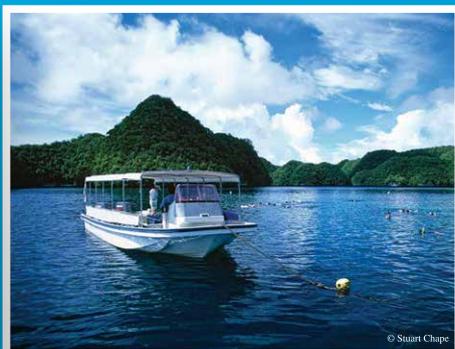




PACIFIC OCEAN POLLUTION PREVENTION PROGRAMME

**STRATEGY AND WORK PLANS
2015–2020**



SPREP
Secretariat of the Pacific Regional
Environment Programme



**INTERNATIONAL
MARITIME
ORGANIZATION**

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Produced by SPREP's Waste Management and Pollution Prevention team with valuable assistance from Mr. Paul Nelson, Maritime Environmental Consultant and SPREP members.

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**PACIFIC OCEAN POLLUTION
PREVENTION PROGRAMME
(PACPOL)
2015–2020**

STRATEGY AND WORK PLANS

“... to provide overall leadership and technical assistance to improve the prevention and response to ship sourced and related marine pollution in the Pacific Islands region”



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ACRONYMS AND GLOSSARY

Biofouling	The undesirable accumulation of animals, plants and micro-organisms on vessels' hulls and equipment
AFS	International Convention on the Control of Harmful Anti-fouling Systems on Ships
Colregs	International Regulations for Preventing Collisions at Sea
COT	Crown of Thorns starfish
FSC	Flag State Control
GEF	Global Environment Facility
GHG	Green House Gas
Globallast	GEF/UNDP/IMO Global Ballast Water Management Programme
IMO	International Maritime Organization
ITCP	IMO Integrated Technical Co-operation Programme
MARPOL	International Convention for the Prevention of Pollution from Ships
NATPLAN	National Marine Spills Contingency Plan
NGO	Non-Government Organisation
Noumea Convention	Convention for the Protection of Natural Resources and Environment of the South Pacific Region 1986 and related Protocols
PACPLAN	Pacific Islands Regional Marine Spill Contingency Plan 2013
PACPOL	Pacific Ocean Pollution Prevention Programme
PICTs	Pacific Island Countries & Territories
POLFUNDS	Pollution Funds
PSC	Port State Control
PSSAs	Particularly Sensitive Sea Areas
SIDS	Small Island Developing States
SOLAS	International Convention for the Safety of Life at Sea
SPC	Secretariat of the Pacific Community
SPREP	Secretariat of the Pacific Regional Environment Programme
SRIMP-PAC	Shipping Related Invasive Marine Pests in the Pacific
STCW	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers
UNEP	United Nations Environment Programme

FOREWORD

The Secretariat of the Pacific Regional Environment Programme (SPREP), in partnership with the International Maritime Organization (IMO), has prepared PACPOL, the *Pacific Oceans Pollution Prevention Programme*. PACPOL addresses ship-sourced marine pollution in the Pacific island region, through, amongst other things, assisting countries to become members of the IMO and effectively implement the various IMO Conventions which help prevent marine pollution. **PACPOL 2015–2020** is the third version of the PACPOL Strategy. The first PACPOL strategy was developed in 2000, and the second in 2009, all with the financial assistance and partnership of IMO.

Implementation of PACPOL is a core component of SPREP's role in assisting Pacific island countries and territories address environmental and marine pollution issues, including marine debris. In our Oceania region, the health of the ocean is fundamental to the health of all aspects of the entire Pacific islands region. Marine pollution is recognized as one of the four major threats to the world's oceans, along with climate change, habitat destruction and over-exploitation of marine resources.

The United Nations Environment Programme's (UNEP) *Global Programme of Action for the Protection of the Marine Environment from Land-based Activities* (GPA), provides an international framework to address land-based sources of marine pollution. UNEP's *Global Partnership on Marine Litter* (GPML), provides an international framework to address marine litter. SPREP is the regional node for GPML and is responsible for coordinating implementation of the GPA and GPML in the Pacific islands region.

