

# SAFEMED IV NEWSLETTER

Marine safety, security and  
marine environmental protection  
in the Mediterranean Sea regions

ISSUE 4 / November 2020



## INTRODUCTION TO SAFEMED

Since March 2017, EMSA has been implementing the EuroMed Maritime Safety project, funded by the European Commission (DG NEAR) and commonly known as Safemed IV. This project aims at fostering regional cooperation among Mediterranean riparian states, while at the same time providing technical assistance to enhance maritime safety, pollution prevention, security and labour conditions on board ships.

## SAFEMED IV AT A GLANCE

JAN - JUN 2020

### TOOLS



- 9 | MAKCS
- 9 | Rulecheck

### TRAINING COURSES



- 5 | Sessions

### PARTICIPANTS



- 75 | Participants



### SERVICES

- 693 | CleanSeaNet images delivered
- 190 | Possible oil spills detected



### TECHNICAL ACTIVITIES

- PRF Study
- Coordination meeting in Israel
- Organization of the International Workshop on the implementation of the Maritime Labour Convention
- EMSA's participation to the EUBAM MSWG



SAFEMED IV  
Project funded by  
the European Union

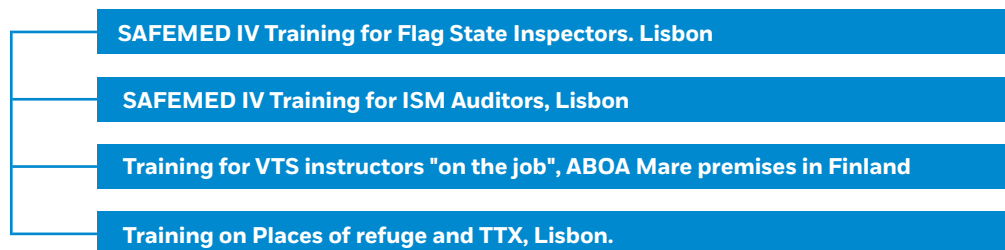


## INTRODUCTION

As a result of the outbreak of COVID-19, and the uncertainties regarding its future evolution as well as travel restrictions and limitation to organize meetings in place, EMSA, in consultation with DG NEAR and the beneficiaries, has amended the project's action plan.

In addition and in order to ensure continuity of the capacity building services offered to the beneficiary countries, the Agency started delivering trainings on a live broadcasting mode.

The following events planned between March and June 2020 have been rescheduled to 2021:



## REGIONAL ACTIVITIES

The regional technical activities organised by the Agency, which include seminars, workshops and training, amongst others, contribute to further enhance the technical capacity and skills of the SAFEMED IV participants as well as to foster a fruitful exchange of knowledge between the maritime administration officials in the Mediterranean basin.

### Component 2

#### Port State Control

The activities under this component are directed towards the implementation of the technical requirements, criteria and standards applicable in the Med MoU through practical training for the PSC officers. In addition, the component aims at further enhancing the coordination and harmonisation between the Med MoU members.

## ACHIEVEMENTS

The 1<sup>st</sup> Semester of 2020 greatly focused on the development of THETIS-Med, the new information system for the Med MoU on Port State Control. The new system is operational from 1 February 2020 and supports Port State Control Officers to target, report inspections and perform statistics within the Mediterranean MoU.

Amongst the main functions and services, THETIS-Med can handle thousands of inspections a year and combine port notifications information with ship particulars and inspection details in near real time. It also provides Member States with target factor of each ship in the system and an update on their performance daily. As a further possibility, it helps in uploading, consulting and correcting inspection reports by all authorized users and allows users to Report inspection's results on-line and

# SAFEMED IV

## NEWSLETTER



remotely through synchronization. The system designed by EMSA was developed on easy access and logic structure for the benefit of the users.

The main technical characteristics of the system consist in: the need to be available 24/7, with a high grade of reliability; to be user-friendly for less proficient operators; overall response time, menu structure and graphic interface are critical elements; that it is built modularly as to facilitate relative simple change of parts following changes in legislation, technical modernization or changes in the user communities: also adaptable to different organisations in all Member states, with various levels of automation; able to handle thousands of fully authorized users with different roles; the data needs to be stored and retrievable for at least 4 years to facilitate proper targeting and production of rolling statistics; therefore needs to have big data storage capacity with backup solution.

