

SAFEMED III BULLETIN

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June 2015 marked the second anniversary of the SAFEMED III project and the successful implementation of various regional activities as well as of a number of bilateral actions focusing on specific needs at the national level of each beneficiary country.

These two years of effective cooperation have enhanced communication and collaboration among the project's beneficiary countries, EMSA and EU Member States. They have also contributed to a broader exchange of knowledge, expertise and best practices. The achievements are of even greater importance in the context of the sensitive political situation and new challenges currently faced by a number of the beneficiary countries.

REGIONAL ACTIVITIES

During this period, EMSA continued to implement regional activities, promoting a harmonised approach in the field of maritime safety, security, environmental protection and pollution preparedness and response.

The seminars, workshops and training enhanced the expertise and organisational capacity of the beneficiary countries and provided the officials from the maritime administrations with technical knowledge of the relevant international and European regulations.

SEMINAR ON BALLAST WATER MANAGEMENT CONVENTION

3-4 SEPTEMBER 2014, LISBON

The seminar on the Ballast Water Management (BWM) Convention was one of a series of the SAFEMED III project's environmental protection activities. It gave beneficiary countries the opportunity to share their experience of developing the relevant national strategic frameworks as well as to identify and discuss common challenges faced during ratification and implementation of the BWM Convention.

The seminar, geared towards promoting ratification and facilitating the implementation of the BWM Convention in the Mediterranean region, was attended by nine participants from Jordan, Lebanon, Morocco and Tunisia. Also in attendance were representatives from the IMO, Croatia and Turkey, as the seminar was linked with the Globallast Partnership work of the IMO, which is led by Croatia and Turkey in the Mediterranean region.

CORE SKILLS ACCIDENT INVESTIGATION COURSE

15-19 SEPTEMBER 2014, LISBON

The core skills accident investigation course, geared towards boosting expertise of the relevant SAFEMED III maritime administrations but also towards training new staff, was specifically tailored for junior marine accident investigators.

An integral part of SAFEMED III project's "Flag State Implementation" package, the training aimed to cover in detail key principles of accident investigation that national investigators have to implement in practice. This five day in-depth course was organised alongside a more general seminar on maritime accident investigation which took place at EMSA premises in February 2014. The seminar was attended by 11 participants from Algeria, Egypt, Israel, Jordan, Lebanon and Tunisia.



Taking water samples from the Tagus River during the seminar on the BWM Convention



WORKSHOP TO ADDRESS ISPS CODE AND INSTITUTIONAL CAPACITY

7-8 OCTOBER 2014, LISBON

The sensitive political situation and current security challenges faced in the region make maritime security of paramount importance for both sides of the Mediterranean. In this context, SAFEMED III maritime security regional activities aim to improve the implementation of the mandatory SOLAS security requirements as well as to reach a progressive alignment of the beneficiaries' national performance to the EU standards through a twofold approach: political awareness and the improvement of the technical knowledge of the relevant administrations.

In line with the adopted approach, a workshop to address the ISPS Code and institutional capacity, the second political meeting within SAFEMED III, was organised on 7-8 October 2014 in Lisbon. This aimed to facilitate the exchange of experience and best practice as well as to reaffirm common objectives and commitments. Chaired by Jordan, the meeting provided a forum for discussion on the implementation of maritime security legislation and addressed some practical issues under Flag State responsibilities following a detention of a vessel for non-compliance with the requirements of the ISPS Code. It was attended by ten participants from Algeria, Egypt, Israel, Jordan, Lebanon and Tunisia, some representatives from the EU Member States (France, Italy and Spain) as well as by the European Commission (DG MOVE).



Participants in the workshop on ISPS Code and institutional capacity

TRAINING ON ISPS CODE (SHIP AND PORT FACILITY)

4-5 FEBRUARY 2015, LISBON

This practical course was organised following a special request from the SAFEMED III beneficiary countries and was attended by 12 field staff dealing with maritime security issues from Algeria, Israel, Jordan, Lebanon, Morocco and Tunisia.

