



June 2014 marked the first anniversary of the SAFEMED III project and the successful conclusion of the vast majority of the regional activities. Now, the focus will turn more towards bilateral activities targeting each of the beneficiary countries on an individual basis.

## REGIONAL ACTIVITIES

The seminars, workshops and training organised so far not only brought participants up-to-date on maritime safety and security issues, but also trained staff in the administrations of the beneficiary countries.

The exchange of expertise and best practices in the area of maritime safety, security and pollution prevention helped to encourage closer cooperation between the countries, as well as to enhance communication and information sharing between the beneficiaries. An example of this cooperation can be seen in the pilot project on AIS data sharing between several countries which is currently underway. In this context, a VTMS workshop held back-to-back with the MAREΣ Working Group is scheduled for October 2014 in Rome. This will provide the opportunity to move ahead with the activities agreed during the workshop on traffic monitoring held in April 2014 at EMSA's premises in Lisbon.

### SEMINAR ON MARINE ACCIDENT INVESTIGATION

Seven SAFEMED III beneficiary countries – Algeria, Egypt, Jordan, Israel, Lebanon, Morocco and Tunisia – attended the seminar on Marine Accident Investigation held on 18-19 February 2014 at EMSA's premises. The two-day seminar addressed the main principles of marine accident investigation, underlining the core principle of the independence of the accident investigation bodies from other forms of investigation, "the no-blame" culture and non-repressive approach of accident investigation. The speakers also underlined the necessity of the appropriate incorporation of these principles into the national systems. SAFEMED III beneficiary countries' experts introduced their national systems of marine accident investigation and

shared difficulties encountered with regard to the principle of independence of marine investigative bodies in their countries. This seminar will be followed by a more in-depth, four-day core skills course for accident investigators to take place on 15-19 September 2014.

### SEMINAR ON IMO AUDIT SCHEME

This seminar was attended by six SAFEMED III beneficiary countries – Algeria, Egypt, Jordan, Lebanon, Morocco and Tunisia – and took place on 3-6 March 2014 at EMSA. The four-day seminar covered the obligations of the beneficiary countries as Flag, Coastal and Port State. An IMO expert introduced the relevant procedures and guidelines developed by the IMO focusing on the new changes: IMO audit scheme becomes mandatory in the near future. Tunisia shared its recent experience (Autumn 2013) of passing VIMSAS and explained the corrective action foreseen.

### TRAINING FOR CLEANSEANET OPERATORS

The training for CleanSeaNet Operators, held on 18-19 March 2014 at EMSA, was a follow-up to the CleanSeaNet Information Session which took place on 18 November 2013 to raise awareness of the European satellite-based oil spill monitoring and vessel detection service in the SAFEMED beneficiary countries and to determine the countries interested in joining. This training session was a preliminary phase in the implementation of a pilot project making the CleanSeaNet service available to the SAFEMED III beneficiary countries. It contributed to training the future potential practical users of the service (operators) from the following countries: Algeria, Egypt, Jordan, Israel, Lebanon, Libya, Morocco and Tunisia.

## INTERVIEW WITH

# Meindert Vink

## Technical and environmental advisor from the Netherlands Shipping Inspectorate (NSI), lecturing at MARPOL Annex VI seminar



### 1) What are the current challenges of the NSI with regard to the MARPOL Annex VI's implementation?

Rotterdam is one of the biggest bunkering ports in the world, about one million tons of fuel are delivered for ships every month. In order to keep the quality of fuel in compliance with Annex VI, NSI is enforcing on fuel suppliers in our ports. At the moment,

the Netherlands together with other EU countries are busy managing the future enforcement on sulphur levels as required in the Emission Control Areas from the first of January next year.

### 2) In what ways can SAFEMED III beneficiary countries benefit from ratifying and implementing the Annex VI of the MARPOL Convention?

