

### APPENDIX III

**RECOMMENDATIONS CONCERNING DECISIONS AND ACTIONS  
WHICH SHOULD BE TAKEN AT THE PORT, AND AT NATIONAL  
AND REGIONAL LEVELS FOR PREPAREDNESS FOR AND RESPONSE  
TO MARITIME RELATED ACCIDENTS INVOLVING  
HAZARDOUS SUBSTANCES IN MEDITERRANEAN PORT AREAS  
AND THEIR APPROACHES**

1. The Mediterranean coastal States which are not party to the relevant Conventions adopted within the International Maritime Organisation (IMO), should take the necessary steps to become party to these Conventions. The competent national authorities of the Mediterranean coastal States should, on the basis of the IMO's conventions, codes, guides and recommendations take the necessary steps to issue the appropriate legal requirements and to ensure the adequate level of compliance with such legal provisions. Particular attention should be paid to the Recommendations on the Safe Transport of Dangerous Cargoes and Related Activities in Port Areas, currently under revision. Once revised, the competent national authorities of the Mediterranean coastal States should, whether for the first time or as a revision, prepare the legal provisions with subsequent implementation and enforcement to ensure the safe transport, handling and storage of dangerous cargo in port areas.
2. Governments of the Mediterranean coastal States should ensure that national legal requirements concerning the transport and handling of dangerous cargoes are, to the greatest possible extent, compatible with the relevant codes and guides developed by IMO and other inter-governmental bodies responsible for different modes of transport. The governments of the Mediterranean coastal States should co-ordinate their work in the different organizations to avoid divergence with the established rules and regulations relating to the maritime transport of dangerous cargoes.
3. The competent national authorities of the Mediterranean coastal States, in the absence of any national regulations covering land transport and in view of IMO's International Maritime Dangerous Goods Code's (IMODG Code) wide application, together with its provision which affect industries, storage, warehousing, handling and transport services from manufacturers to consumers, should, as an interim measure, consider accepting the recommendations laid down in the code as satisfying the minimum safety standards for the intermodal transport of dangerous goods.
4. The competent authorities of the Mediterranean coastal States should endeavour to establish Vessel Traffic Services (VTS) in ports in accordance with the needs of each particular port and once it is decided that such a system, whether simple or highly sophisticated, is necessary, reference should be made by the responsible authority to IMO's Guidelines for Vessel Traffic Services (Res.A.578[14]) which provides guidance for designing and operating a VTS. They should further consider integrating such functions into a broader system covering other port functions.
5. The competent authorities of the Mediterranean coastal States should establish a system whereby the Port Authority is notified of the dangerous cargo on board a ship, prior to its arrival in the port or to its departure from the port. The advance notification should also include any deficiency of the ship, its equipment and/or the contents of the dangerous cargo which may affect the safety of port area or the ship itself.

6. The competent national authorities of the Mediterranean coastal States in charge of accidental marine pollution preparedness, response and mutual assistance should endeavour to ensure the participation of representatives of their country to the OPRC Working Group established within the framework of the Marine Environment Protection Committee (MEPC) of IMO and to give written inputs to the Working Group's activities.

7. The governments of Mediterranean coastal States should ensure that the requirements under the International Convention of Pollution Preparedness Response and Cooperation (OPRC, 1990) that ports under their jurisdiction have a port emergency plan coordinated with the national system for preparedness and response and approved in accordance with procedures established by the competent national authority are complied with. The governments of the Mediterranean coastal States should also require that the operators in charge of handling facilities within the port areas have a contingency plan compatible and fully coordinated with the port emergency plan. Locally, the port emergency plan should be coordinated with the municipal contingency plan and with the contingency plan established for fixed installations located in the vicinity of the port areas. The competent national authority of the Mediterranean coastal States in charge of accidental marine pollution preparedness, response and mutual assistance should ensure that the arrangements regarding co-operation and mutual assistance adopted within the framework of the Emergency Protocol to the Barcelona Convention are taken into account and properly reflected in the port emergency plan.

8. The governments of the Mediterranean coastal States should ensure that training programmes be organized for all categories of personnel whose activities are within the framework of a port contingency plan. Such programmes should include exercises. REMPEC should provide assistance in the organization of such programmes both at the regional and national level with priority being given to the countries with the greatest need.