This training aimed at building a bridge between theory and practice, and thereby to provide the participants with appropriate tools for the proper implementation of the relevant international security legislation on a daily basis.

SEMINAR ON MONITORING FLEET PERFORMANCE AND RECOGNISED ORGANISATIONS

13-14 OCTOBER 2014, LISBON

This seminar facilitated sharing experience and best practices between the North and South Mediterranean countries with regard to monitoring the fleet and Recognised Organisations. It aimed to improve the national performance of the beneficiary countries with regard to the relevant international obligations.

The seminar was attended by staff from six SAFEMED III beneficiary countries (Algeria, Egypt, Israel, Jordan, Lebanon and Tunisia), some EU Member States (Cyprus and Spain) and one EFTA country (Norway).



Seminar on monitoring fleet performance and recognised organisations



12TH MEDITERRANEAN EXPERT WORKING GROUP ON THE MEDITERRANEAN AIS REGIONAL EXCHANGE SYSTEM (MAREΣ)

22-23 OCTOBER 2014, ROME

This meeting aimed to familiarise the project's beneficiary countries, which had agreed on sharing their T-AIS information, with the Mediterranean AIS Regional Exchange System (MAREΣ). It was also an opportunity to participate as observers in the MAREΣ Expert Working Group. The meeting was attended by 13 representatives from Algeria, Israel, Jordan, Lebanon, Morocco, Palestine and Tunisia.

The possibility of sharing T-AIS information between the SAFEMED III beneficiary countries in the short term, with a general long-term objective to create a pan-Mediterranean AIS system covering the entire Mediterranean sea, was discussed with the SAFEMED III beneficiary countries during the VTMS Workshop held in Lisbon on 8-9 April 2014 and brought some of the countries to an agreement in principle to start sharing T-AIS information. (See "Pilot project on sharing AIS information")

ISM SIMULATED AUDIT

3-4 MARCH 2015, LISBON

Conducted by EMSA experts and an ISM auditor from the Italian Coast Guard, the course aimed to enable participants to develop a practical approach to ship audit techniques. It also provided an update on the latest changes to the ISM Code and its guidelines.

The main feature of the seminar was a simulated audit on ships with a set of case studies dealing with scenarios linked to the ISM procedures with a specific focus on passenger vessels. The course was attended by ten participants from Algeria, Israel, Jordan, Lebanon and Tunisia.

PORT STATE CONTROL SEMINAR FOR MEDITERRANEAN MOU PORT STATE CONTROL OFFICERS

23-26 FEBRUARY 2015, LISBON

The 2nd Seminar for Mediterranean MoU (MEDMoU) Port State Control Officers (PSCOs) was tailored to the new MEDMoU procedures and structured in the same way as the seminars delivered by EMSA in the framework of the mandatory training policy adopted in the Paris MoU region with the aim to develop and maintain the competences of the PSCOs.

The main feature of the seminar was a simulated inspection exercise related to a Port State Control inspection according to the MEDMoU procedures. During the course, new MEDMoU inspection database (MEDSIS) functionalities supporting new MEDMoU manual were presented. The meeting was attended by 11 participants from six SAFEMED III beneficiary countries which are also MEDMoU members, i.e. Algeria, Israel, Jordan, Lebanon, Morocco and Tunisia. (For more information with regard to new MEDMoU procedures see the section on "Upgrading Mediterranean Memorandum of Understanding (MoU) procedures")



Discussion during ISM Simulated Audit



Participants at the ISM Simulated Audit

DRILLS AND EXERCISES

OIL SPILL RESPONSE EXERCISE WITH EMSA'S OIL SPILL RESPONSE VESSEL MONTE ARUCAS

APRIL 2015, BILBAO

In order to develop operational readiness in the Mediterranean and to familiarise the SAFEMED III beneficiaries with EMSA's Oil Pollution Response Services, an oil pollution response exercise involving an EMSA oil-spill response vessel Monte Arucas was conducted in the coastal waters off Bilbao (Spain) from 21 to 23 April with 13 participants from the SAFEMED III project (Algeria, Israel, Jordan, Morocco and Tunisia) on board an observer vessel.