For a flag state, the ratification is beneficial because they can then enforce Annex VI and issue Annex VI certificates instead of declarations of compliance. For the ships themselves, there is not much difference as they have to comply with the Convention when visiting states which have already ratified the Convention in any case. For ships sailing only locally, there is also an obligation to comply in states that have ratified the Convention. All of this will result in an improvement in the quality of air in the ports and surrounding waters. Following implementation and ratification, it will also be possible to enforce the Convention on foreign ships visiting the ports concerned. At the moment, ships in the Mediterranean are allowed to use heavy fuel with a maximum of 3.5% sulphur which far exceeds the amount of sulphur in fuel generally used by shore-based industry and cars. As the Mediterranean Sea is not yet a special area for Annex VI, there will only be a restriction on a lower sulphur count from 2020 at the earliest (0.5% max). This will lead to improved air quality, especially in busy ports. Improvements are also expected from Annex VI regulations on ozone depleting substances, Volatile Organic Compounds (VOC), shipboard incineration, reception facilities, fuel oil availability and quality and from the new Chapter IV on Energy Efficiency.

### 3) Does the ratification and implementation of Annex VI present any specific difficulties? If so which ones?

From the ratification and implementation certain specific difficulties may be expected from the following items: existing ships sailing locally not yet complying with Annex VI will need to be brought into compliance within a certain timeframe; enforcement on Annex VI has to be developed and flag and port state inspectors to be trained as appropriate; Port reception facilities have to be equipped for Annex VI waste; if so required, the tanker terminals should be equipped with VOC equipment.

### 4) How would you judge the interaction with colleagues from SAFEMED III countries, their questions and their general involvement during this seminar?

Those I met during this seminar from SAFEMED III countries appeared to be well informed Port State Control Officers and lawyers. They had many relevant questions concerning enforcement and the implementation and ratification process of Annex VI in their countries. The state of implementation and future ratification varies between the countries but it is very promising that two countries already ratified Annex VI of the Convention.



# SEMINARS & TRAINING

## TRAFFIC MONITORING MATTERS WORKSHOP

Eight SAFEMED III beneficiary countries – Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco and Tunisia and the Italian Coast Guard in its capacity as MAREΣ server's manager – attended the workshop on traffic monitoring matters held on 8-9 April 2014 at EMSA.

The meeting was prepared on the basis of the information received from SAFEMED III beneficiary countries in their updated inventories of VTMIS infrastructure and description of data exchange systems available (for more information on the inventories, see SAFEMED III Bulletin, Issue 1, March 2014). The first day of the workshop was mainly devoted to presentations on national traffic monitoring infrastructure and systems.

These were given by the SAFEMED III beneficiary countries and provided additional information on their existing and planned infrastructure. The groundwork was laid therefore to better assess the readiness of these countries to share AIS information at regional or even sub-regional level, to identify technical needs in this area, and to define possible follow-up activities.

During the bilateral discussions which followed, the steps forward were identified with the countries expressing their interest in AIS information sharing.

## SEMINAR ON MARPOL ANNEX VI

The seminar on MARPOL Annex VI took place on 29-30 April 2014 at EMSA with seven SAFEMED III beneficiary countries – Egypt, Israel, Jordan, Lebanon, Libya, Morocco and Tunisia. Updates were given on the state of implementation and potential ratification of the MARPOL Annex VI within these countries.

This seminar stressed the importance of protecting the environment by illustrating the impact of air pollution on human health, ocean acidification and eutrophication, as well as the effect of ship emissions on the quality of air on land, specifically focusing on the semi-closed seas such as the Mediterranean. The seminar covered current and future EU legislation in the area and emphasized the enforcement of the Annex VI requirements. Different sampling techniques were also presented to the participants. The seminar introduced participants to the EU's experience of and studies on the use of LNG as a ship fuel.

## SEMINAR ON EMSA'S POLLUTION RESPONSE SERVICES

The seminar on EMSA's pollution response services took place on 13-14 May 2014 at EMSA and was attended by six SAFEMED III beneficiary countries – Algeria, Israel, Egypt, Jordan, Morocco and Tunisia.

It provided participants with a general overview of EMSA's main pollution response services: the Network of Stand-by Oil Spill Recovery Vessels; CleanSeaNet satellite monitoring service; MAR-ICE network on chemical emergencies; as well as the relevant mobilisation procedures. EMSA's experts explained the procedures to follow in order to benefit from the main services and introduced the procedures relating to the use of the stand-by oil spill response vessels by SAFEMED III beneficiary countries.

During the seminar, representatives from some EU Member States (Cyprus, Italy and Malta) shared their experience in the field of pollution response services and the systems in place in their countries.

