



Director, REMPEC:

“Ten Mediterranean lawyers to benefit from the EU funded SAFEMED Project”

Under the EU funded MEDA Regional SAFEMED Project (*Euromed Co – operation on Maritime Safety and Prevention of Pollution from Ships*) ten scholarships will be awarded to deserving candidates from the Project Beneficiary (*Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, the Palestinian Authority, Syria, Tunisia and Turkey*) to enable them to undertake IMLI’s LL.M. Programme during the academic years 2006/2007 and 2007/2008.



Prof. David Attard (Director, IMLI) with Mr. Frédéric Hébert (Director, REMPEC) and Prof. Frank Wiswall Jr. (IMLI Governor) with Mrs. Wiswall, Mr. Masamichi Hasebe (Member of the IMLI Academic Committee) and Mr. Lassaad Boutara (Counselor, Tunisian Embassy in Malta) at the ceremony commemorating the establishment of the SAFEMED Scholarships at IMLI.

The SAFEMED Project which is being administered by REMPEC (*Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea*) was established as a result of an agreement concluded in October 2005 between the European Commission and the IMO and was launched at the 30th November 2005 at the IMO Headquarters in London at the time of the 24th Session of the IMO Assembly.

SAFEMED is a response to the interest of the European Union (EU) to develop Euro – Mediterranean co –operation in the field of maritime safety and security and prevention of pollution from ships, by providing technical advice and support to the non – EU Mediterranean Countries included in the group of “Mediterranean Partners” as defined in the Euro Mediterranean Partnerships established in 1995.

IMLI recently held a ceremony commemorating the establishment of the SAFEMED Scholarships at IMLI and on that occasion we spoke with the REMPEC Director, **Mr. Frédéric Hébert** about the SAFEMED project and about the possibilities of co – operation between IMLI and REMPEC.

Mr. Hébert , which are the main functions of REMPEC?

REMPEC was established in Malta on 11 December 1976, within the framework of the Mediterranean Action Plan (MAP) of the United Nations Environment Programme (UNEP), with a view to facilitate the implementation of the Emergency Protocol.

Following the last extension of its mandate, in December 2001, REMPEC now provides assistance to the Contracting Parties in the fields of preparedness for and response to accidental marine pollution by oil and other harmful and noxious substances, as well as in prevention of pollution from ships. The Centre’s activities focus on (i) strengthening the capacities of the coastal States to deal with ships generated marine pollution, (ii) developing and facilitating regional co-operation, (iii) assisting coastal States in the development of their national capacities for response to marine pollution incidents, and on (iv) providing a framework for exchange of information on operational, technical, scientific, legal and financial matters.

In accordance with these objectives the activities of REMPEC include: (a) dissemination of information, (b) training, (c) assistance to the Mediterranean coastal States in developing national and sub-regional preparedness and response systems, (d) assistance in promoting prevention of pollution from ships, and last but not least (e) assistance in case of emergency.

The Centre is administered by the International Maritime Organization (IMO).

Can you describe REMPEC's priorities and the most important projects in the near future ?

The foundations for regional co-operation in the fields of prevention of, preparedness for and response to marine pollution from ships in the **Mediterranean** are set in the **2002 Prevention and Emergency Protocol** (*Protocol concerning Co-operation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea*) to the **Barcelona Convention** (*Convention for the Protection of the Mediterranean Sea against Pollution*). The 2002 Prevention and Emergency Protocol, which replaced the original **1976 Emergency Protocol** (*Protocol Concerning Co-operation in Combating Pollution of the Mediterranean Sea by Oil and Other Harmful Substances in Cases of Emergency*) and entered into force on 17 March 2004, is a legal instrument that sets main principles of co-operation in dealing with threats to the marine environment, the coasts and related interests of the Contracting Parties posed by accidental releases or by accumulations of small, operational discharges, of oil or other harmful substances

A Regional Strategy for the Prevention of and Response to Marine Pollution from Ships, designed to implement the goals of the 2002 protocol, was adopted by the Contracting Parties in November 2005. It contains *inter alia* 21 specific objectives and provides main orientations for REMPEC's action in the next decade.

Which are the current common projects between IMLI and REMPEC and possible areas for future cooperation?

REMPEC is pleased to continue to offer its support to IMLI and to deliver lectures to its students as part of their course, enriching them with the experience and expertise it has itself acquired during the last 30 years in dealing with prevention of, preparedness for and response to marine pollution.

At the same time, the expertise of IMLI is a valuable asset for REMPEC in implementing such projects as the MEDA funded SAFEMED, which allocates scholarships at IMLI for civil servants of the maritime administrations in the MEDA countries. Ten Mediterranean lawyers are to benefit from SAFEMED Project within the next two years.

As gaps in national transposition of international maritime conventions are identified, REMPEC and IMLI can provide some support to the Mediterranean countries in filling these gaps, notably using the opportunity of the drafting legislation project which is part of the IMLI scholarship.

What is your opinion about the Institute ?

IMLI's role in providing the international maritime community and particularly maritime administrations, with maritime law experts equipped with the training, knowledge and skills to serve towards a safer, more secure and environment-friendly world of shipping, is not only vital in the daily care of maritime affairs, both in the private and public sector throughout the world, but also necessary and worth the support of the whole community at large. Keep up the good work!

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