

# SAFEMED III BULLETIN

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June 2016 marked the third anniversary of the SAFEMED III project and progressive strengthening of regional cooperation. During this period, EMSA kept on organising a number of regional activities (training courses, seminars, workshops) in various areas of the maritime domain covering maritime security, maritime safety and environmental protection and response, as well as implementing agreed bilateral activities. The constructive results achieved during the last three years led to the decision of extending the current project for an additional period of nine months, setting March 2017 as completion date of the project.



## REGIONAL ACTIVITIES

The technical seminars, workshops and training courses organised during this period contributed to the further enhancement of the expertise of the SAFEMED III beneficiary countries as well as to the fruitful exchange of knowledge between the maritime administration officials from the beneficiary countries and the EU Member States.

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

20 APRIL 2016, BRUSSELS

This annual meeting, bringing together the European Commission, EMSA, the Member States, other stakeholders and SAFEMED III project's national focal points, served as a platform to present the actions and results achieved during the last three years. It also provided a forum for the expression of further needs and cooperation prospects of all the counter parties.

During the meeting the participants were also provided with an update on the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021) and the Mediterranean Network of Law Enforcement Officials relating to MARPOL within the framework of the Barcelona Convention (MENELAS) status. They were also engaged in the discussion on Motorways of the Seas.

While noting considerable progress in the implementation of the Regional Transport Action Plan for the Mediterranean (RTAP) 2014-2020 maritime transport during these years, the meeting was concluded with recommendations to continue building on the constructive achievements of the current SAFEMED project.

## SECURITY

Current maritime security challenges faced in the region make maritime security one of the priorities for the countries bordering the Mediterranean. During the 11<sup>th</sup> Meeting of the EuroMed Maritime Working Group the participants acknowledged the importance of maritime security as a common priority for their countries.

In the course of 2015, EMSA has paid particular attention to maritime security, organising two training courses on ISPS Code, a course on Port Facility Security and a seminar on monitoring and auditing the recognised security organisations as well as a workshop on ISPS Code and Institutional capacity.

### 1. TRAINING ON PORT FACILITY SECURITY

19-20 JULY 2016, LISBON

This practical training, divided into two days, offered to the participants a number of practical exercises focussing notably on auditing techniques of the port facilities. It was attended by representatives from Algeria, Egypt, Jordan, Morocco, Palestine and Tunisia.

### 2. SEMINAR ON DELEGATION OF TASKS, MONITORING AND AUDITING RECOGNISED SECURITY ORGANISATIONS (RSOS)

1-2 OCTOBER 2015, LISBON

The seminar aimed to enable participants developing a practical approach to monitoring and auditing of the RSOs. It provided a forum for an interactive dialogue between the participants and speakers and allowed sharing best practices and experience through the presentations delivered by SAFEMED III



representatives (Algeria and Tunisia) and European countries (Norway and Malta) on the monitoring and auditing of RSOs by national administrations.

Considering the interest expressed by the participants, an insight was also provided into EMSA's role in the field of maritime security and the way inspections of the EU MS's administrations and RSOs are conducted by EMSA in order to ensure compliance with the relevant EU maritime security requirements.

The course was attended by 12 participants from SAFEMED III countries (Algeria, Egypt, Jordan, Lebanon, Morocco and Tunisia) as well as representatives from Norway and Malta.



### 3. TRAININGS ON ISPS CODE 16-19 NOVEMBER 2015, LISBON 30 NOVEMBER-3 DECEMBER 2015, LISBON

Following the success of a previous training on ISPS Code organised in February 2015 and repeated interest in the area from the beneficiary countries, EMSA organised two practical sessions on ISPS Code in November and December 2015 and allowing to train a larger audience.

These technical courses were attended in total by 27 participants from SAFEMED III countries (Algeria, Egypt, Israel, Jordan, Lebanon, Morocco and Tunisia).



### 4. WORKSHOP TO ADDRESS ISPS CODE AND INSTITUTIONAL CAPACITY

15-16 DECEMBER 2015, LISBON

The workshop, jointly organised by European Commission (DG MOVE) and EMSA, was the third workshop organised in the framework of the SAFEMED III project, aiming to receive feedback from the beneficiary countries on the actions carried out during previous years as well as on the expectations of the beneficiary countries with regard to maritime security in the future. Chaired by Algeria, the meeting was attended by 12 participants from the SAFEMED III beneficiary countries (Algeria, Egypt, Jordan, Lebanon, Morocco and Tunisia) as well as by France, Italy and representatives of the Port of Rotterdam.