## TRAINING COURSE FOR MEDITERRANEAN MOU PORT STATE CONTROL OFFICERS

The training course for Mediterranean Memorandum of Understanding Port State Control Officers took place on 16-19 June 2014 at EMSA. It was based on the Mediterranean MoU procedures and aimed to achieve harmonisation of inspections within the Med MoU region.

Port State Control Officers from Algeria, Egypt, Jordan, Israel, Lebanon and Tunisia attended this four-day course and took part in a number of exercises simulating Port State Control inspections. The participants were divided into several working groups mixing nationalities which, according to the feedback provided by the participants, facilitated dialogue and a better exchange of experience as well as enhanced cooperation between countries. The inspection exercises also allowed discussion on how to overcome difficulties encountered during the vessel inspections. One of the aims of the seminar was to ensure the inspection is conducted in accordance to the Mediterranean MoU manual.

One day of the training course was devoted to practical exercises on MEDSIS delivered by Mr Omar Hassein, Director of the Med MoU information centre. He also informed the participants about the internal functioning of the Med MoU (committee, secretariat and information centre). During the day the participants shared the challenges met when using the system and discussed potential improvements. *(For more information on the PSC tutoring projects and activities see "Other activities and bilateral actions").*

## OTHER ACTIVITIES AND BILATERAL ACTIONS

During the first phase of the project a desktop analysis was carried out by EMSA followed by interactive dialogue with the beneficiary countries which allowed for an assessment of the specific needs of each country and the establishment of a country-tailored plan of bilateral action. The execution of the bilateral action started successfully with the delivery of the International Safety Management Code training in Tunisia in May 2014.

### INTERNATIONAL SAFETY MANAGEMENT (ISM) CODE AND THE AUDITING TECHNIQUES TRAINING

The ISM Code training for the Tunisian maritime administration took place in La Goulette, Tunisia on 19-23 May 2014. This interactive four-day training was delivered by EMSA's contractor DNV GL and aimed to enhance the participants' familiarity with the ISM Code, including different types of flag state audits and internal audits, as well as to develop a practical approach to auditing techniques. All 15 participants of the training were successful in the final assessment examination and received certificates at the end of the training session.

A similar training is planned for Algeria to take place in the *Ecole Nationale Supérieure Maritime* (ENSM) in Bou-Ismaïl on 24-27 November 2014.

### PARTICIPATION IN THE IMO SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS

EMSA is supporting the active participation of SAFEMED III beneficiary countries in the IMO Sub-Committee on the Implementation of IMO Instruments (IMO III Sub-Committee). This year the Sub-Committee meeting took place on 14-18 July 2014 and was attended by four beneficiary countries: Egypt, Israel, Morocco and Tunisia.

Egypt submitted a paper on agenda item 6 "Harmonisation of Port State Control Activities" related to global inspection campaigns. Israel and Morocco made submissions on agenda item 3 "Responsibilities of Governments and Measures to Encourage Flag State Compliance". Tunisia presented a paper on agenda item 9 "Comprehensive Analysis of Difficulties Encountered in the Implementation of IMO Instruments".





## PILOT PROJECT ON THE PROVISION OF CLEANSEANET SERVICES

CleanSeaNet is the European satellite-based 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. It offers assistance to participating countries for the following activities: identifying and tracing oil pollution on the sea surface; monitoring accidental pollution during emergencies; and, contributing to the identification of polluters.

In the framework of the SAFEMED III project EMSA is planning to provide SAFEMED III beneficiary countries with access to the CleanSeaNet service, subject to the agreement of the service's conditions of use. The following countries have already expressed their interest to join the service and signed the CleanSeaNet conditions of use: Algeria, Morocco, Tunisia, Jordan, Lebanon and Israel. The service is planned to be delivered at the beginning of 2015.

## PORT STATE CONTROL

### ■ Upgrading Mediterranean Memorandum of Understanding (MoU) procedures

Following agreement with the Mediterranean MoU secretariat, EMSA has started upgrading the Mediterranean MoU procedures and tools which are geared towards achieving a more up-to-date and harmonised (with Paris MoU) approach to the vessel inspections. The process is scheduled to be concluded in the second half of this year and will then be applicable to the inspections in the framework of the Mediterranean MoU, subject to the prior approval of the newly revised procedures by the Mediterranean MoU Committee.

