



# **Report of the 2006 IMO/UNEP Forum on Regional Co-operation in Combating Marine Pollution**

**Jointly organized by the International Maritime Organization  
and the United Nations Environment Programme**

**2 - 5 May 2006, IMO Headquarters  
London, United Kingdom**

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## **Introduction**

1 Prevention is the cornerstone of any sound environmental management programme and the most economic and effective means of limiting the adverse environmental consequences of oil pollution incidents from ships. A comprehensive strategy, however, can not rely on prevention alone and must also include good preparedness and successful co-operation to ensure a timely and effective response when incidents inevitably occur, to limit environmental damage.

2 The 2006 IMO/UNEP Forum on Regional Co-operation in Combating Marine Pollution is the second Forum of its kind and a follow-up to the first Forum which took place in September 2002. The 2002 Forum was an important step in bringing together Regional Seas Programmes, regional and international organizations, UN agencies and other relevant stakeholders to initiate a dialogue on the requirements and modalities for effective regional co-operation and the ingredients for its success. The objective of the 2006 Forum was to critically examine the current status of regional co-operation four years later by examining progress, challenges faced, and the critical factors and innovative approaches for ensuring successful and sustainable mechanisms for regional co-operation in the longer term.

3 The programme for 2006 Forum was developed under five basic themes:

- .1 frameworks and instruments for regional co-operation;
- .2 the role of regional activity centres in implementing regional co-operation;
- .3 response and co-operation: case studies;
- .4 emerging topics & new challenges; and
- .5 other topics.

4 The primary focus of the Forum was on co-operation in preparing for and responding to major oil spills. However, a significant part of the programme, as covered under 'Other topics' was dedicated to other marine pollution subjects of interest that fall outside the scope of marine oil spill preparedness and response. These topics addressed other critical marine pollution issues such as marine litter, ocean dumping, ballast water management and marine invasive species.

## **Format and Structure of the Forum**

5 The 2006 Forum was co-hosted and co-sponsored by the International Maritime Organization (IMO) and the United Nations Environment Programme (UNEP) and was held from Tuesday, 2 to Friday, 5 May 2006 at IMO Headquarters in London, United Kingdom.

6 The Forum consisted of a combination of presentations on a wide range of topics related to preparedness, response and co-operation for marine oil spills, as well as other marine pollution-related issues, and a series of focussed discussions carried out following the presentations and during two break-out sessions that took place over the course of the four-day event.

7 Attendance at the Forum included participants from UN agencies, regional and international organizations, Regional Seas Programmes, national Governments and

representatives from the oil and shipping industries<sup>1</sup>. A full list of participants is included as annex II.

### **Session Summaries**

8 The programme, which is attached as annex 1, was broken down into five sessions, as follows:

Session I	Frameworks and Instruments for Regional Co-operation
Session II	The Role of Regional Activity Centres in Implementing Regional Co-operation
Session III	Response and Co-operation: Case Studies
Session IV	Emerging Topics & New Challenges
Session V	Other Topics

### **Session I - Frameworks and Instruments for Regional Co-operation**

9 The session on Frameworks and Instruments for Regional Co-operation set the backdrop for the more specific themes that would follow by providing an overview of the OPRC Convention, as the international instrument which provides the essential framework and provisions for preparedness, response and co-operation for marine oil spills from ships. This initial presentation was followed by presentations on various regional initiatives and instruments for the protection of the marine environment and for co-operation, when incidents occur.

### **Session II - The role of Regional Activity Centres in implementing regional co-operation**

10 This session provided an overview of the work of three Regional Activity Centres (RACs) and examined the benefits of such regional centres and the challenges faced by RACs. The three centres presented were REMPEC (Malta), REMPEITC-Carib (Curacao) and MERRAC (Republic of Korea), and the new Marine Emergency Mutual Aid Centre (MEMAC) for the PERSGA region was introduced. The RACs presented are in various stages of advancement, beginning with REMPEC, which is the oldest and most established of the RACs, through to MEMAC-PERSGA (Egypt), which is the newest.