The release of the THETIS-Med was accompanied by several in-the-country and regional training sessions organised to familiarise the Regional administrator and the staff of MEDMOU Members with the new system.

### ACTIVITIES

[21-22 January 2020 - Training on THETIS-Med for the Regional Administrator](#)

The 2-day training aimed to enable the familiarisation of the Regional Administrator with THETIS-Med, its functionalities, and features. In particular, some of the topics covered were the management of Member State details, document templates, MS office and ports scheme, MS users such as Portal (EMSA IDM) and local configuration (THETIS user config), inspection details (validation, modification, and ban), the internal

notifications and publishing documents in THETIS-Med. The training included also the revision of the tasks of the National Administration as well as of available reports and former Med reports included in THETIS-Med.

#### 12-13/2/2020 – Training on THETIS-Med, Lisbon

A regional Training on THETIS-Med took place on 12-13 February 2020 at EMSA premises in Lisbon. Overall, 16 participants from Algeria, Jordan, Lebanon, Morocco, Tunisia, and Turkey attended the course.

### BILATERAL ACTIVITIES

#### 05-06/2/2020 – SAFEMED IV Training on THETIS-Med for Turkey (Izmir)

EMSA's staff delivered a training on THETIS-Med in Izmir, Turkey, from 5 to 6 February 2020. Overall, 22 participants from the Turkish Maritime Administration attended the course.

The 2-day training aimed at ensuring a smooth transition to the new system by providing participants with an overview of the system in order to familiarize themselves with the latest knowledge in THETIS-MED's functionalities and features. These include the management of not only MS office and ports scheme, but also MS users such as Portal (EMSA IDM) and local configuration (THETIS user config), inspection details (validation, modification, and ban), the internal notifications and publishing documents in THETIS-MED. The training focused also on the revision of the tasks of the National Administration.

THETIS-Med's training sessions strengthen cooperation and encourage partnerships between the staff of the beneficiary country maritime administration and EMSA staff aiming at improving Port State Control activities



05-06/02/2020 – Participants in the Training on THETIS-Med for Turkey (Izmir)

# SAFEMED IV NEWSLETTER

25-26/02/2020 - SAFEMED IV Training on THETIS-Med for Israel

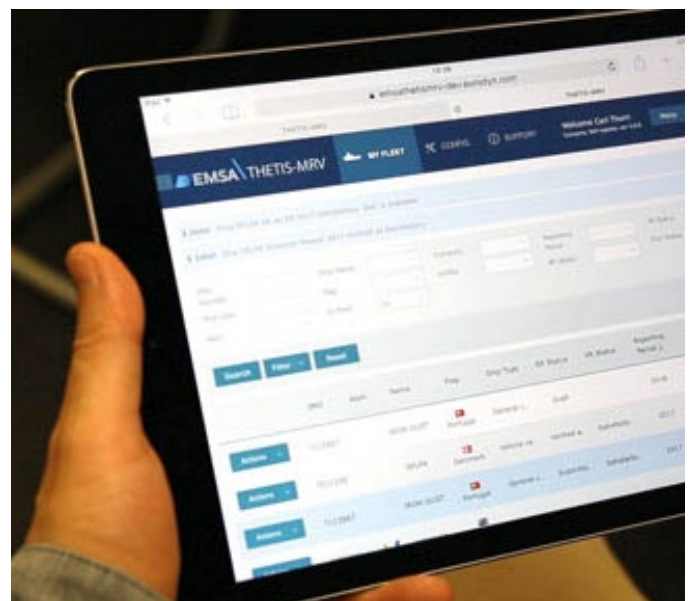
A further in-the-country training on THETIS-Med has been delivered in Haifa, Israel, from 25 to 26 February 2020. Overall, 15 participants from the Israeli Maritime Administration attended the course.



12-13/02/2020 - Participants in the Training on THETIS-Med, Lisbon



25-26/02/2020 - SAFEMED IV Training on THETIS-Med for Israel



## Component 3

### Vessel traffic monitoring and information systems

#### ACHIEVEMENTS

The major achievement under the Component “Vessel traffic Monitoring and Information Systems” has been the improvement of the regional cooperation on maritime traffic information and providing both project’s beneficiaries and riparian EU Members States of the Mediterranean and Black Sea to share their maritime traffic information on reciprocal basis.