Monte Arucas, contracted from Ibaizabal and based in Ferrol (Spain), is part of EMSA's Network of Stand-By Oil Spill Response Vessels (SOSRVs), built up by EMSA in order to provide additional support to EU Member State pollution response mechanisms in a cost efficient way. Further to the recent revision of EMSA's founding regulation, EMSA's activities may also include the provision of technical assistance and, in particular, assistance with regard to pollution response

to the EU neighbouring partner countries. Consequently, the access to the SOSRVs has been also granted to the SAFEMED III countries.

The SOSRVs are commercial vessels contracted by EMSA. They are all equipped with state-of-the-art oil slick detection, containment and recovery equipment and are technically capable of achieving high recovery rates and have a sizeable on board storage capacity. The SOSRVs are ready to respond to oil spills at sea caused by ships as well as by offshore installations at the request of the affected coastal state, the operator in charge of the activity causing the marine pollution or the imminent threat to it and/or the European Commission. Mobilisation of the SOSRVs is done on a basis of a pre-established model contract with pre-agreed conditions for the vessel's use as well as pre-agreed tariffs (with a fixed rate to cover daily operational costs), which represent a considerable advantage avoiding excessively high tariffs and preventing administrative delays.

(For more information on mobilisation procedures see emsa.europa.eu/oil-recovery-vessels/background.html)

BY THE END OF JUNE 2015, THE NETWORK COMPRISED 17 FULLY EQUIPPED VESSELS READY FOR IMMEDIATE MOBILISATION AND THREE VESSELS IN THE PREPARATION PHASE



Distribution of network of EMSA SOSRVs



To achieve the level of performance for pollution response required by EMSA, SOSRVs and their crews participate regularly in trainings, drills and exercises. A number of exercises are organised in cooperation with EU Member States and/or Regional Agreements in order to maintain operational readiness in the European waters as well as to ensure the integration of the SOSRVs into the national pollution response mechanisms of the hosting countries.

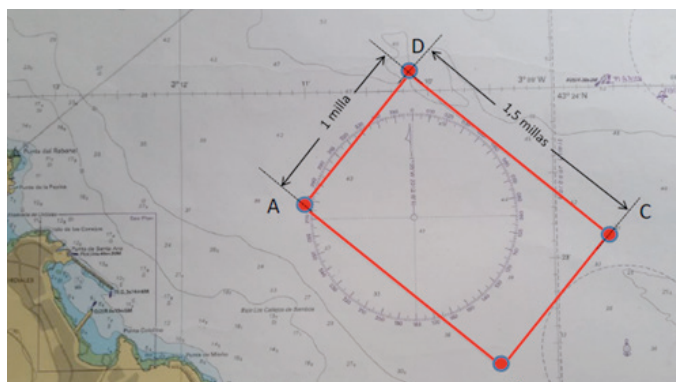
EMSA organised this exercise to familiarise the project's beneficiaries with the relevant oil recovery equipment and techniques performed by the SOSRVs that will be from now accessible to them under the same conditions as for the EU Member States.



Participants at the oil spill exercise with EMSA oil-spill response vessel Monte Arucas

The event included a theoretical part run on 21 April which introduced the at-sea exercise and presented EMSA pollution response services and SOSRVs mobilisation procedures. This theoretical part was followed by two days at-sea practical exercise.

The scenario used for the purpose of the oil spill exercise simulated the collision between the container vessel MS Telia with the oil tanker MT Lostoil, causing a spill of 4.000 tons of oil at the location indicated on the map below.



Location of the simulated collision, oil spill exercise with EMSA oil-spill response vessel Monte Arucas

On 22 April the vessel's crew proceeded to the at-sea deployment of a boom and skimmer in J-formation with the assistance of the tug boat Aitor Uno and release into the water of the Lamor LWS

high capacity skimmer simulating the recovery of oil in the apex of the boom and performing pump tests.