11 From the information presented, many lessons could be learned from the experiences of these RACs, especially for those regions with newer less mature RACs and those that may be considering this option for the future. Some of the key messages emerging were that the presence of a RAC can significantly enhance preparedness and regional co-operation, but can often have difficulties in establishing sustainable long-term financing for their operations.

12 Experienced leadership, neutrality, strong political will and a commitment to sustainable financing paired with fundraising initiatives were some of the identified requirements to ensure success. Increased communication and co-operation between RACs for greater synergy was also deemed beneficial.

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<sup>1</sup> From this point forward, please note that the term 'industry' is used throughout. In all instances, this refers to both the oil industry and shipping industry collectively.

### **Session III - Response and Co-operation: Case Studies**

13 The session on Response and Co-operation examined the response to the **Prestige** incident, which occurred off the northwest coast of Spain in November 2002, with a particular focus on the regional co-operation aspects in response to the spill. The case study identified that external assistance was initiated early on in the incident by activation of the Biscay Plan, through which French resources were quickly mobilised to assist in the response. This was immediately followed by a request for assistance to the European Commission, whereby additional resources were mobilised throughout the European Union and deployed to assist. Some of the key lessons learned with regard to regional co-operation were that regional agreements between operational agencies, such as the Biscay Plan, were needed at the regional level. There is also a need for fluid information exchange between nations involved in a response operation, including the assignment of liaison officers in the crisis centres.

### **Session IV - Emerging Topics & New Challenges**

14 Session IV was intended to identify emerging issues and new challenges in the response to marine pollution incidents. During this session, seven presentations were given covering a wide variety of technical and non-technical topics. The presentations delivered during this session included information on:

- .1 a project on the digitization of global tanker routes, currently being undertaken by ITOPF, to better identify trends for use in risk assessment and improved preparedness for oil spills;
- .2 the use of economic instruments and how these can be applied as a means of raising revenue through environmental taxes and user fees, for example. The presentation also covered economic valuation by assignment of financial value to environmental resources within an ecosystem as a means of monetarily quantifying that resource, in the event it is adversely impacted. Useful examples were provided to illustrate the practical application of these concepts, which demonstrated how these are currently being used. Suggestions were also provided on how the use of such instruments could be expanded upon in the future;
- .3 the OPRC-HNS Protocol 2000 and an identification of the specific issues and challenges faced by countries in developing systems for preparedness, response and co-operation for HNS incidents and, correspondingly, to ratifying and implementing the HNS Protocol;
- .4 an introduction to the work of the International Atomic Energy Agency (IAEA) and its role and responsibilities in responding to nuclear and radiological incidents, including incidents involving ships at sea or in port;
- .5 the role and evolution of the European Maritime Safety Agency (EMSA), which was established in 2002 by the European Commission, and an overview of its current activities and future plans;

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- .6 the West and Central Africa (WACAF) project, a four year project that will cover six fundamental elements for improved preparedness and response to oil spills in the region, including legislation, contingency planning, implementation, training, equipment, and exercises, to ensure long-term sustained regional preparedness; and
- .7 the compensation and liability regime for oil spills, highlighting recent developments such as the additional coverage provided by the new Supplementary Fund Protocol, as well as liability and compensation for incidents involving hazardous and noxious substances, as covered by the HNS Convention.

**Session V - Other topics**

15 Session V of the programme was dedicated to other marine pollution topics of interest, not directly related to oil spill preparedness, response and co-operation. This session presented information on:

- .1 the problem of marine litter and UNEP's plans to target the issue through a new global initiative on the sustainable management of marine litter that will involve a wide variety of partners including international organizations, national Governments, industry and NGOs;
- .2 ocean dumping and an overview of the London Convention and the London Protocol to better control and manage dumping of wastes at sea;
- .3 the issue of pollution from pleasure craft and the prevention efforts being undertaken in the Mediterranean region. Initially, this was carried out by agreement on a set of principles in 2004, which will now be used as the basis for development of a set of guidelines for prevention of pollution from pleasure craft expected to be completed, adopted and circulated in 2007;
- .4 the impacts and issues associated with marine invasive species, including specific examples of the significant environmental and economic impacts from marine invasive species in various locations throughout the world. The presentation also covered the work of the Global Invasive Species Programme in addressing the problem through awareness-raising, training and guidance and through its collaboration in other programmes, such as the Globallast Project; and
- .5 a status report on the current activities of the Globallast Partnerships Project, which was established to prepare and assist countries in the implementation of the Ballast Water Management Convention through guidance, capacity building and institutional strengthening.