This is critical, as about 80% of marine pollution comes from land-based sources with 20% from ship-based sources. Priority must thus be given to the integration of land-based and marine based waste and pollution management through improving land-use management and the management of wastes, chemicals and other pollutants on land that can impact on marine environments. The environmental impacts of shipping can also be severe. The International Maritime Organization (IMO) coordinates an international framework to address shipping safety and ship-sourced marine pollution, in accordance with the broad aims of “*safe, secure and efficient shipping on clean oceans*”.

The Oceania region is focused on the impact of climate change and the need to reduce emissions of greenhouse gases from international shipping. IMO has adopted stringent measures that are now in force that require new ships built in 2025 to be 30% more energy efficient than those built in 2014. An increased focus on reducing fuel consumption by the shipping industry has resulted in widespread implementation of energy efficiency measures across the global fleet. Combined with the global sulphur cap in fuel oil, which is due to be reduced from the current 3.50% to 0.50%, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018, emissions from international shipping will be reduced further and contribute to the development of a sustainable maritime transport system.

In the Pacific islands it is vital that programmes such as PACPOL are developed using a “bottom-up approach”, where the needs and priorities of recipient countries are clearly identified and effectively addressed. Every effort has been made to achieve this during the development of PACPOL 2015–2020.

The importance of shipping to the Pacific islands cannot be overstated. Shipping is the major form of transport for the delivery and export of goods and materials. Shipping is fundamental to the conduct of modern economies in Pacific island countries. The ongoing development of the regional shipping industry must be fostered, whilst also ensuring that our precious coastal and marine environments are not compromised by shipping activity.

PACPOL represents a significant opportunity for Pacific island countries to take a major step forward to protect our Pacific Ocean from marine pollution. It was endorsed and approved by all SPREP member countries at the 26th SPREP Meeting in Apia, in September 2015. We commend this important programme to all stakeholders.



Mr. David Sheppard
Director General, SPREP

OCTOBER, 2015



Mr. Koji Sekimizu
Secretary-General, IMO

EXECUTIVE SUMMARY

The Pacific islands maintain resource access rights and management responsibilities over 30 million square kilometres of ocean – equivalent to the combined land areas of Canada, China and the United States of America. The total population of the Pacific islands is only 6.7 million people and only 2.6 million if the largely inland population of Papua New Guinea is excluded. There are at least 11 square kilometres of ocean for each and every Pacific Islander. Jurisdictionally, the sea is nearly 200 times more significant to the average Pacific Islander than it is to the average global citizen.¹ This quote encapsulates the paramount importance of the oceans and its resources to Pacific island countries and territories (PICTs). For many PICTs the ocean is their only significant natural resource and the good governance and sustainable management of their ocean resources is the key to their economic and social well-being.

The revised PACPOL strategy will endeavor to follow international best practice and reduce the impacts of ship-sourced and related marine pollution in a holistic and regional manner. The mission statement of the revised PACPOL strategy is to promote safe, environmentally sound, efficient and sustainable shipping throughout the region consistent with the Convention for the Protection of the Natural Resources and Environment of the South Pacific Region 1986 (Noumea Convention). This will be accomplished with the allocation of appropriate resources and funding and by dedicated and continuous efforts to implement the work plans developed by the Pacific island countries and territories and the Secretariat of the Pacific Regional Environment Programme (SPREP).

In partnership with the International Maritime Organization (IMO), SPREP has been implementing the Pacific Ocean Pollution Prevention Program (PACPOL) since 1998. The first PACPOL strategy was approved at the 10th SPREP meeting in Apia 1998, with a second updated PACPOL strategy approved at the 20th SPREP meeting in Apia, Samoa, in 2009 with a work plan of 5 years (2010–2014).

This version of PACPLAN covering the period 2015 to 2020 was developed on the basis of:

The outcomes of PACPOL 2010–2014, taking into account an independent review submitted to IMO in September 2014, as well as action items that had either been completed or were ongoing;

A questionnaire distributed to all PICTs in September 2014; and

A PACPOL Workshop held in Brisbane, Australia in October 2014, with funding provided by the International Maritime Organization (IMO).

The five-day Workshop was attended by 13 PICTs and resulted in the 15 work plans set out below.

