



### III. The Implementation Process

Regional Workshop on the Preparation of National Action Plans  
for the Implementation of the Mediterranean Strategy (2022-2031)

Malta, 20 November 2024



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# **THE IMPLEMENTATION PROCESS NATIONAL ASSESSMENT**

# How to start? Have in hands:

## The Decision IG.25/16

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### Decision IG.25/16

#### **Mediterranean Strategy for the Prevention of, Preparedness, and Response to Marine Pollution from Ships (2022-2031)**

*The Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (Barcelona Convention) and its Protocols at their 22<sup>nd</sup> Meeting,*

*Recalling the United Nations General Assembly resolution 70/1 of 25 September 2015, entitled "Transforming our world: the 2030 Agenda for Sustainable Development",*

*Recalling also the United Nations Environment Assembly resolution UNEP/EA.4/Res. 21 of 15 March 2019, entitled "Towards a pollution-free planet",*

*Having regard to the Barcelona Convention, in particular Article 6 thereof, whereby Contracting Parties shall take all measures in conformity with international law to prevent, abate, combat and to the fullest possible extent eliminate pollution of the Mediterranean Sea Area caused by discharges from ships and to ensure the effective implementation in that Area of the rules which are generally recognised at the international level relating to the control of this type of pollution,*

*Having regard to the Protocol concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea, in particular Article 4 thereof, whereby the Parties shall take measures in conformity with international law to prevent the pollution of the Mediterranean Sea Area from ships in order to ensure the effective implementation in that Area of the relevant international conventions in their capacity as Flag State, port State and coastal State, and their applicable legislation and Article 18 thereof, whereby the function of the meeting of the Contracting Parties shall be to formulate and adopt strategies, action plans and programmes for the implementation of this Protocol,*

*Having also regard to international instruments of relevance to the present decision, regulated through the International Maritime Organization (IMO), namely international conventions dealing with maritime safety and the prevention of pollution from ships, notably the International Convention for the Prevention of Pollution from Ships (MARPOL) and its Annexes, and the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention); as well as international conventions addressing pollution preparedness, response and co-operation, notably the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) and its Protocol, and international conventions addressing liability and compensation for pollution damage,*





*Considering the Regional Strategy for Prevention of and Response to Marine Pollution from Ships (2016-2021), hereinafter referred to as "the Regional Strategy (2016-2021)", adopted by the Contracting Parties at their 19<sup>th</sup> Meeting (COP 19) (Athens, Greece, 9-12 February 2016),*

*Conscious of the progress made and the challenges faced by Contracting Parties in the implementation of the Regional Strategy (2016-2021) and of the potential strategic areas of improvement identified based on key lessons learned in meeting its objectives,*

*Recalling the mandate of the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), as laid down in Decision IG.19/5 on the Mandates of the Components of MAP, adopted by the Contracting Parties at their 16<sup>th</sup> Meeting (COP 16) (Marrakesh, Morocco, 3-5 November 2009), and its relevance to the implementation of this Decision,*

*Having considered the reports of the Regional Meeting of National Experts on the Mediterranean Strategy for the Prevention of, and Response to Marine Pollution from Ships (2022-*


## The Excel file of the National Assessment

   
<b>MEDITERRANEAN ACTION PLAN (MAP)</b>
<b>REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE MEDITERRANEAN SEA (REMPEC)</b>
<b>NATIONAL ASSESSMENT</b>
<b>OF THE GUIDANCE DOCUMENT:</b>
<b>PREPARATION OF NATIONAL ACTION PLANS FOR THE IMPLEMENTATION OF THE MEDITERRANEAN STRATEGY FOR THE PREVENTION OF, PREPAREDNESS, AND RESPONSE TO MARINE POLLUTION FROM SHIPS (2022-2031)</b>
<b>Disclaimer</b> This activity is financed by the voluntary contribution from the French Ministry for Europe and Foreign Affairs and is implemented by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC). The views expressed in this document are those of the Consultant and are not attributed in any way to the United Nations (UN), the Mediterranean Action Plan (MAP) of the United Nations Environment Programme (UNEP), the International Maritime Organization (IMO) or REMPEC. The designations employed and the presentation of material in this document do not imply the expression of any opinion whatsoever on the part of the UN Secretariat, UNEP/MAP, IMO or REMPEC, concerning the legal status of any country, territory, city, or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.