**Break-out Sessions**

16 In order to explore the issues related to regional co-operation in greater depth, two break-out sessions were conducted during the course of the Forum. For the purposes of the break-out sessions, participants were split into four groups and each group was provided a

list of questions. The groups were asked to select four or five of the questions on the list to discuss in detail and asked to record the results of these discussions, so that they could be reported on back in plenary.

### **Break-out session 1**

17 The first break-out session addressed the requirements for creating and sustaining strong regional co-operation. The list of questions provided to the break-out groups were as follows:

- .1 What are the critical elements for strong regional co-operation?
- .2 Once regional co-operation arrangements have been implemented, what are the key elements to ensure their long-term sustainability and success?
- .3 Lack of political will often serves as a barrier to regional co-operation. How can this be overcome?
- .4 In accordance with applicable international agreements, how can Governments take necessary legal or administrative measures to facilitate international assistance within this regional framework?
- .5 How can regional co-operation work amongst partners with varying levels of capacity and resources (human and financial) to put towards it? Can you provide examples of where this has worked?
- .6 Could a sub-regional approach be a vehicle?
- .7 What is the role of industry in regional co-operation? What possibilities are there for the future?
- .8 How could Governments obtain mobilisation of industry stockpiles of equipment at a minimum cost? How can Government and industry work together to mobilise and have access to both specialised and non-specialised response equipment?
- .9 How can co-operation between Governments and industry can be developed at a regional level?

### **Break-out session 2**

18 The second break-out session aimed to examine the structures and platforms for the implementation of regional co-operation. The following list of questions was provided to the groups to assist in facilitating the discussion:

- .1 What structures exist as a platform for regional co-operation? Which have proven to be successful and why? Which are less successful and why?
- .2 Who are the traditional partners in these structures? Are there any interested parties who have not traditionally been involved? How may these be engaged?
- .3 Is a legal instrument (protocol, MOU, other) a necessary requirement for strong regional co-operation? Is this sufficient? If not, what else is needed?
- .4 Are regional arrangements appropriate in all situations, or are there cases where a different approach may be considered and/or preferred? Please provide examples
- .5 How can the need for a regional information exchange mechanism (including reporting of spills) be developed? (both inter-governmental and between Government and industry)

- .6 Is a regional centre a necessary tool for ensuring ongoing and successful regional co-operation?
- .7 How can Governments ensure that industry emergency plans are co-ordinated with the national system established in accordance with Article 6(2)<sup>2</sup> of the OPRC Convention and approved in accordance with procedures established by the competent national authority?
- .8 What actions need to be taken post workshop and by whom (Government / industry) in the short and medium term?

## **Conclusions and Recommendations**

19 Based on the presentations and the results of the discussions during the Forum, including the two break-out sessions, the participants arrived at the following conclusions and recommendations:

### **Conclusions**

#### ***Requirements for creating and sustaining strong regional co-operation***

20 Critical elements for strong regional co-operation

- Political will in the country
- Financial resources and arrangements in place
- Resource mobilisation
- Development of a regional strategy (short, medium and long-term)
- National strategy
- Institutional arrangements
- Legal framework, agreements, MOUs
- Civil society/public participation
- Development of regional capability tailored to the situation in each region
- Recognition of areas of common interest between countries of the region
- Consideration of the possibility of a sub-regional approach, depending on the circumstances in the region (size, geography, political will, etc.)