The conclusions of the meeting are available on EMSA website: <http://www.emsa.europa.eu/safemed/safemed-events.html>



### ENVIRONMENTAL PROTECTION AND EU LEGISLATION

Protection of the marine environment is a common concern for the countries sharing the same maritime basins and appeals to the establishment of common regional strategies. In this context EMSA organised two seminars aiming to achieve common approaches in the areas below.

### 5. SEMINAR ON PLACES OF REFUGE FOR VESSELS IN NEED OF ASSISTANCE

18 MAY 2016, LISBON

The seminar on places of refuge for vessels in need of assistance was a joint meeting for SAFEMED III and EU Enlargement countries. The seminar was attended by 13 participants from Albania, Algeria, Croatia, Jordan, Montenegro, Morocco, Palestine and Turkey as well as by representatives from Malta, Portugal, UK and REMPEC.

The seminar was tailored for the staff from the administrations working on a regular basis with situations involving ships in need of assistance. It aimed to share experience regarding Places of





Refuge between the EU Member States, Enlargement countries and the SAFEMED III beneficiary countries. During the seminar the participants also got acquainted with key EU legislative framework on Places of Refuge and were presented inter alia liability and compensation regimes as well as the EU operational guidelines.



## 6. SEMINAR ON EU MARITIME LEGISLATION 20–22 JULY 2015, LISBON

The Mediterranean Sea is shared by EU and non-EU countries, therefore appealing to uniform implementation of the maritime standards in the region. In this context the seminar on EU Maritime legislation aimed at contributing to the familiarisation of the SAFEMED III beneficiary countries with the EU maritime legislative framework, highlighting amongst others the differences between the international and European maritime regulations. The meeting also aimed to provide information to support eventual amendments of the relevant national legislations, when considered appropriate by the national authorities of the beneficiary countries.

The seminar was attended by 10 participants from Egypt, Israel, Jordan, Morocco and Tunisia.



## HUMAN ELEMENT

The human element is widely recognised to be a key factor in maritime safety. Therefore EMSA continued keeping into the loop the SAFEMED III beneficiary countries on the latest developments in relation to the education and certification of seafarers.

## 7. TRAINING ON STCW CONVENTION 31 AUGUST–3 SEPTEMBER 2015, LISBON

The training course aimed to improve the knowledge of the STCW Convention in order to promote safety of life at sea and the protection of the marine environment. During the course a detailed analysis of the Convention and its amendments was operated in combination with several practical exercises.

The training was attended by 13 participants from SAFEMED III countries (Algeria, Egypt, Israel, Jordan, Lebanon, Morocco and Tunisia)

## PORT STATE CONTROL

EMSA continued supporting the SAFEMED III beneficiaries in the field of Port State Control. In this context, two trainings were organised, one focussing on the harmonisation aspects of the inspections within the MED MoU region and the second one tackling the functionalities of EMSA tools made available to MED MoU Port State Control Officers namely MaKCs and RuleCheck .

## 8. PORT STATE CONTROL SEMINAR FOR MED MOU INSPECTORS 18–21 APRIL 2016, LISBON

The seminar was based on the revised MED MoU procedures developed within the context of SAFEMED III. Port State Control Officers from the MED MoU Member States worked together on practical scenarios with the aim of achieving harmonisation of inspections within the Mediterranean region. It also provided an

opportunity to update the Port State Control inspectors on the latest developments in the field. It was attended by 11 participants from the SAFEMED III countries.

### **9. TRAINING ON ELECTRONIC PLATFORM (MAKCS) AND TRAINING ON RULECHECK** **23 JULY 2015, LISBON**

The objective of the training course was to familiarise national administrators of the platforms (Mediterranean MoU countries) with all the functionalities of the Port State Control e-learning platform MaKCs (Maritime Knowledge Centre system) and all the functionalities of RuleCheck, a decision-support tool in a form of electronic database system for the harmonised implementation of international maritime instruments relevant to Port State Control.

The training was attended by nine participants from Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Tunisia and Turkey, as well as a representative from the MED MoU Information Centre (CIMED).



