

APPENDIX III

RESOLUTION

"REGIONAL STRATEGY ON PREVENTION OF POLLUTION OF THE MARINE ENVIRONMENT BY SHIPS"

The Contracting Parties, at their meeting in Tunis, 18-21 November 1997;

Considering the importance to associate prevention of pollution of the marine environment by ships to preparedness and response to such pollution in order to contribute to sustainable development in the Mediterranean Sea and to implement Agenda 21;

Taking into account the relevant part of the "Action Plan for the protection of the marine environment and the sustainable development of the coastal areas of the Mediterranean" (MAP Phase II) adopted by the Conference of Plenipotentiaries held in Barcelona on 10 June 1995;

Acknowledging the conclusions of their extraordinary meeting held in Montpellier 1 to 4 July 1996 which decided to ask the meeting of Focal Points of REMPEC to study the question of regional co-operation in the field of prevention of pollution of the marine environment by ships;

Having noted the conclusions of the meeting of the Focal Points held in Malta 22 to 26 October 1996;

- I. **Adopt** the regional strategy on prevention of the pollution of the marine environment by ships, here appended;
- II. **Decide** that, as a consequence, the Protocol on emergency is to be amended in order to introduce in it the provisions necessary to implement this strategy and desire to adopt the corresponding amendments on the occasion of their 1999 meeting;
- III. **Decide** that, pending the adoption and entry into force of these amendments, REMPEC be charged to implement this strategy as regards co-operation between Mediterranean States, supplementing in this way its action concerning preparedness for and response to accidental marine pollution;
- IV. **Decide that** the Annex to Resolution 7 regarding the objectives and functions of REMPEC is to be amended.

REGIONAL STRATEGY ON PREVENTION OF POLLUTION OF THE MARINE ENVIRONMENT BY SHIPS

More than 90% of world trade is shipped by sea. About 30% of the world's maritime trade either transits through the Mediterranean sea directly or leaves from or is directed to the 300 ports scattered along the basin's coastline. There are 58 major oil loading and unloading ports in the Mediterranean. Commercial shipping in the Mediterranean is so dense as to present high risk patterns likely to provoke massive pollution by oil or other hazardous substances in particular because of the insufficient or inadequate enforcement of international standards. Operational discharges from ships (oily wastes, noxious liquid substances, sewage and garbage) also constitute an important source of pollution.

The social and economic development of Mediterranean coastal countries is in particular linked to maritime safety and the quality of the marine environment. Consequently, in a sustainable development prospective, **it is more important to prevent accidents than to combat the pollution of the marine environment which might be a consequence of them.**

In the light of these considerations, **MAP Phase II** had decided to conduct a number of activities with the assistance of the Regional Centre and with the co-operation of the International Maritime Organization.

Accordingly, regional cooperation should be developed towards an effective implementation of International Conventions and in particular those adopted under the aegis of IMO, without adding normative provisions to those in these Conventions.

This regional co-operation shall take into account the regional framework for co-operation established by the Euro-Mediterranean Partnership as well as, within this context, the mutual commitments binding the European Union to its Mediterranean Partners.

This strategy aims at:

- a) strengthening national capacity
 - i) by improving the capacity of administrations (in charge of maritime transport and environment) to develop and implement prevention policies by:
 - training programmes
 - supplying information and expertise including access to technology
 - conducting pilot programmes

- ii) by developing equipment and infrastructure resources by:
 - conducting technical and pre-investment studies
 - conducting pilot projects
- b) developing regional cooperation
 - i) by organising dialogue with a view to conducting co-ordinated activities at all levels: national, regional and global (within IMO)
 - ii) by implementing programmes that require concerted actions and measures at the regional level
 - iii) by conducting studies on subjects of regional interest.

This strategy will concentrate mainly on the following priority activities:

- a) monitoring the effective implementation of the relevant IMO Conventions by the Flag State, Port State and Coastal State;
- b) developing port reception facilities;
- c) safety of navigation;
- d) surveillance of discharges and prosecution of offenders;
- e) emergency towing.