### ■ Provision of RuleCheck and distance learning programme to the Mediterranean MoU PSCOs

In the first semester of 2015 EMSA is also planning to provide a distance learning programme for Port State Control Officers (PSCOs) and a regularly updated RuleCheck to the Mediterranean MoU PSCOs (RuleCheck, currently in use in the framework of Paris MoU, is a database of relevant documents published by IMO, ILO and Port State Control related document and procedures, to support PSCOs activity).

### ■ Exchange programmes/tutoring projects on Port State Control

Two types of exchange/tutoring projects on Port State Control are foreseen in the framework of the SAFEMED III project:

- 1) In the beneficiary country: inspection on board the vessel done by the beneficiary country's inspectors accompanied by visiting expert(s) followed by a debriefing ashore;
- 2) In the selected EU Member State (upon prior agreement of the EU Member State): PSCOs from the beneficiary countries will assist the inspections conducted by the EU MS PSCOs.

The first tutoring project to take place within the SAFEMED III is foreseen for Jordan in December 2014.

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

EMSA produces and maintains a series of inventories intended to provide a general description of the status of preparedness and response capacities to marine oil spills and HNS of all coastal EU Member States and EFTA contracting parties. A similar inventory has been prepared for SAFEMED III and sent to the beneficiary countries for update. A number of countries have already returned the updated inventory.

These inventories make key information such as the respective national competent authority, policies and preparatory arrangements available to all the parties involved (EU and SAFEMED III countries). Should an oil spill/HNS emergency occur, the relevant services in the Mediterranean region can benefit from this advanced information.

## INTERVIEW WITH

# Capt. Hassan Chaaban

## SAFEMED III national coordinator for Lebanon



**1) You have now participated in several SAFEMED III meetings. What, in your opinion, is the main benefit of the project from the perspective of a civil officer?**

We share the Mediterranean Sea on both sides and the main focus and benefits are safety, security and pollution prevention. Any incident occurring on Lebanese shores will

deeply affect the Northern shore side and vice versa. EMSA's experience plays a very important role and its activities are very important and deeply needed by the beneficiaries of non-EU countries, bearing in mind that Lebanon signed the Barcelona Declaration of 1976. We are tied by this association agreement.

**2) As a SAFEMED III trained officer, how do you think you can contribute towards Lebanon's further improvement and harmonisation as per SAFEMED III's objectives?**

Actively participating in EMSA's various meetings is one way I can contribute to improvement and harmonisation. From our side, a detailed report will be written and submitted directly to the Director General, showing the importance of such activity and proposing the effective implementation of proposals, decisions and recommendations. We try very hard in our administration to reach EU/IMO standards in matters of safety and prevention of pollution, which facilitates conditions of maritime transport and increase the economy between two parties.

**3) How is the SAFEMED III project perceived among your colleagues of the Lebanese maritime administration?**

Most of my direct colleagues have already attended meetings in EMSA, as well as my colleagues from other ministries: defence, interior and environment. All of them have expressed their views, interest and appreciation to EMSA for the very useful activities towards efficiency and expertise in various topics dealing with marine safety, security and pollution prevention.

**4) Does the ratification and implementation of the Annex VI of the MARPOL Convention seem easier to you now that you have attended the related SAFEMED III seminar?**

In accordance with the recent meeting, we have got new ideas in order to re-start the ratification process and, in parallel, we will start local administrative arrangements towards shipping: oil terminals and ships (local and foreign); issuance of circulars for the implementation of regulations on Annex VI, especially for oil terminals and the use of scrubbers as a method to avoid the SOx excess of limits permitted and Annex VI requirements.

## Seminars and technical meetings

Workshop on Ballast Water Management Convention  
[Lisbon, 3-4 September](#)

Core skills course for accident investigators  
[Lisbon, 15-19 September](#)

Workshop to address ISPS Code and institutional capacity  
[Lisbon, 7-8 October](#)

VTMIS Workshop - back to back to MAREΣ Working Group  
[Rome, 22-23 October](#)

Annual Meeting of the Maritime Working Group  
[Brussels, 23 October](#)

International Safety Management (ISM) Code and the auditing techniques training for Algeria  
[Bou-Ismaïl, 24-27 November](#)

## 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: [emsa.europa.eu](http://emsa.europa.eu) and the EuroMed website: [euromedtransport.eu](http://euromedtransport.eu)