# Instructions for Completion

Following the structure of the Action Plan, the NA comprehensively addresses all aspects based on the four areas of influence for the CSOs:


- People
- Institution
- Infrastructure
- Knowledge Sharing



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**MEDITERRANEAN ACTION PLAN (MAP)**

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**REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR THE MEDITERRANEAN SEA (REMPEC)**

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NATIONAL ASSESSMENT  
OF THE GUIDANCE DOCUMENT:  
  
PREPARATION OF NATIONAL ACTION PLANS FOR THE IMPLEMENTATION OF  
THE MEDITERRANEAN STRATEGY FOR THE PREVENTION OF, PREPAREDNESS,  
AND RESPONSE TO MARINE POLLUTION FROM SHIPS (2022-2031)

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## STEP-BY-STEP TO COMPLETE THE NATIONAL ASSESSMENT:

### STEP 1 - WHO YOU ARE

3.1 Select the answers and complete the box below:

<p><u>You represent:</u> Contracting Party: Name of contact(s): Position of contact(s): e-mail(s) of contact(s):</p>
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### STEP 2 - COMPLETE THE NATIONAL ASSESSMENT

- 2.1 The full National Assessment is composed by seven (7) Common Strategy Objectives (CSOs): CSO (1-7) People, CSO (1-7) Institution, CSO (1-7) Infrastructure, CSO (1-7) Information and Knowledge Sharing (I&KS)
- 2.2 Participations any kind of events and any kind of document produced, the answers are from 2022 on.
- 2.3 *Questions marked in green are of **low** priority*
- 2.4 *Questions marked in yellow are of **medium** priority*
- 2.5 *Questions marked in red are of **high** priority*

### STEP 3 - FOR STAKEHOLDERS ONLY

- 3.1 Send the National Assessment back to the designated Contracting Party.

# Instructions for Completion

- For answering the questions of the NA, you may go to the Mediterranean Strategy (2022-2031), as adopted through [Decision IG.25/16](#), and use the Section 6 (Common objectives to achieve the vision for the Mediterranean) and the Appendix (Action Plan) for each indicator and target.
- The questions set out in the NA are associated to each action, following the same numerical order.
- For completing the NA, carefully review your responses to ensure accuracy and completeness.
- Validate the information with supporting documents.
- **How can stakeholders support this process?**

Decision IG.25/16:  
Appendix, Action Plan:  
CSO 1 on People

CSO 1 Prevent, prepare for, and respond to operational, illegal and accidental oil and HNS pollution from ships

6.2. The rates of accidental pollution from ships have decreased globally and regionally, despite the increase in shipping transportation. These results have been achieved in particular through the adoption of regional and international regulatory framework, through the UNEP/MAP Barcelona Convention System and IMO, respectively, namely the 2002 Prevention and Emergency Protocol, the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocols of 1978 and 1997 relating thereto (MARPOL) and its Annexes, the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC) and the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances 2000 (OPRC-HNS Protocol), as well as technical cooperation activities undertaken at national and regional level. However, risks associated with the transport by ships of oil and HNS with possible harmful consequences on biota and ecosystems cannot be eliminated, accidents can and still do occur. The practice of illegal discharge from ships has been increasingly monitored and enforcement procedures are being put in place progressively through the Mediterranean Network of Law Enforcement Officials relating to MARPOL within the framework of the Barcelona Convention (MENELAS) to prosecute offenders.

6.3. To meet this CSO, the Contracting Parties to the Barcelona Convention agree to reinforce the already established collaborative and collective effort, within the framework of the Mediterranean Strategy (2022-2031) and invite relevant organisations to cooperate and coordinate their actions for assistance to facilitate the ratification, effective implementation and strict enforcement of relevant legally binding instruments. The Contracting Parties also acknowledge the need to further develop policies to address current and new challenges in prevention, preparedness and response to operational, illegal and accidental pollution from ships in the Mediterranean, and to facilitate and enhance existing or new services to foster monitoring and exchange of knowledge and data. To maximise these efforts, closer synergies are required between relevant networks within, and outside the Mediterranean region.

6.4. Furthermore, Contracting Parties acknowledge that in maritime transport, the linear cycle of exploitation and use of resources and the elimination of waste is no longer feasible. Therefore, it is required that Contracting parties look towards a vision for a circular economy in maritime transport and the maritime industry, including: leisure (pleasure and entertainment, cruise business); harvesting of raw materials (oil and gas, offshore mining, fishing); logistics (shipping of food, energy, containers, bulk material); and infrastructure (ferries, local shipping, ports). In that line, Contracting Parties also recognise the key role of shipping, as the backbone of trade in the Mediterranean region, in enabling and capitalising on a circular conversion of supply chains and in determining what type of collaboration across value chains those changes would require.