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<sup>2</sup> Article 6(2) of the OPRC Convention reads:

*“In addition, each Party, within its capabilities either individually or through bilateral or multilateral co-operation and, as appropriate, in co-operation with the oil and shipping industries, port authorities and other relevant entities, shall establish:*

*(a) a minimum level of pre-positioned oil spill combating equipment, commensurate with the risk involved, and programmes for its use;*

*(b) a programme of exercises for oil pollution response organizations and training of relevant personnel; detailed plans and communication capabilities for responding to an oil pollution incident. Such capabilities should be continuously available; and a mechanism or arrangement to co-ordinate the response to an oil pollution incident with, if appropriate, the capabilities to mobilize the necessary resources.”*

- 21 Key elements to ensure long-term sustainability and successful regional co-operation
- Development of a long-term strategy
  - Ensure Government support
  - Regional co-ordination of activities among partners
  - Establish an enabled and capable Secretariat
  - Create partnerships with the private sector
  - Establish an independent regional centre
  - Sustainable financing mechanism
- 22 Ways to overcome barriers to regional co-operation
- Need to be persistent – evergreen process
  - Requires lobbying of relevant stakeholders, including UN and industry
  - Environmental enlightenment: need to educate and advocate on environmental issues and on the need for regional co-operation
  - Conduct a cost-benefit analysis to prove effectiveness
  - Make it enticing—promote and market—advocacy
  - A programme of activities that is action-oriented with tangible deliverables that are beneficial to all stakeholders
- 23 Bridging gaps between partners with differing levels of capacity
- Support from developed countries combined with capacity-building in lesser developed countries
  - Accept that unequal levels of capacity within a region is not a handicap
  - Assume a collective responsibility to address the challenge
  - Develop a clear and common vision of the region and its priorities, which will be developed on the basis of a shared concept
  - Joint ownership and ongoing mentoring, recognizing that the sum is greater than its parts
  - Develop a mechanism for sharing costs and benefits
  - Secretariats to assume a catalyzing role with a view to increasing access to resources
  - Complementary efforts at national, inter-regional, and regional levels – whatever works best
  - A continuous process for developing and sustaining stakeholder commitment
  - Expand stakeholder participation (local communities, NGOs, industry, ports, national Governments)
  - Develop a plan that makes sound business sense (response plan)
  - Provide opportunities for bigger partners to assist smaller partners
  - Develop methodology to measure progress
  - Stock-taking / monitoring of progress over time
  - Adopt differentiated responsibilities based on capability
    - Ex 1. TIER 3 response in SPREP region: some countries are taking responsibility to provide a Tier 3 level of response to other countries within the region who do not have their own capacity to do so.
    - Ex 2. Land-base source pollution: different targets have been identified for different parties to make the situation more equitable.
- 24 Further development of co-operation between Government and industry

- Industry should be treated as a major partner and included in regional co-operation accordingly
- Governments and industry should have a shared responsibility
- A major role for industry and opportunity for Governments and regional partners and organizations is in the area of capacity-building
- Need recognition of the long-term benefits and profitability of such a partnership
- Specifically, industry can assist in two key areas:
  - Mobilisation of equipment for response
  - Co-operation for improving preparedness

### *Structures and platforms for implementation*

#### 25 Necessary elements

- Legal: Conventions, Protocols and MOUs, agreements that are established and implemented and transposed into national law
- Institutional: appropriate institutional set-up, e.g. focal points, decision-making process, communication channels, compliance and monitoring mechanisms
- Financial: trust funds and sustainable financing mechanism
- Formal and semi-formal structures exist and can be successful if:
  - the needs are established at the appropriate level
  - functions are well-defined
  - it is financially sustainable
  - there is sufficient institutional capacity
  - it is open to wide stakeholder participation
- Risks and threats to this exist when there is:
  - lack of ownership by members
  - lack of or non-sharing of resources
  - an ill-defined mission
  - profile is not maintained

#### 26 Identification and engagement of relevant partners

- Traditional partners are:
  - national Governments
  - regional bodies
  - international and intergovernmental organisations
- Need to engage other interested parties such as:
  - academia
  - NGOs
  - private sector
  - oil and shipping industry
  - local Governments

#### 27 Legal framework

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A legal instrument is highly recommended if achievable. In order to succeed, there must first be real commitment and a common understanding of the issues. An MOU, as an interim measure or as an alternative to a legal instrument, can be successful if agreed to, adopted and complied with by all.