- The work plans represent a comprehensive program of measures to be undertaken over the next five years and for which resources and funding is to be sought from various sources. As previously, the need for assistance in adopting, implementing and enforcing IMO environmental instruments, in particular the International Convention for the Prevention of Pollution from Ships (MARPOL), will be a particular focus, as will capacity building in areas such as oil and chemical spill response and ballast water management. PACPOL 2015–2020 will also provide assistance for several PICTs that are considering developing proposals for Particularly Sensitive Sea Areas and continue work on issues such as marine litter, derelict and abandoned vessels and the introduction of invasive species through ship's ballast water. While the submission of a SPREP Reception Facilities Plan to IMO in 2015 will be a significant step towards wider adoption and implementation of MARPOL in the region, more work will be needed under PACPOL to assess the availability of facilities in a number of ports with a view

¹ Adams et al 1995 "Research on Fisheries in the Pacific Islands Region"

to future improvements. New issues identified include the need to complete carbon footprint analysis for ports, to complete and maintain IMO Country Maritime Profiles and to further consider options to require mandatory insurance for vessels not covered by existing IMO liability and compensation regimes.

- PACPOL 2015–2020 will be implemented in conjunction with several other major SPREP projects that are dealing with waste and pollution issues throughout the region. These projects are summarised, together with a number of separate programs under the auspices of agencies such as the Secretariat of the Pacific Community and the United Nations Environment Programme relevant to the PACPOL mission.

INTRODUCTION AND BACKGROUND

1.1 The Region

The Secretariat of the Pacific Regional Environment Programme (SPREP) has been charged by the governments and administrations of the Pacific region with the protection and sustainable development of the region's environment. SPREP's members are American Samoa, Australia, Commonwealth of the Northern Mariana Islands, Cook Islands, Federated States of Micronesia, Fiji, France, French Polynesia, Guam, Kiribati, Marshall Islands, Nauru, New Caledonia, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu, United Kingdom, United States of America, Vanuatu and Wallis and Futuna.

Pacific Island Countries	Pacific Island Territories	Non-Island Members
Cook Islands	American Samoa (U.S.A.)	Australia
Fiji	Commonwealth of the Northern Marianas (U.S.A.)	France
Kiribati	French Polynesia (France)	New Zealand
Marshall Islands	Guam (U.S.A.)	United Kingdom
Federated States of Micronesia	New Caledonia (France)	United States of America
Nauru	Tokelau Islands (New Zealand)	
Niue	Wallis and Futuna (France)	
Palau		
Papua New Guinea		
Samoa		
Solomon Islands		
Tonga		
Tuvalu		
Vanuatu		

Table 1. Membership of SPREP

The geographical scope of PACPOL is the SPREP region as defined by the coastlines and all marine waters within the Exclusive Economic Zone (EEZs) of the 21 Pacific island countries and territories (PICTs) which are members of SPREP, as depicted in Figure 1, below.