#### ACTIVITIES

In the context of the component regarding Vessel Traffic Monitoring and Information Systems, EMSA is implementing a pilot project on sharing AIS information which consists of the following three phases:

**Phase 1:** Exchange of T-AIS data between the SAFEMED IV countries which have signed the Service Level Agreement with EMSA and the Italian Coast Guard as manager of the SafeSeaNet (SSN) Mediterranean AIS Regional Server (MAREΣ);

**Phase 2:** Exchange of T-AIS data amongst SAFEMED IV Beneficiaries, BCSEA Beneficiaries and EU Member States participating in MAREΣ ;

**Phase 3:** Involvement of SAFEMED IV Beneficiaries in SSN.

Phase 1 is implemented with the participation of Jordan, Morocco and Tunisia as beneficiaries of the SAFEMED IV project.

Phase 2 got the greenlight from the MAREΣ Expert Working Group and by the SSN High Level Steering Group which in its 6<sup>th</sup> meeting held in Brussels on 20

January 2020 endorsed the Condition of Use (CoU) for participation to the 2<sup>nd</sup> phase. The phase is ready for implementation. Jordan has already accepted the CoU. Positive replies from Morocco and Tunisia will increment the data sharing onward and upward.

The overall objective of the pilot project is to enhance maritime safety, maritime security and marine pollution prevention/response in the beneficiary countries by strengthening the cooperation on AIS matters in the region.

## Component 4

### Protection of the marine environment

The activities under this component focus on two main matters:

The activities under this component focus on three main objectives:

- raising awareness on the need to accede the international conventions to which the Beneficiaries are still not a Party with particular emphasis on MARPOL Annex VI;
- supporting the full implementation of the international conventions related to the protection of the marine environment to beneficiaries are Parties. Where agreed with the relevant Beneficiary support will be provided to approximate the national legislation to the EU acquis;
- providing the beneficiaries with operational support for what concerns the marine environmental protection.

#### ACHIEVEMENTS

Under this component, project’s beneficiaries have been supported to identify lack, if any, of the port reception facilities in their port and therefore enabled to track actions to fill them.

# SAFEMED IV

## NEWSLETTER



### ACTIVITIES

A specific support in developing a Waste Reception and Handling Plan that adequately meets the requirements of international, regional, and to a larger extent European law was provided to Tunisia.

Tunisia was supported with the development of the Waste Reception and Handling Plan (WRHP) for La Goulette and Rades ports in order to enhance the protection of the marine environment by ensuring the establishment and operation of a reception scheme for waste and cargo residues from ships and the adequacy of Port Reception Facilities (PRF).

The WRHPs have been finalized in June 2020.

### Component 5

#### Human element

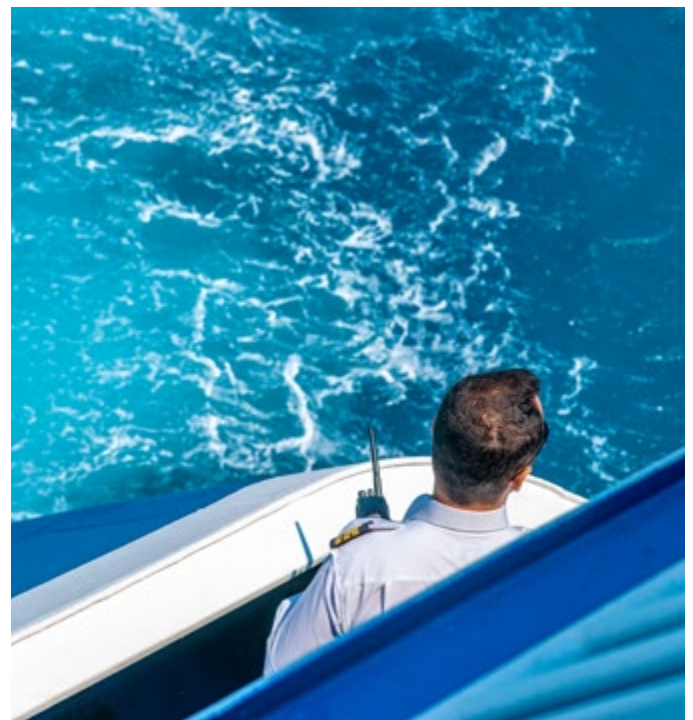
The human element is an important factor in maritime safety. It is a complex multi-dimensional issue that affects maritime safety, security and marine environmental

protection involving the entire spectrum of human activities performed by ships' crews, shore-based management, regulatory bodies and others. 80% of maritime accidents can be attributed in some way to human element failures. The project will address the human element with the aim to continue achieving an effective enhancement of the maritime safety standards.