Skimmer and boom deployment, oil spill exercise with EMSA oil-spill response vessel Monte Arucas

On 23 April, an at-sea deployment of two booms in open-U formation was performed with the assistance of the tug boat pulling the boom and thereby performing the U-configuration. After that, Monte Arucas positioned in the aft of the boom configuration, deployed the sweeping arms simulating the recovery of the oil. Each exercise was followed by a debriefing and discussion with the participants who expressed a high interest in the event as well as in the recovery techniques presented.



Deployment of the sweeping arms, oil spill exercise with EMSA oil-spill response vessel Monte Arucas



Deployment of the boom in U-configuration, oil spill exercise with EMSA oil-spill response vessel Monte Arucas

EMSA is planning to organise a similar exercise in one of the SAFEMED III countries which will host the exercise in 2016.

OTHER ACTIVITIES AND BILATERAL ACTIONS

During the first phase of the SAFEMED III an interactive dialogue was conducted with the SAFEMED III beneficiary countries in order to assess the specific needs of each country. As a result, country-tailored plans of bilateral actions were established by EMSA and their implementation successfully started in 2014.

One of the first bilateral activities to be implemented was the International Safety Management Code training in Tunisia (La Goulette) in May 2014, followed afterwards by a similar training in Algeria as well as a number of other bilateral actions and regional activities.

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

The ISM Code training for the Algerian maritime administration took place in Ecole Nationale Supérieure Maritime in Bou-Ismaïl (Algeria) on 24-27 November 2014. This 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 attending the training passed the final examination with high score results ranging from 95% to 100%, and received a DNV GL Academy Certificate at the end of the course.



Seminar on monitoring fleet performance and recognised organisations

ENHANCING PORT STATE CONTROL INSPECTIONS

UPGRADING MEDITERRANEAN MOU PROCEDURES

Harmonising and improving PSC inspections on both sides of the Mediterranean is of paramount importance for the effective elimination of sub-standard ships and therefore for improving safety at sea and preventing environmental pollution in the region.

In view of achieving a more up-to-date and harmonised (with Paris MoU) approach to the vessel inspections and therefore attaining consistency of the inspections in the Mediterranean, EMSA concluded the upgrading of the Mediterranean MoU and

its relevant guidelines. These newly revised procedures are now much more in line with the Paris MoU and have been approved by the Mediterranean MoU Committee.

During the 2nd Seminar for Mediterranean MoU Port State Control Officers held in February 2015 in EMSA the potential users of the system from the relevant administrations became familiar with the novelties introduced into the MEDMoU procedures as well as with related new functionalities of the MEDMoU inspection database MEDSIS.

RULECHECK AND DISTANCE LEARNING PACKAGE OFFERED TO SAFEMED III BENEFICIARY COUNTRIES

Seven SAFEMED III beneficiary countries that are also MEDMoU members (Algeria, Egypt, Israel, Jordan, Lebanon, Morocco and Tunisia) now have access to both EMSA's RuleCheck information database and Distance Learning Package. An access to the two PSC e-tools has been provided also to MEDMoU members that are not project beneficiaries (i.e. Cyprus, Malta and Turkey) to foster the harmonisation of the inspections by all MEDMoU participating countries. The overall aim of providing access to these tools is to increase the effectiveness of Port State Control inspections and to contribute to enhanced maritime safety standards throughout the Mediterranean region.

The Distance Learning Package for Port State Control Officers covers technical aspects of international maritime conventions. Sixteen modules on Port State Control inspections in line with IMO and MEDMoU procedures were provided to the SAFEMED III beneficiary countries. They range from a module on "Hull and construction" inspection, to others on "Cargoes", "STCW Convention", "Maritime Labour Convention, 2006" and more covering maritime safety, maritime security and marine pollution prevention issues. While this tool has been made available since 13 April 2015 to the SAFEMED III beneficiaries, more modules are set to follow one of which will be specifically developed for MEDMoU focusing on the inspection procedures recently adopted by the Committee Meeting of 2014.