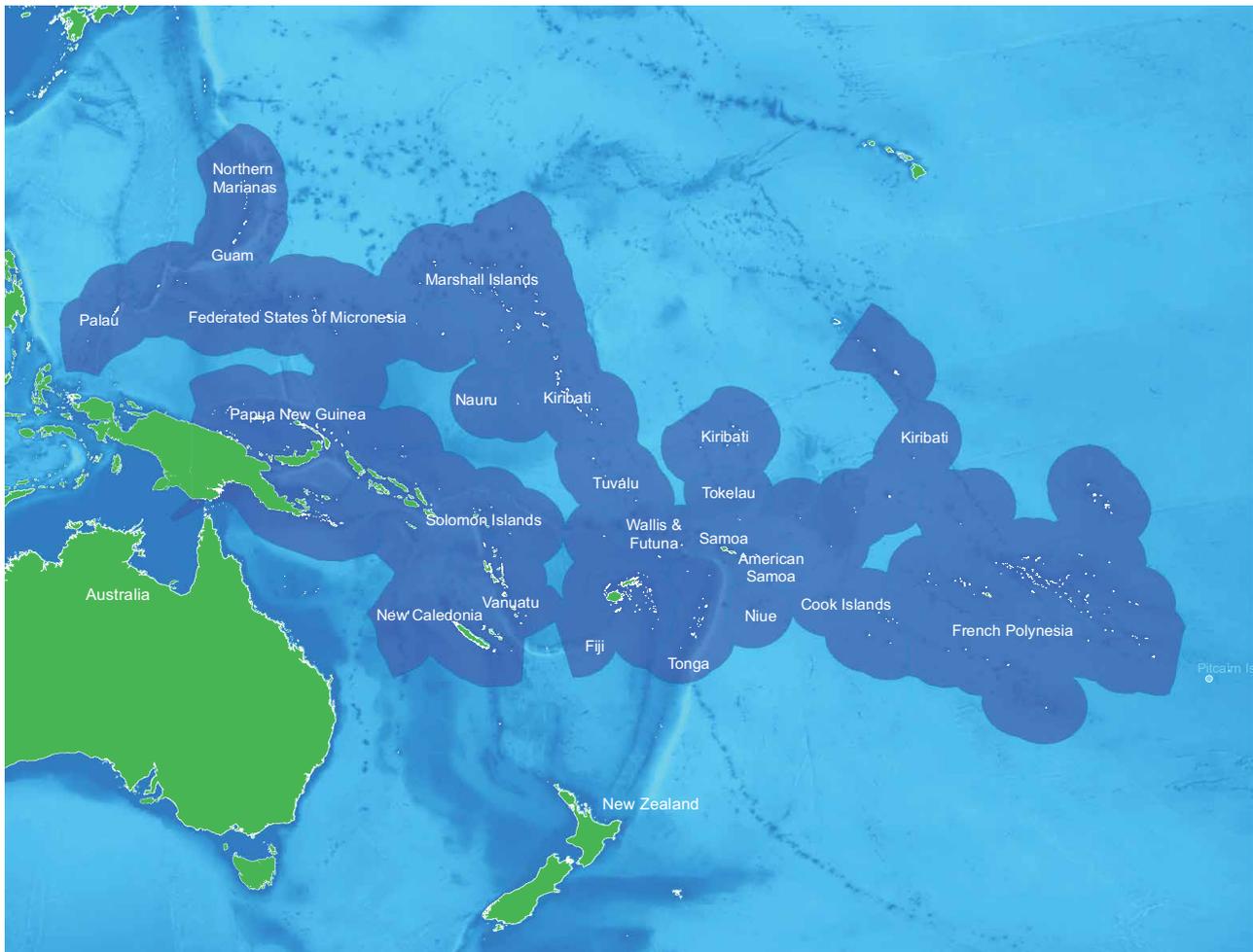


Figure 1. EEZs of the 21 PICTS

Organisations involved in the development and/or ongoing implementation of PACPOL include:

SPREP – Overall responsibility for development, delivery and management of the programme.

IMO – Co-ordination with its global programmes aimed at safer shipping and cleaner oceans and funding for project implementation through its Integrated Technical Co-operation Programme.

Pacific Islands Forum Secretariat – General policy co-ordination.

Secretariat of the Pacific Community (SPC) – Co-operation with its Economic Development Division Maritime Transport Programme.

Pacific Islands Forum Fisheries Agency – Co-operation with its surveillance programme and collaboration on education/awareness raising targeting foreign fishing fleet.

Regional oil and shipping industries – General co-operation and assistance to the programme.

1.2 Shipping in the region

As island states located within the world’s largest ocean, the island members of SPREP are overwhelmingly dependant on shipping for economic survival. Shipping in the region can be grouped into the following broad categories:

- **Transit shipping:** Ships which pass through the region without stopping, en-route to other destinations;
- **International shipping (as distinct from transit shipping):** Ships calling at the major ports of the region from outside the region, either with incoming cargo or tourists (cruise ships) or exports;
- **Regional shipping:** Ships trading (both cargo and passengers) between the countries and territories within the region;
- **Domestic shipping:** Ships trading (both cargo and passengers) within each country in the region;
- **Foreign fishing fleet:** Fishing vessels from distant water fishing nations operating within the region;
- **Domestic fishing fleet:** Fishing vessels from the Pacific islands themselves; and
- **Miscellaneous:** Special purpose vessels such as Navy ships and research ships and smaller vessels such as tourist vessels, yachts and private pleasure and fishing craft.

Below is a visual representation of the international shipping for the SPREP Region in the 2013 year. During the year, there were 92,963 movements recorded within the SPREP region.