### **FLAG STATE IMPLEMENTATION**

A 4-day technical training course for Flag State Inspectors was organised by EMSA taking into account the interest expressed by the SAFEMED III beneficiary countries in enhancing the knowledge of their Flag State Inspectors, as well as a request from some of them to train new staff in the field.

### **10. TRAINING FOR FLAG STATE INSPECTORS** **3-6 NOVEMBER 2015, LISBON**

This 4 day training course for Flag State Inspectors aimed to enhance understanding of the international maritime regulations as well as to promote a harmonised approach in the ships' Flag States surveys and inspections' techniques. The theoretical part was followed by practical exercises illustrated by real life cases.

The course was attended by 14 participants from Algeria, Egypt, Israel, Jordan, Lebanon, Morocco and Tunisia.

## **OTHER ACTIVITIES AND BILATERAL ACTIONS**

During this period EMSA concluded a number of bilateral actions addressing specific needs of each SAFEMED III beneficiary country, following a country-tailored actions' plan established jointly by EMSA and the interested country in the first phase of the project.

Through 2016, EMSA also continued the implementation of the pilot projects and provision of electronic tools/services made available to the beneficiaries in 2015. These services have been gradually enriched with new functionalities better matching recent developments in the relevant areas.

### **ENHANCING AIS INFORMATION SHARING AND INCREASING OIL SPILL RESPONSE CAPACITIES IN THE MEDITERRANEAN**

June 2016 marked one year anniversary of the delivery of CleanSeaNet services via the IMDatE portal to the six SAFEMED III beneficiary countries who signed CleanSeaNet Conditions of Use, i.e. Algeria, Israel, Jordan, Lebanon, Morocco and Tunisia.

During this period EMSA created a number of user accounts for the CSN operators of the SAFEMED III beneficiary countries, assured follow up on technical requests coming from the users' community and provided a training course for the Moroccan maritime authorities from 12 to 13 October 2015 upon their request. This course was attended by 17 officials from different departments (Centre de Surveillance du Trafic Maritime, Forces Royales Air, Agence Nationale des Ports, Gendarmerie Royale, Marine Royale, Tanger Med Port et la Marine Marchande).



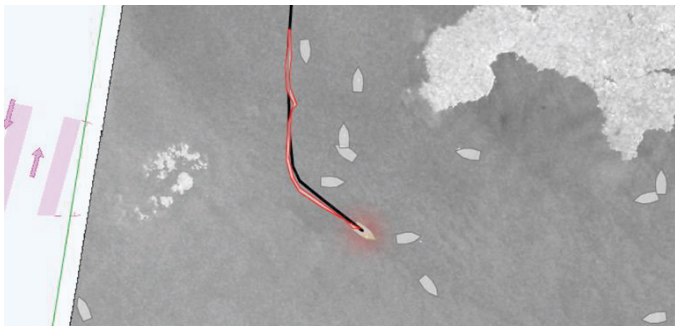
The SAFEMED III beneficiaries also received "Operational indications for verification activities of the CleanSeaNet alerts", intended to guide them in their decision making in relation to the alerts received. The "Operational indications" highlight, inter alia, the fact that operational decisions to deploy or not to deploy assets upon the receipt of the CSN alert is the responsibility of the affected Coastal State. The guidelines also indicate that the use of aircrafts gives better results than verifications performed by





vessels. They stress the importance of providing feedback by the CSN National Contact Authority to EMSA on received CSN alerts, especially when the alert was followed by on site verification.

Morocco, Jordan and Tunisia, first to sign the Service Level Agreement for the provision of Integrated Maritime Services and the use of the Mediterranean AIS regional Server (MAREΣ), are currently sharing their T-AIS information and are receiving SAT-AIS information that, linked to the satellite imagery of the potential oil spills, helps to identify and track the polluting vessels.



The participation of eight representatives from beneficiary countries (Israel, Jordan, Morocco and Tunisia) to the **13<sup>th</sup> Mediterranean AIS Expert Working Group Meeting** that took place in Rome on 17 November 2015, contributed to strengthen the cooperation with EU Members States participating in MAREΣ. The meeting, held at the Italian Coast Guard Headquarters in Rome, was also an opportunity to incentivise those which have not yet signed the relevant SLA to do soon to immediately benefit from the service and to be ready for the 2<sup>nd</sup> phase of project that enable bring the SAFEMED III beneficiaries to share AIS information with selected EU Member States.