6.5. Contracting Parties also recognise the need for a stronger inter-sectoral cooperation between at-sea, shoreline, and wildlife responders, port authorities, oil and chemical industry and agree to aim for a holistic / integrated management of marine pollution incidents that enable a coordinated response operation at sea and onshore, including the response to wildlife. Such a holistic approach should permeate the oil spill preparedness and response, both at a national level and in region-wide cooperation.



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**Decision IG.25/16:**  
Appendix, Action Plan:  
CSO 1 on People

CSO 1: Prevent, prepare for, and respond to, operational, illegal and accidental oil and HNS pollution from ships

Area of Influence	Action	Indicator	Target	Supporting Institution <sup>12</sup>	Priority Level
<b>PEOPLE</b>					
<b>1.1 Networks</b>	1.1.1 To maintain and actively participate in the: a) MENELAS b) Mediterranean Technical Working Group (MTWG) c) Clean/SeaNet National Competent Authorities (CNS/NCAs) d) Mediterranean AIS Experts Working Group (MAREE EWG)	% of CPs having designated officials	100%	To be defined	low
	1.1.2 To capitalize on experience and on knowledge available in other sectors (e.g. knowledge sharing lessons learnt)	Number of seminars, webinars, presentations from other sectors, etc.	At least 2 per year	To be defined	low
	1.1.3 To strengthen synergies between relevant networks including: a) D/O Sub-Committee on Pollution Prevention and Response (PPR) b) MTWG c) MENELAS d) Consultative Technical Group for Marine Pollution Preparedness and Response (CTG/MPPR) e) the Bonn Agreement and its Working Group on Operational, Technical and Scientific Questions Concerning Counter Pollution Activities (OTSOPA); f) Helsinki Commission (HELCOM); g) North Sea Network of Investigators and Prosecutors (NSN) h) The Baltic Sea Network of Environmental Crime Prosecutors (ENPRO) i) NCAs	Number of documents submitted	1 activity report submitted to the various sessions on work carried out by other relevant networks	To be defined	low
		Number of joint products delivered	1 joint product per biennium		

**National Assessment:**  
CSO 1 on People

**Related Questions:**

**1.1.1 Have you actively participate in the:** Yes/No Please indicate the years that designated officials have participated in: Comments and/or Observations:

a) Mediterranean Network of Law Enforcement Authorities for Safety and Security at Sea (MENEELAS)

b) Mediterranean Technical Working Group (MTWG)

c) Clean/SeaNet National Competent Authorities (CNS/NCAs)

d) Mediterranean AIS Experts Working Group (MAREE EWG)

**1.1.2 Have you participated in seminars, webinars, presentations from other sectors, etc.?** Yes/No Please detail the average participation per year: Please name the event(s): Comments and/or Observations:

**1.1.3 Have you submitted a report to:** Yes/No Please detail the number of reports/documents submitted: If the document is available, please provide details on how it can be accessed: Comments and/or Observations:

a) D/O Sub-Committee on Pollution Prevention and Response (PPR)

b) Mediterranean Technical Working Group (MTWG)

c) Mediterranean Network of Law Enforcement Authorities for Safety and Security at Sea (MENEELAS)

d) Consultative Technical Group for Marine Pollution Preparedness and Response (CTG/MPPR)

e) The Bonn Agreement and its Working Group on Operational, Technical and Scientific Questions Concerning Counter Pollution Activities (OTSOPA);

f) Helsinki Commission (HELCOM);

g) North Sea Network of Investigators and Prosecutors (NSN)

h) The Baltic Sea Network of Environmental Crime Prosecutors (ENPRO)

i) National Competent Authorities (NCAs)



# **THE IMPLEMENTATION PROCESS NATIONAL ACTION PLAN**



Preparing a **National Action Plan** involves several critical steps and considerations to ensure that national efforts effectively align with the Mediterranean Strategy (2022-2031).

The process emphasises the importance of flexibility, stakeholder engagement, and a thorough **National Assessment**.

