", "Erika", "Tor Belgia" and "Cartage", illustrated the importance of the cooperation between the countries when pollution occurs but also highlighted the difficulties that might arise for the polluters' prosecution.

The role of EMSA's CleanSeaNet, the European satellite-based oil spill and vessel detection service, in the oil spill detection and the importance of the images in the prosecution of the polluters was underlined during the seminar. EMSA's guidance document addressing illegal discharges in the marine environment was presented to the participants as a useful tool to support authorities involved in the enforcement chain addressing illegal pollution (e.g. surveillance operators, inspectors and investigators, Port State Control Officers, law enforcement officials).

### CLEANSEANET INFORMATION SESSION

The CleanSeaNet information session took place on 18 November at EMSA's premises in Lisbon.

It provided the project's beneficiaries with general information on the functioning of the European oil spill monitoring and vessel detection service set up to support EU Member States' action to combat deliberate or accidental pollution in the marine environment. The participants were informed that pilot projects providing their countries with access to this service are part of the SAFEMED III programme.

This meeting was a starting point to raise awareness in the beneficiary countries about the CleanSeaNet service. Upon agreement by the beneficiary countries on the CleanSeaNet conditions of use, relevant maritime administrations will be provided with access to this service; that will contribute not only to combat deliberate pollution of the Mediterranean Sea but also to ensure cleaning measures to be carried out in due time.



## SEMINAR ON THE MARITIME LABOUR CONVENTION 2006

The SAFEMED III Seminar on the Maritime Labour Convention 2006 took place on 25 and 26 November at EMSA's premises in Lisbon.

The seminar provided participants with information on the structure, content and basic principles of the Maritime Labour Convention 2006 and particularly emphasised the role of national provisions as a major tool for giving complete effect to the provisions of the Convention. It aimed to support the maritime administrations in ratification and implementation into national legislative framework of this new instrument. Further assistance will be provided to the beneficiary countries in this area on an individual basis via bilateral actions.

## SEMINAR ON FLAG STATE IMPLEMENTATION

This seminar took place from 10 to 13 December at EMSA's premises in Lisbon.

The seminar addressed the guiding principles of the main IMO conventions and the relevant EU legislation regarding the role of the Flag State and of the Classification Societies. The meeting focused specifically on the quality management systems for Flag States and the delegation, as well as on the authorisation and monitoring of the recognised organisations. The EU Member States and beneficiary countries' experts shared their experience and introduced the quality system models developed and implemented by their maritime administrations, as well as their national procedures for monitoring the activities undertaken on their behalf by the recognised organisations.

The speakers stressed the role of the written agreement specifying clearly the rights and obligations of the Flag State and the recognised organisation. This is of paramount importance for the proper monitoring by the national administrations of the recognised organisations. Further assistance will be provided to the beneficiary countries, when appropriate, in drafting or revising the existing agreements with their recognised organisations.



## OTHER ACTIVITIES AND BILATERAL ACTIONS

### BILATERAL ACTIONS

Each beneficiary country has different characteristics: length of their coastline, size of the population, fleets, maritime industry and administrations. Priorities therefore might differ from one country to another. Taking this into account, the SAFEMED III project has allocated specific resources for the national priorities of each beneficiary country. During the first phase of the project, a desktop analysis and interactive dialogue was carried out by EMSA to identify the specific needs of the countries not only at national but also at regional level. After this initial phase, a plan of action per country will be adopted and its execution will start in the second semester of 2014.

### OVERVIEW OF THE MARITIME ADMINISTRATIONS

On the basis of available information from GISIS and previous SAFEMED projects, EMSA has prepared the overview of the maritime administrations which is intended to create a network of contacts between the SAFEMED III maritime administrations. This overview will be sent shortly to the beneficiary countries in order to complete and update it, if necessary.

A general report, together with an individual country-related report, will give a clear picture of the organisation by the beneficiary countries' maritime administrations in a similar way to that of already existing EU Member States' and IPA countries' profiles (available on EMSA's website). This will therefore contribute to the general harmonisation of the relevant maritime information, bringing beneficial effects in terms of communication, exchange of information and, ultimately, improvements in maritime safety standards.

### INVENTORY OF MARINE POLLUTION AT SEA RESPONSE POLICIES AND RESOURCES

An inventory of marine pollution at sea response policies and resources has been prepared by EMSA to be filled in by the beneficiary countries.



The inventory notably covers the following information: competent national authority responsible for at sea spill response; contingency plan for oil pollution; description of the pollution response service; risk assessments aimed at marine transport of hydrocarbons; specialised devices for surveillance, monitoring and evaluation of marine oil releases in the marine environment; existence of governmental specialised anti-pollution vessels (description of the vessel and its location) and shore-based equipment for anti-pollution response (location, type and quantity).

This inventory is designed not only to give a clear picture of the marine pollution response resources available in the beneficiary countries but also to assess the needs of the countries in this area, i.e. to consider if there is a need for more specialised training programmes and exercises regarding oil marine pollution response and specialised scientific support for oil spills.

In the framework of the SAFEMED III project, EMSA will organise an information session regarding the potential use of EMSA's stand-by oil response vessel network. The beneficiary countries concerned will be invited to take part in the oil spill exercise with EMSA's oil response vessel in the Mediterranean.

## INVENTORY OF VTMS INFRASTRUCTURE AND DESCRIPTION OF DATA EXCHANGE SYSTEMS AVAILABLE IN THE SAFEMED III BENEFICIARY COUNTRIES

EMSA has prepared an *ad hoc* questionnaire for the inventory of VTMS infrastructure and description of data exchange systems available in the Mediterranean. It is divided into several parts to provide information in the following fields: geography (i.e. ships' routing systems, mandatory ship reporting systems); authorities involved in the VTMS context and VTMS information (such as authority managing the system(s); users; storage of data; format for data exchange; information on AIS network and LRIT; information for SAR).

The beneficiary countries were invited to fill in and return this questionnaire by the end of February 2014. The information provided was analysed and discussed with countries during the annual workshop on traffic monitoring which took place on 8-9 April 2014.

## SEMINARS AND TECHNICAL MEETINGS IN 2014

Seminar on Marine Accident Investigation	18-19 Feb
Seminar on IMO Audit Scheme	3-6 Mar
Training for CleanSeaNet Operators	18-19 Mar
Workshop on traffic monitoring matters	8-9 Apr
Seminar on EMSA's pollution response services	13-14 May
Training on ISM Code (for Tunisia)	19-22 May
Training for Med MoU port state control officers	16-19 Jun
Workshop on ballast water management	3-4 Sept
Meeting of the Maritime Working Group	10 Sept
ISPS Code annual meeting	7-8 Oct
Seminar on STCW and Manila amendments	20-22 Oct
Seminar on monitoring fleet and performance of the recognised organisations	TBD

## FOR MORE INFORMATION

The information about the project, planned activities and the documents from the SAFEMED III meetings are available in two languages (English and French) on EMSA's website: <http://emsa.europa.eu/> and the EuroMed website: <http://euromedtransport.eu/>