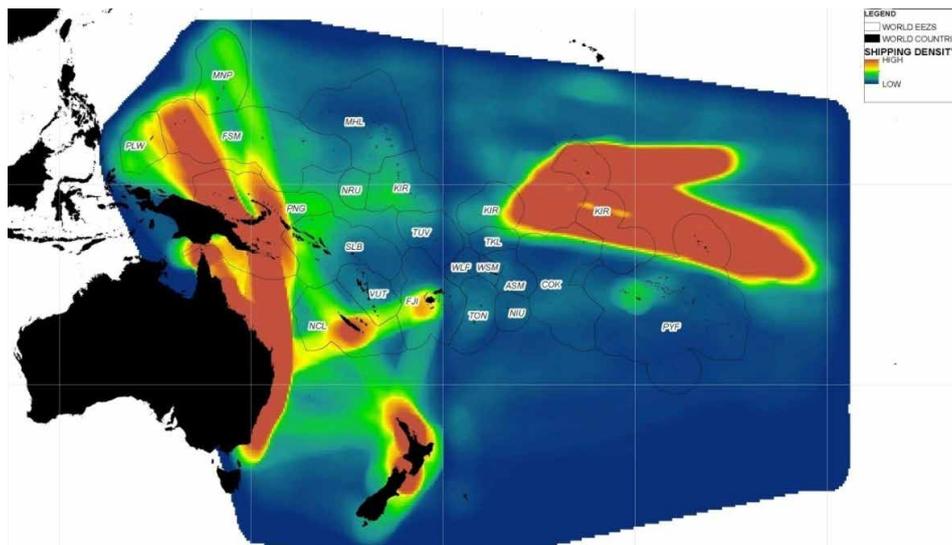


Figure 2. Total shipping in the SPREP Region

The data has been further broken down to show the following types of shipping:

Number of tracks	Type of vessel
92,963	Total shipping
49,656	Fishing vessels
19,045	Cargo vessels, all types
8,924	Vessels carrying passengers
6,789	'not available' and is the default setting on an AIS transponder
4,069	Tankers

Table 2. Total shipping in the region by type of vessel

Detailed shipping data for each of the five regional “hub” ports, for the purposes of the SPREP Regional Reception Facilities Plan (see 5.8), is detailed below.

Port	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Suva, Fiji	76	65	63	80	61	77	73	73	72	73	69	66	848
Noumea, New Caledonia	50	47	44	37	42	45	39	43	42	49	44	51	533
Port Moresby, PNG	145	145	145	145	145	145	145	145	145	145	150	150	1750
Apia, Samoa	18	21	15	23	16	19	16	17	17	22	20	N/A	204
Papeete, Tahiti	46	42	50	48	43	46	38	45	58	45	37	36	534
													Total 3869

Table 3. Summary of vessel visits to main ports in the RRF

1.3 Marine Pollution in the region

Maritime transport is the backbone of world trade and globalization. This role will continue to grow with the anticipated increase in world trade in the years to come as millions of people are expected to be lifted out of poverty through improved access to basic materials, goods and products. World trade and maritime transport are, therefore, fundamental to sustaining economic growth and spreading prosperity throughout the Pacific region and the world, thereby fulfilling a critical social as well as an economic function. Furthermore, maritime transport will be indispensable in a sustainable future global economy as it is the most environmentally sound mode of mass transport, both in terms of energy efficiency and the prevention of pollution. The International Maritime Organization (IMO) recognises that these environmental, social and economic dimensions of maritime transport are equally important and should be fully recognized in any strategy, policy, regulatory framework or action.²

Despite the benefits and necessity of shipping, this human use of the ocean can also cause a range of sometimes severe environmental impacts. These include (but are not restricted to):

- The translocation and introduction of marine species across environmental barriers attached to ships’ hulls and within ships’ ballast tanks;
- Shipping accidents resulting in sometimes catastrophic releases of oil and possibly other contaminants;
- The disposal of ships’ wastes, including waste oil, sewage, plastics and other garbage into the sea;
- The dumping of wastes other than ships’ wastes at sea (as defined by the London Convention);
- The leaching into the sea of toxic chemicals from anti-fouling paints on ships’ hulls;
- Physical damage to fringing coral reefs from ship groundings; and
- Coastal and marine environmental impacts from the development and operation of ports which serve the shipping industry.