Needs:

- Country-level commitment
- Proper institutional and financial arrangements
- Implementation Strategy
- Incorporation of national law and international agreements
- A full set of supporting documents (manuals, guidelines, standards, etc.)
- A legal instrument should be the ultimate objective
- Regional agreements are not appropriate when:
  - Regional agreement can not be achieved for political reasons
  - Decisions or solutions at the global level are needed.

28 Regional Centres as the ultimate platform for regional co-operation

Many regions believe that a regional centre is crucial to long-term success for the following reasons:

- Provides a structure for a prompt and co-ordinated response
- Facilitates notification, reporting and communication
- Dedicated to a specific field
- Increases visibility on actions and programmes
- Provides a forum for sharing experience
- Provides technical assistance
- Acts as a regional archive
- Provides skills through capacity-building
- Enables and facilitates co-operation with the industry sector

29 Harmonized Government and Industry Preparedness and Response

Efforts should be made to involve industry by:

- Engaging them as stakeholders in the development of the contingency planning process at national and regional levels, fully acknowledging that industry has both response plans and capacity
- Engaging industry in training and capacity-building
- Involving industry in a forum for regular discussion and exchange of views.
- Conduct joint exercises

## **Recommendations**

30 Based on the conclusions of the discussion as identified above, the final recommendations are grouped under two categories:

- .1 requirements for creating and sustaining strong regional co-operation; and
- .2 structures and platforms for implementation.

### ***Requirements for creating and sustaining strong regional co-operation***

31 Successful and sustainable regional co-operation relies on many factors with shared responsibility among the various partners and stakeholders at the national, regional and international level. The recommendations that follow outline the most important requirements as identified during the discussions and identify the potential contribution of the various partners.

32 As such, regional co-operation must include programme design and implementation that is tailored to each region, taking into consideration the conditions of each country in that region (social, environmental, risk, economics, geographic, etc.) and using a preventive approach.

33 UNEP must strengthen both its strategic and financial support to Regional Seas Programmes and associated groups and IMO must continue to provide its support and assistance in these efforts to ensure ongoing and successful implementation of regional co-operation.

34 The establishment of agreements between industry and national Governments for mobilisation of equipment stock piles for regional response is encouraged, taking into account the logistics and customs issues related to the movement of equipment across national borders.

35 Regional Seas Programmes are urged to pursue and further develop a commitment from industry with regard to training, exercising, technology transfer and access to specialized technical expertise.

36 Regional Seas Programmes and relevant stakeholders (IMO, UNEP, and industry) should continue to develop activities that are action-oriented, cost-effective, with tangible deliverables that are beneficial to all stakeholders. Such programmes should be developed with clear performance indicators to demonstrate effectiveness. In this connection, Regional Seas Programmes are urged to:

- .1 adopt of an ongoing education, promotion, lobbying and advocacy process aimed at relevant stakeholders, including the UN agencies and industry, and include this in their programmed activities;
- .2 develop a clear and common regional vision and priorities and develop regional plans that make sound business sense (response plans);
- .3 seek support from developed countries for capacity-building in developing countries and also facilitate opportunities for bigger partners to assist smaller partners; and

- .4 actively work to expand stakeholder participation (local communities, NGOs, industry, ports, national Governments and regional organizations) and seek.