The RuleCheck information database, initially developed for Paris MoU Port State Control Officers, this tool is now twofold: it provides separate access for Paris MoU and Mediterranean MoU documents depending on the system users. International framework regulating Port State Control ship inspections being more and more complex, RuleCheck intends to facilitate inspectors' work by clearly showing the different rules that apply to a selected ship at the time of inspection. The system contains a complete list of all the rules and procedures applicable to the ships to be inspected, based on the ship type and age. RuleCheck allows an easy access to Convention references supporting deficiencies found during inspections. The availability of the relevant international regulations and easy accessibility of their content will lead to improvements in the effectiveness and consistency with inspections carried out in all countries which operate under the MEDMoU umbrella. The system is revised annually to embrace any amendment or new requirements.

The provision of both tools, Distance Learning Package and RuleCheck information database, has seen the number of potential users grow from 2 000 to 2 500.

EMSA is organising a training on Electronic Platform (MaKCs) hosting Distance Learning Package (DLP) and a training on RuleCheck (RLC) on 23 July 2015 in Lisbon for the PSCOs nominated by SAFEMED III beneficiary countries as DLP and RLC administrators.

TUTORING PROJECT ON PORT STATE CONTROL

Following a request from Jordan for assistance in the field of Port State Control, a tutoring project was organised in cooperation with the Jordanian maritime administration from 8 to 11 December 2014 in Aqaba. The four working day course consisted of joint inspections carried out by Jordanian PSCOs under the tutorship of two inspectors from the EU Member States. Each inspection was preceded by a preparatory meeting and followed by a de-briefing regarding the outcome and the issues related to the inspection. These four days of inspections contributed to share best practices and experience between MEDMoU and PMoU inspectors.

The overall objective of the exercise was to improve Port State Control inspections in the EU neighbouring countries as well as to harmonise as much as possible PSC inspections' standards between Mediterranean and Paris Memoranda of Understanding. Similar activities are also planned for Algeria, Morocco and Tunisia.

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

IMDATE – SINGLE WINDOW FOR CLEANSEANET SERVICES AND AIS DATA SHARING

The density of traffic is one of the biggest challenges of the Mediterranean. Traffic monitoring has become one of the most important issues in the region when considering that national systems capable of tracking ships around Mediterranean waters still differ in terms of coverage and responsiveness. In this context, the provisions of the Integrated Maritime Data Environment (IMDatE) to the SAFEMED III beneficiary countries will enhance traffic monitoring in the region as well as improve the capabilities of detecting and, consequently, responding to oil spills in the Mediterranean sea.

The IMDatE platform is configured as a single window to provide users with wide range of information: satellite imagery of potential oil spills on top of the maritime picture; ship data (ship particulars information for each selected ship); vessel SAT-AIS information and, when shared by the users, users' own terrestrial AIS, VMS or other particular information.

The users will receive alerts on spills and will be able to track polluting vessels as the ship detected on Synthetic Aperture Radar image (from CleanSeaNet pollution detection service) will be identified and tracked using AIS information.

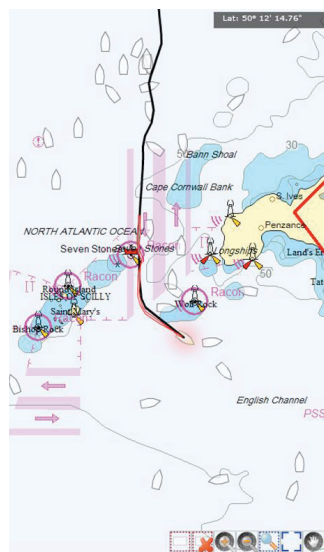
Oil spill alerts containing CleanSeaNet oil spill satellite images will be received via IMDatE by the SAFEMED III countries that have signed the relevant Conditions of Use. The AIS information will be provided to the countries that agreed on the conditions of the Service Level Agreement (SLA) for the provision of Integrated Maritime Services and the use of the Mediterranean AIS Regional Server (MAREΣ).