A major achievement in the area of Human Element in maritime safety was the adoption of the ILO Maritime Labour Convention (MLC), 2006. Since its entry into force in 2013, it was clear that further work should be carried out to effectively ensure its implementation.

### ACHIEVEMENTS

The Project contributed to the harmonization and uniformity on compliance and enforcement of the MLC, 2006 by organising, also in cooperation with international and EU institutions, workshops and training sessions both at regional and bi-lateral level.





18-20/2/2020 - International Workshop on the Implementation of the Maritime Labour Convention, 2006, Lisbon

## ACTIVITIES

The participation of the beneficiaries to the International Workshop on the implementation of the Maritime Labour Convention, 2006 was supported by the SAFEMED Project.

The 2-day event was a joint initiative of EMSA, the European Commission, the International Maritime Organization (IMO) and the International Labour Organization (ILO) and was attended by representatives from over 50 countries, shipowners' and seafarers' organisations, as well as from the Caribbean, Paris and Indian Ocean MoU Secretariats. The event was held at the EMSA premises in Lisbon and attend by 5 participants from 5 SAFEMED IV beneficiary countries.

The main objective of the event was to facilitate the exchange of views and to promote cooperation amongst MLC-ratifying and non-ratifying countries.

An additional activity organised by the Agency was the Training course for MLC Inspectors, which took place from 5 to 6 February 2020 at EMSA premises. Objective of the training session was to provide a thorough overview of the MLC including its amendments. The training aimed at staff from the maritime administration involved in implementation and enforcement of the Maritime Labour Convention, 2006. It was attended by 18 participants from 8 beneficiary countries.



05-06/02/2020 –Training for MLC, 2006 inspectors, Lisbon



# SAFEMED IV

## NEWSLETTER

### OTHER BILATERAL ACTIONS

Bilateral actions are the mean by which the technical support provided by the SAFEMED IV project is tailor-made to meet specific needs of each single beneficiary and to complement the regional actions and the regional dimension which remains the main aspect of the project.

### ACHIEVEMENTS

An insight on the various Maritime Administrations of the beneficiary countries was gathered through Coordination Missions in the beneficiary countries to identify in cooperation with the beneficiary their specific needs for technical assistance.

One of the main objectives of the EU funded SAFEMED IV project is to make sure that all beneficiary countries abide by the provisions of the III Code of the International Maritime Organisation. Therefore, support has been provided as relevant to prepare the Maritime Administrations to undergo IMSAS audit, to prepare Corrective Action Plans (CAP) for IMSAS audit, to draft Professional Development Scheme for ships inspectors, to draft procedures for monitoring the performance of fleets and recognised organisations



The SAFEMED IV project is currently supporting beneficiaries to prepare and follow-up IMSAS, the audit from the International maritime Organisation (IMO). In close cooperation with the relevant National Authorities, the maritime strategies for Morocco and Libya are under development. The latest also in cooperation with EU Border Assistance Mission in Libya (EUBAM Libya).

### ACTIVITIES

On 25-26 February 2020, EMSA was hosted by the Administration of shipping and Ports in Haifa. All aspects of the III Code were covered, including, but not limited to, VTMS, Search and Rescue, Pollution Prevention and Response, etc.

The Coordination Meeting was deemed a positive exercise by the Representatives of the Administration of shipping and Ports and allowed EMSA to prepare a list of bilateral activities which will help Israel to full implement and enforce the provisions of the III Code to enhance maritime safety, pollution prevention and labour conditions on board vessels.





# SAFEMED MEDITERRANEAN SEA PROJECT

## ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

The European Maritime Safety Agency is one of the European Union's decentralised agencies. Based in Lisbon, the Agency's mission is to ensure a high level of maritime safety, maritime security, prevention of and response to pollution from ships, as well as response to marine pollution from oil and gas installations. The overall purpose is to promote a safe, clean and economically viable maritime sector in the EU.

## SAFEMED IV PROJECT

EMSA is implementing a project for technical assistance bringing together national, European and international stakeholders with the aim of raising safety, security and protection of maritime environment standards.

Participant countries: **Algeria, Egypt, Jordan, Israel, Libya, Lebanon, Morocco, Palestine and Tunisia**

## Project contacts

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

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