***Structures and platforms for implementation***

37 A number of mechanisms exist for the implementation of regional arrangements and these were reviewed and discussed during this session. The selection of an appropriate platform for the implementation of regional arrangements must be selected based on a range of factors, taking into account the precise needs as defined by regional partners, as well as geographical and political factors. To facilitate the implementation of regional arrangements through these structures and, ultimately, to ensure successful regional co-operation, a number of recommendations were arrived at:

- .1 IMO to continue to assist Governments in developing national legislation in line with the provisions of the OPRC Convention 1990;
- .2 National governments to ensure industry plans are in line with national and regional contingency plans;
- .3 IMO, UNEP and national governments to urge regional programmes and organizations to invite and include industry in the strategic decision-making process for preparedness and response;
- .4 National governments and regional organizations to engage the oil and shipping industry as stakeholders in the contingency planning process at national and regional levels, in training and capacity-building, and in joint exercises;
- .5 All partners to raise awareness that the industry sector can assist in the case of an emergency; and
- .6 There is a need for national partners and regional organizations to continue to build partnerships, networks and capacity at all levels by:
  - .1 Increasing horizontal co-operation between Regional Seas Programmes and regional organizations;
  - .2 Seeking out opportunities for engaging new and non-traditional partners; and
  - .3 Soliciting support from international institutions with relevant expertise (e.g. ITOPF, CEDRE), recognizing that partners can be engaged through:
    - a. proper distribution of functions and responsibilities and the understanding of benefits;
    - b. existing associations of NGOs and industry groups; and
    - c. University faculties and research institutes according to the relevance of their work and expertise.

**Report of the 2006 Forum and plans for the next Forum**

38 At the conclusion of the Forum, it was collectively agreed that the Report of the Forum should be circulated widely, specifically recommending distribution to the following groups:

- .1 the fifth meeting of the IMO OPRC-HNS Technical Group
- .2 the 2006 Global Meeting of the Regional Seas;
- .3 the twenty fourth session of the UNEP Governing Council;
- .4 Conferences of the Parties and Governing Bodies of individual Regional Seas Programmes; and
- .5 all Regional Seas Programmes and associated projects and partners.

39 The Forum further recommended that IMO and UNEP should endeavour to organize the next Forum within two to three years of the 2006 Forum. IMO and UNEP concurred with this recommendation, subject to availability of resources within both organizations to do so within the recommended timeframe.

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## ANNEX I – Final Programme

TUESDAY – 2 MAY 2006

### Opening Session

- 09.00-09.30 Opening remarks by IMO  
*Jean-Claude Sainlos, Director, Marine Environment Division, IMO*  
Opening remarks by IMO  
*Ellik Adler, Regional Seas Programme, UNEP*
- 09.30-10.00 Regional Co-operation for the response to marine pollution incidents  
*Miguel Palomares, IMO*
- 10.00-10.30 The new strategy of the Regional Seas Programme  
*Ellik Adler, UNEP*
- 10.30-11.00 Coffee/Tea
- 11.00-11.30 Role of industry  
*Rob Cox, International Petroleum Industry Environmental Conservation Association (IPIECA)*
- 11.30-12.00 National-level perspectives on regional co-operation  
*Klaus Essig, Venezuela*

### Frameworks and Instruments for Co-operation

- 12.00-12.30 The OPRC Convention as a basis for regional co-operation in response to marine oil spills  
*Patricia Charlebois, IMO*
- 12.30-14.00 Lunch
- 14.00-14.30 IMO/UNEP MAP co-operation for achieving sustainable development in the Mediterranean sea and coastal areas  
*Paul Mifsud, Mediterranean Action Plan (MAP)*
- 14.30-15.00 Caspian initiative on Oil Spills Response Protocol  
*Hamidreza Ghaffarzadeh, Caspian Action Plan (CAP)*
- 15.00-15.30 New protocols and equipment register for SPREP region  
*Sefanaia Nawadra, South Pacific Regional Environment Programme (SPREP)*
- 15.30-16.00 **Break out session** – Requirements for creating and sustaining strong regional co-operation
- 16.00-16.30 Coffee/Tea
- 16.30-17.30 **Break out session** – cont'd
- 17.30-18.00 Reports from Groups
- 18.00 End of Session

## WEDNESDAY – 3 MAY 2006

### Frameworks and Instruments for Co-operation cont'd

- 09.00-9.30 Oil spill contingency plan of South Asia  
*Arvind Boaz, South Asian Seas Environment Programme*
- 09.30-10.00 Addressing environmental challenges of shipping - Baltic experience  
*Tadas Navickas, Helsinki Commission (HELCOM)*
- 10.00-10.30 PEMSEA and the Implementation of the Sustainable Development Strategy of the Seas of East Asia  
*James Paw, IMO*