## VESSEL TRAFFIC MONITORING

The density of traffic remains one of the biggest challenges in the Mediterranean. The quality of ashore traffic monitoring services, run by the Vessel Traffic Monitoring (VTS) centres, designed to improve the safety/efficiency of vessel traffic, is therefore of paramount importance. Consequently EMSA favourably replied to the requests received from Morocco and Tunisia to offer IALA certified training to its officials in the field of VTS traffic monitoring.

### VTS-Operator Basic Training Courses and VTS Supervisor Training Course V-103/2 provided to Morocco and Tunisia

As part of bilateral actions, EMSA has organised two VTS-Operator Basic Training Course V-103/1 and one VTS Supervisor Training Course V-103/2, delivered by Aboa Mare Training Centre in Turku, Finland, respectively from 13 to 22 October 2015; 1 to 10 February 2016; and 19 to 30 September 2016.

The VTS-Operator Basic Training Course and VTS Supervisor Training Course, based on the IALA Recommendation V-103, comprised respectively a total of 64 hours and 80 hours of instruction and practical exercises. Accredited by the Finnish

Maritime Administration, the courses allowed to train a total of 19 VTS operators (10 for Morocco and 9 for Tunisia) and 8 VTS Supervisors.

This action contributed to improve the efficiency of the vessel traffic operation in the Mediterranean and therefore safety as well as marine environment protection.

## PROVISION OF EMSA'S TOOLS (RULECHECK AND MAKCS) TO MEDMOU PORT STATE CONTROL OFFICERS (PSCOS)

During 2016 EMSA, continues to provide access to both RuleCheck information database and the Maritime Knowledge Centre system (MaKCs), originally developed by EMSA for the Port State Control Officers (PSCOs) of the Paris MoU region, and opened for the SAFEMED III beneficiary countries in 2015.

RuleCheck is a supporting tool for the PSCOs containing all the rules and procedures which apply to ships to be inspected, based on the ship type and age. The availability of International Maritime Organisation (IMO) and International Labour Organisation (ILO) documents as well as Port State Control documents and easy accessibility of their content leads to improvements in the effectiveness and consistency with which inspections are carried out in all countries which operate under a Port State Control MoU. RuleCheck has been further enhanced and maintained to ensure PSCOs under different regimes are able to properly apply the relevant rules to ships, notwithstanding the complexities contained in the various International Conventions, having also an easy access to Convention references supporting deficiencies found during inspections.

The MaKCs system is a web based platform offering distance learning through pre developed eLearning modules. MaKCs was made available to all SAFEMED beneficiary countries since 2015. A catalogue of online courses is currently available to facilitate users within maritime administrations to implement and enforce IMO and ILO relevant instruments. EMSA, in 2016, has developed and made available to the beneficiary countries a specific course on MED MoU Inspection Procedures to assist port State Control Officers in ensuring the harmonisation among the Members of the Mediterranean MoU.

Currently RuleCheck counts a community of 104 users, and MaKCs a total of 146 users, created by EMSA for the SAFEMED III beneficiaries.

## TOPPING-UP TUNISIA'S POLLUTION RESPONSE CAPACITIES

Following the conclusion of the donation contract of skimmer and boom sets awarded to the "Office de la Marine Marchande et des Ports" (Tunisia), the delivery of the equipment successfully took place in summer 2016 and was followed by a training course of 16 members of Tunisian administration, training course delivered by an EMSA contractor from 18 to 22 July 2016. A second training session is planned to take place by the end of 2016.



## DRILLS AND EXERCISES

### EMSA'S PARTICIPATION IN THE MOROCCAN NATIONAL OIL SPILL RESPONSE EXERCISE "SIMULEX 2016"

Under the framework of the SAFEMED III project on 25-27 April 2016 EMSA took part in the Moroccan national oil spill simulation exercise off the coast of Nador with the EMSA standby oil spill response vessel, Monte Anaga.

The oil spill exercise, named "Simulex 2016", part of the national contingency plan in response to accidental oil marine pollution, is organised by Moroccan authorities every two years and is designed to reinforce cooperation and coordination between the military and civilian counterparts involved in maritime, air and land operations. It also purports to strengthen cooperation within the framework of the application of international assistance.