## Key questions before formulating the National Action Plan

- 1 *How integral are the CSOs to the sustainable development and marine environmental protection policies of the country?*
- 2 *Are there clear indicators and targets within the NA that align with national priorities? How can these be adapted to better reflect specific context of the country?*
- 3 *What resources and capacities are required for the effective implementation of the NA? How can these be mobilised or enhanced?*

# Work Methodology for the Preparation of a National Action Plan

Steps should be initiated to start the preparation of the NAP, and this is likely to include:

- 1 *Identification and engagement of relevant stakeholders;*
- 2 *Completion of the NA;*
- 3 Determining the aim and scope of the NAP;
- 4 Development of National Actions;
- 5 Identification of financing needs;
- 6 Reviewing the NAP; and
- 7 Approving the NAP.

# Entities responsible for the preparation of the NAP

## Lead Body

The Lead Body has the principal responsibility for preparing the NAP and should be in a position to lead the process, i.e. should have a clear understanding of the technicalities of the process and subject matter, along with a strong legitimacy to lead the process.

The Lead Body should support mobilising as well as securing political will and government buy-in at the highest appropriate level at the earliest stage of preparing the NAP, and should delegate various aspects or components of the preparation of the NAP to other stakeholders with particular competence in the field (e.g. the Ministry of Environment).

## National Task Force (NTF)

It is recommended that a National Task Force (NTF) be established for the purpose of advising and supporting the process of preparing and implementing the NAP. The NTF membership ideally should include both government officials and major national stakeholders, in particular those who would be key to the success of the process of the preparation and implementation of the NAP. It is recommended that the NTF membership includes representatives from:

- the Lead Body;
- pertinent government bodies (e.g. ministries and agencies, maritime administrations, port authority representatives, and so on);
- stakeholders from the maritime industry and the environmental community, as appropriate (e.g. representatives from shipowners, shipbuilders, classification societies, maritime training organisations, NGOs and academia); and
- stakeholders from other industries, as appropriate.

The NTF should be established at the earliest possible stage of the preparation of the NAP, in order to undertake meaningful consultations as well as ensure ownership by participants and all relevant stakeholders.

## National Focal Point

It is recommended that a specific individual from the Lead Body be designated as National Focal Point to be responsible for the overall coordination and management of the process of preparation of the NAP at the national level as well as for organising and chairing relevant meetings.

## Tailoring a comprehensive National Action Plan

**Utilize the NAP Common Template:** Base the NAP on the provided outline, tailoring it to specific national needs and capabilities.

**Follow Work Methodology:** Use suggested methods to complete the template promptly, considering varying institutional frameworks and resources.

**Identify Key Steps:** Include relevant government bodies, industries, and civil society; align with existing policies to avoid duplication; develop a detailed action schedule based on Mediterranean Strategy priorities; and obtain necessary endorsements from authorities.

**Develop and Review the NAP:** Fill the template with technical content, ensuring alignment with strategic objectives (CSOs); review the draft to ensure it is clear, supports national policy, integrates with other strategies, and is actionable and understandable.

**Perform Final Checks:** Confirm the NAP is fit for purpose, aligns with government policy, and is practical for implementation.

# Management of implementation of the NAP

## Implementation considerations

- How will the overall implementation of the NAP be managed?
- Have the aims, objectives and actions been identified?
- Have responsibilities for each action been allocated?
- Have timeframes been set for each action?
- Have funding sources been identified?

# Establishing deadlines

Task	Deadline
<b>Phase 1: Initial Preparation (months 1 and 2)</b>	
Institutional and stakeholder identification	month 1
Distribution of the NA	month 2
<b>Phase 2: Data Collection (months 3 to 5)</b>	
Completion of NA by national entities and stakeholders	months 3 to 5
<b>Phase 3: Analysis of the NA (months 6 to 8)</b>	
Answers analysis	months 6 to 8
<b>Phase 4: Drafting of the NAP (months 9 and 10)</b>	
Drafting of the NAP	months 9 to 10
<b>Phase 5: Revision of the NAP (month 11)</b>	
Validation and finalisation of the NAP	month 11
<b>Phase 6: Approval of the NAP (month 12)</b>	
Formal approval of the NAP	month 12

# Monitoring and evaluation

## Monitoring progress

- How will the implementation progress of the NAP be monitored?
- At what intervals will this occur?
- What criteria/performance indicators will be used to assess the implementation of the NAP?
- Who will be responsible for monitoring progress and evaluating effectiveness?

## Evaluation outcomes

- Which actions have been successfully implemented?
- Which have not? If not, how could they be improved?
- Have other challenges been identified? (e.g. information gaps, lack of engagement)
- How can these challenges be addressed?





**LET'S PRACTICE!**