Currently, six SAFEMED III countries who already signed Conditions of Use for the provision of CleanSeaNet service (Algeria, Israel, Jordan, Lebanon, Morocco and Tunisia) expressed their interest in principle in sharing AIS information. Although some countries are still going through the process of internal consultations of their national administrations in this respect, Jordan and Tunisia are the first countries that have already signed the SLA.

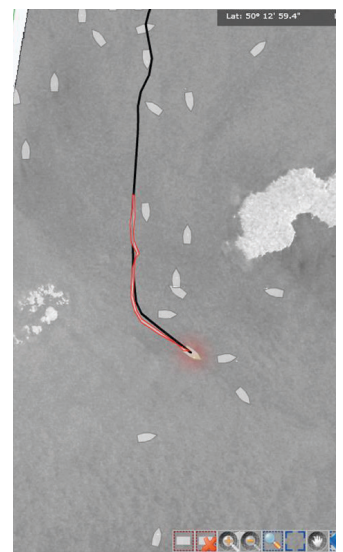
The agreement reached with regard to the AIS information sharing in the region is one of the important achievements of the SAFEMED III project and will fully contribute to improving safety at sea and combating environmental pollution. This service was opened for six countries in June 2015.



Identifying pollution



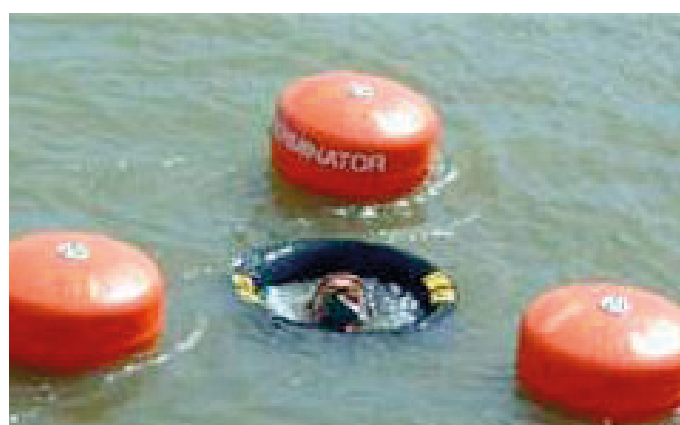
Tracking a polluting vessel



TOPPING-UP TUNISIA'S POLLUTION RESPONSE CAPACITIES

In view of improving the protection of the Mediterranean marine environment against the risk of pollution and preventing escalation of the spill in case of major oil pollution in the Mediterranean, EMSA has undertaken to top-up the relevant pollution response capacities of SAFEMED III maritime administration(s). Donation contracts of skimmer and boom sets were awarded to l'Office de la Marine Marchande et des Ports (Tunisia) in May 2015 following its successful application within a call for proposals procedure launched in December 2014.

To ensure that the equipment is fully operational it will be checked, overhauled and commissioned before transportation to Bizerte. Initial training services and technical assistance (crew preparations for pollution response techniques and equipment operation) will be then provided to Tunisian administration.



Oil skimmer DESMI Terminator



Ro-boom deployed

SEMINARS & TECHNICAL MEETINGS 2015

Training on EU maritime legislation
[Lisbon, 20-22 July](#)

Training for DLP and Rulecheck administrators
[Lisbon, 23 July](#)

STCW Manila Amendments
[Lisbon, 31 August – 3 September](#)

Training on monitoring and auditing ROs
[Lisbon, 1-2 October](#)

Training session for Flag State inspectors
[3-6 November](#)

Training on ISPS Code
[16 – 19 November and 30 November – 3 December](#)

ISPS Code annual meeting
[Lisbon, 10-11 December](#)

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