**Briefing and "Open Ship":** A briefing of the exercise took place in the morning of the first day (25 April 2016). The participants were presented with the scenario of the exercise and the role of each institution involved. EMSA explained oil spill response tools that are made available to the SAFEMED III countries, with a specific emphasis on IMDatE (CleanSeaNet and AIS data exchange) as well as on Stand-by Oil Spill Response Vessels network, notably vessels available in the Mediterranean, their oil spill response capacities and the procedure to request the vessels.



EMSA delivering a presentation at "SIMULEX" briefing, 25 April 2016

The briefing was followed by an "Open Ship" event where Moroccan authorities and representatives of the SAFEMED III beneficiary countries paid a visit to the Monte Anaga vessel. It was a good occasion to provide information regarding the vessel and the equipment's technical details to the 83 visitors.



Guided visit of Monte Anaga, 25 April 2016

**At sea exercise:** The at sea exercise took place on the 26 April 2016, followed and coordinated ashore by the local Command post located in the port of Nador. As part of regional cooperation within SAFEMED III project, representatives from Algeria, Lebanon and Tunisia attended this exercise and followed it from a Royal Navy observer's vessel.



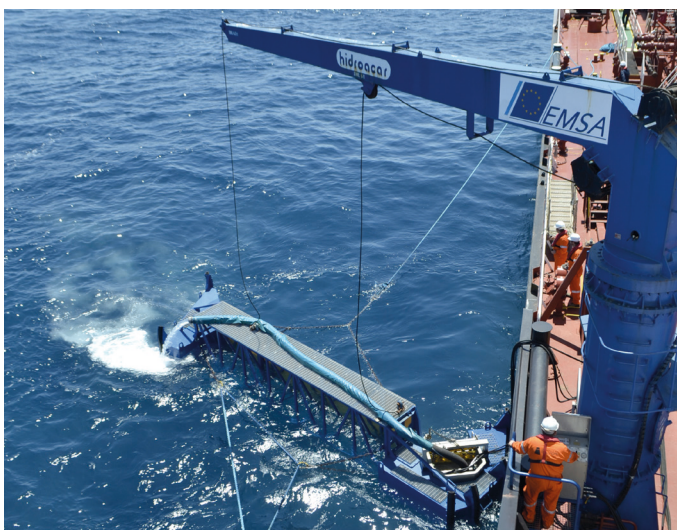
The scenario used was a simulation of the collision between a container and a tanker carrying 60000 tons of crude oil, causing a tear in the bulkhead of a tank of the latter, thereby generating a leakage of 6000 tons of oil leading to the activation of the Moroccan national contingency plan. The Moroccan authorities conducted a simulation of assistance to the ship in distress; an oil spill response operation; request for international assistance and deployment of an anti-pollution vessel (EMSA); protection of the coast, sensitive sites and the harbour. The Royal Marine Navy forces deployed a number of operational means, including





navy vessels, aircrafts, spraying dispersants system, and one navy vessel operating an oil recovery system (boom and skimmer). Two Moroccan observers were present on board the Monte Anaga, they had a good opportunity to closely observe the EMSA vessel and equipment under the following operational conditions:

- Deployment and retrieval of 250 meters of boom in "J" with High-capacity skimmer Normar 200Ti with support of local tug boat;
- Deployment and retrieval of the primary system (sweeping arms).



As part of the exercise, the port and coastal authorities deployed technical and human means ashore in order to test and simulate the efficiency of the oil spill response ashore.

Debriefing : The third day (27 April 2016) was devoted to the official exercise closure presentations and the operational debriefing.

EMSA's involvement was the first of its kind with Morocco to encourage cooperation on a regional level as well as to simulate the use of one of EMSA's standby vessels. This was an opportunity to demonstrate the oil spill response capacities of EMSA's vessels and to familiarise the local authorities with the existing request mechanism as well as with the other oil spill detection and response services that are available to SAFEMED III countries through EMSA. EMSA's oil spill response vessels are available for mobilisation upon request from third countries sharing a regional sea basin with the European Union with the same conditions as the EU Member States .

## 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://www.emsa.europa.eu/implementation-tasks/training-a-cooperation/safemed-iii.html>