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The Pacific environment, sustaining our livelihoods and natural heritage

Twenty Sixth SPREP Meeting of Officials

Apia, Samoa
22nd – 24th September 2015

Agenda Item 10.3.2: PACPOL Strategy and International Maritime Organization Conventions

Purpose

1. To seek endorsement of the Pacific Ocean Pollution Prevention Programme (PACPOL) Strategy, 2015-2020.

Background

2. The International Maritime Organization (IMO), as the United Nations agency with global responsibility for shipping matters, coordinates the international framework to address shipping safety and ship-sourced marine pollution, in accordance with the broad aims of 'Safer Shipping - Cleaner Oceans'. During the early 1990s IMO assisted SPREP to prepare the SPREP/IMO Strategy and Work Programme for the Protection of the Marine Environment in the South Pacific Region.

3. The development of the first version of the PACPOL Strategy followed in 1998. This first PACPOL Strategy was developed by SPREP with funding from the Commonwealth Secretariat (COMSEC) and the Canadian International Development Agency (CIDA), under the Canada-South Pacific Ocean Development Programme Phase II (C-SPOD). The first PACPOL Strategy was approved at the 10th SPREP meeting in Apia 1998, and a second updated PACPOL Strategy approved at the 20th SPREP meeting in Apia, Samoa, in 2009 with a work plan of five years (2010-2014).

4. The third version of the PACPOL Strategy for the 2015-2020 period was developed with funding from the IMO in October 2014.

Contents of PACPOL

5. The PACPOL Strategy 2015-2020 promotes safe, environmentally sound, efficient and sustainable shipping throughout the region consistent with the 1986 Convention for the Protection of the Natural Resources and Environment of the South Pacific Region and its related Protocols (Noumea Convention). If implemented properly, the strategy will help reduce the environmental impacts of shipping, and address related environmental concerns in the region. This will allow the shipping industry to develop further to serve the economic and social aspirations of Pacific island peoples, without degrading their Ocean and coasts.

6. The PACPOL Strategy 2015-2020 consists of 15 agreed workplans that have been identified in priority order:

Plan No.	Project Title	Estimated Budget (USD)
PPOL1	Country Maritime Profiles (CMP)	Nil Cost
PPOL2	NATPLANS	\$308,000
PPOL3	Oil spill response equipment/Salvage capability	Will depend on risk assessment outcomes.
PPOL4	Particularly Sensitive Sea Areas (PSSAs)	\$100,000 (4 PICTs)
PPOL5	Legislation	\$170,500K (for 11 PICs)
PPOL6	Capacity Building	\$727,000
PPOL7	National Marine Pollution Prevention Strategy Template	\$40,000
PPOL8	Derelict vessels and wrecks	\$60,000
PPOL9	Port Waste Reception Facilities	\$98,000
PPOL10	Marine Litter/Abandoned or lost fishing gear (ALFG)	\$340,000
PPOL11	Water quality monitoring	TBA
PPOL12	Public Awareness and Education Campaign	\$70,000
PPOL13	Insurance for vessels not covered by existing IMO liability and compensation regimes	\$50,000
PPOL14	Ports GHG CO2 footprint	\$60,000
PPOL15	Marine Invasive Management	\$1.2Mil

7. Resourcing of the revised PaCPOL strategy will be coordinated through the waste and pollution donor round table and also investigated through the IMO and national maritime agencies.

8. The PACPOL implementation Workplans identify the development of Country Maritime Profiles (CMP) as the highest priority for countries to complete. Completion of CMPs will enable the IMO to identify the technical cooperation needs of IMO Members, and to allocate resources accordingly. Completion of the CMP by national governments can be facilitated through SPREP (and SPC) assistance as required.

IMO Conventions

9. The majority of Conventions adopted under the auspices of the IMO or for which the Organization is otherwise responsible, fall into three main categories. The first group is concerned with maritime safety that deals with ship design and training of ship crew; the second deals with the prevention of marine pollution, response and mitigation; and the third with liability and compensation, especially in relation to damage caused by pollution.

10. SPREP encourages and supports Members to consider acceding to and ratifying conventions that would greatly assist the region in meeting the vision, mission and priorities of the PACPOL Strategy 2015-2020. These Conventions include MARPOL, Ballast Water Management Convention, Anti-Fouling Systems Convention, Civil Liability Convention, Bunkers Convention, Nairobi Wreck Removal Convention, and the Torremolinos Convention.

Status of SPREP Pacific island countries

11. Table 1 and 2 summarise the current status of the presented Conventions as of the 30 January 2015.

MARPOL 73/78	Annex I/II	Annex III	Annex IV	Annex V	Annex VI
Cook Islands	x				x
Fiji					
Kiribati	x	x	x	x	x
Marshall Islands	x	x	x	x	x
FSM					
Nauru					
Niue	x	x	x	x	x
Palau	x	x	x	x	x
Papua New Guinea	x	x	x	x	
Samoa	x	x	x	x	x
Solomon Islands	x	x	x	x	
Tonga	x	x	x	x	
Tuvalu	x	x	x	x	x
Vanuatu	x	x	x	x	x
Australia	x	x	x	x	x
France	x	x	x	x	x
New Zealand	x	x		x	
United Kingdom	x	x	x	x	x
United States of America	x	x		x	x

Table 1: MARPOL status¹

¹ <http://www.imo.org/About/Conventions/StatusOfConventions/Pages/Default.aspx>

	Cape Town Agreement 2012	CLC Convention 69	CLC Protocol 76	CLC Protocol 92	Bunkers Convention	Nairobi WRC 2007	Ballast Water Management	Anti-Fouling Systems
Cook Islands			x	x	x	x	x	x
Fiji	d		x					
Kiribati			x	x		x	x	
RMI	d	x	x	x	x	x	x	x
FSM								
Nauru								
Niue			x	x	x	x	x	x
Palau			x	x	x	x	x	x
PNG	d		x					
Samoa			x	x				
Solomon Islands			x					
Tonga	d		x	x	x	x	x	x
Tuvalu	d	x	x	x	x	x	x	x
Vanuatu	d	x	x	x				
Australia	d	x	x	x				x
France	d	x	x	x		x	x	
New Zealand	d		x	x				
United Kingdom	d	d	x	x	x			x
United States of America								x
x = accession								
d = denunciation								

Table 2: Summary of IMO convention status¹

Recommendation

12. The Meeting is invited to:

- **endorse** the PACPOL Strategy, 2015-2020 programme (and estimated budget) to assist in the reduction of the environmental impacts of shipping in the region.

Annex 1: PacPOL Strategy

27 July 2015