### Regional Activity Centres – Advantages and Challenges

- 10.30-11.00 Coffee/Tea
- 11.00-11.30 MERRAC's Activities and New Directions  
*KANG Chang-Gu, Marine Environmental Emergency Preparedness and Response Regional Activity Center of the Northwest Pacific Action Plan (NOWPAP MERRAC)*
- 11.30-12.00 REMPEITC and the Caribbean region  
*Brian Peter, Regional Marine Pollution Emergency, Information and Training Centre of the Wider Caribbean Sea (RAC/REMPEITC-Carib)*
- 12.00-12.30 From preparedness and response to prevention: the Mediterranean strategy as a tool for achieving sustainable development  
*Frédéric Hébert, Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)*
- 12.30-14.00 Lunch
- 14.00-14.30 Introduction to the new Marine Emergency Mutual Aid Centre for the Red Sea and Gulf of Aden  
*Ziad H.Abu Ghararah, Regional Organisation for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA)*

### Response and Co-operation: Case Studies

- 14.30-15.15 The importance of regional co-operation in responding to the Prestige incident  
*Francisco Alonso, Technical Counsellor to the Spanish Maritime Directorate*
- 15.15-16.00 **Break out session** – Structures and platforms for the implementation of regional co-operation
- 16.00-16.30 Coffee/Tea
- 16.30-17.30 **Break out session** – cont'd
- 17.30 Reports from Groups
- 18.00 End of Session

## Emerging Topics & New Challenges

- 09.00-9.30 Results of the work undertaken to digitise global tanker routes  
*Colleen O'Hagan, International Tanker Owners Pollution Federation Ltd. (ITOPF)*
- 09.30-10.00 Economic instruments, sustainable financing and ecosystem valuation for the protection of the marine environment  
*Ulrik Weuder, UNEP*
- 10.00-10.30 HNS: A new challenge  
*Patricia Charlebois, IMO*
- 10.30-11.00 Coffee/Tea
- 11.00-11.30 International regime for nuclear/radiological emergencies including incidents in ports and at sea  
*Carlos Nogueira de Oliveira, International Atomic Energy Agency (IAEA)*
- 11.30-12.00 EMSA role in the field of marine pollution preparedness and response  
*Fionn Molloy, European Maritime Safety Agency (EMSA)*
- 12.00-12.30 The West and Central Africa (WACAF) Global Initiative Project  
*Richard Santner, Oil Spill Response Limited (OSRL)*
- 12.30-14.30 Lunch
- 14.30-15.00 Compensation and Liability - recent developments  
*Joe Nichols, International Oil Pollution Compensation Funds (IOPC)*

## Other topics

- 15.00-15.30 UNEP's Global Initiative on Marine Litter  
*Ellik Adler, UNEP*
- 15.30-16.00 London Convention 1972/1996 Protocol: Achievements and Value for Marine Pollution Prevention and Management  
*Rene Coenen, IMO*
- 16.00-16.30 Coffee/Tea
- 16.30-17.00 Prevention of pollution from leisure crafts  
*Lilia Khodjet el Khil, REMPEC*
- 17.00-17.30 Summary of results
- 17.30 End of session

Other topics cont'd

- 09.00-09.30 Invasive species and ballast water
- Perspectives on Marine Invasive Species  
*Sean Murphy, Global Invasive Species Programme (GISP)*
- 09.30-10.00 • The Globallast Programme  
*Jose Matheickal, IMO*
- 10.00-10.30 Discussion
- 10.30-11.00 Coffee/Tea
- 11.00-12.00 Conclusions & Recommendations
- 12.00-12.30 Closing Remarks
- 13.00 End of forum

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## **ANNEX II – List of Participants**

### **SECRETARIATS OF REGIONAL SEAS CONVENTIONS, ACTION PLANS AND PROGRAMMES**

#### **BLACK SEA COMMISSION**

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#### **MEDITERRANEAN ACTION PLAN (MAP)**

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