Compared to other regions of the world, the Pacific is probably relatively free of marine pollution.

² 2000–2004 PACPOL

This may be due to the huge area of the region and the relatively low intensity and small size of ships (apart from transit shipping) servicing the region.

Although complete data is sometimes lacking, issues related to ship-sourced and related marine pollution in the region include:

- Water and sediments in many ports in the region are severely polluted (as referred above) (USP report);
- Marine debris appears to be a major problem in the Pacific³ (refer to literature review);
- The provision of ships' waste reception facilities in regional ports is generally inadequate (refer SPREP Regional Reception Facilities Plan);
- Wrecks from the Second World War create a potential source of major oil pollution incidents throughout the region;
- Groundings and sinking's of vessels, especially fishing vessels, are common in the region (SPREP Regional Oil Spill Risk Assessment 2003);
- The accuracy of navigation charts, the standards of navigation aids and the standards of maritime training may not be as high in the region as other parts of the world. Hydrographic surveys has been identified as a priority for the region (Pacific Regional Transport Ministers Resolution April 2014);
- The introduction of foreign marine species, including by transit shipping undertaking exchange of ballast water at sea (in order to protect countries outside the region) is a major problem (SRIMP-PAC); and
- The capacity of Pacific island countries and territories to prevent and respond to shipping impacts is currently limited, and most countries do not have adequate pollution prevention and response plans (PACPLAN).

Many Pacific island countries have not become Party to the various IMO conventions relating to the protection of the marine environment.

The Pacific islands are particularly susceptible to shipping impacts, due to the special value and sensitivity of Pacific island coastal environments and the current inadequacy of regional and national capacity to address marine pollution.

1.4 Development of PACPOL

The 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 1990's IMO assisted SPREP to prepare the *SPREP/IMO Strategy and Work Programme for the Protection of the Marine Environment in the South Pacific Region*. This was published in 1993. Unfortunately, for various reasons, the SPREP/IMO Strategy was not implemented.

The development of the first version of Pacific Ocean Pollution prevention programme (PACPOL) followed in 1998, and represented a concerted effort to resurrect this strategy and proceed with project implementation. This first PACPOL strategy was developed by SPREP with funding from

3 https://www.sprep.org/attachments/2014SM25/Noumea/12NC_WP.7.7_Annex_1_Literature_review_-_Marine_Debris_Pacific_-_Final.pdf

the Commonwealth Secretariat (COMSEC) and the Canadian International Development Agency (CIDA), under the Canada – South Pacific Ocean Development Programme Phase II (C-SPOD). PACPOL 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 5 years (2010–2014).

This third version of PACPOL for 2015–2020 was developed with funding from the International Maritime Organization (IMO), primarily through the hosting of a specific PACPOL Workshop held in Brisbane, Australia in October 2014. The five-day Workshop was attended by 13 PICTs and provided an opportunity for stakeholders to consider the outcomes of PACPOL 2010–2014 and the issues relating to marine pollution that required the most urgent attention in each country and the region. Representatives from Australia, New Zealand and the Secretariat of the Pacific Community also participated in the Workshop, with presentations on relevant issues provided by the Great Barrier Reef Marine Park Authority, Great Barrier Reef Foundation and Commonwealth Department of the Environment. In addition to sessions discussing progress with specific items in the existing PACPOL, the Workshop was provided with information on the new IMO Integrated Technical Co-operation Program Thematic Priorities for 2016-17 (including the need for IMO Country Maritime Profiles) (see Appendix 5), the IMO Wreck Removal Convention and relevant parallel programmes, such as the SPC Transport Services Implementation Plan, the Global Partnership on Marine Litter and the Shipping Related Invasive Marine Pests in the Pacific (SRIMP-PAC).



Figure 3. PACPOL Workshop attendees, Brisbane, Australia, October 2014

Prior to the Workshop, PICTs were requested to complete a questionnaire covering issues such as adoption and implementation of IMO Conventions, development of national oil spill contingency plans, sensitive sea areas, port waste reception facilities, marine litter and potential funding sources. The information on priority issues provided in these questionnaires (see summary below), together with discussions during the Workshop, formed the basis of the work plans set out below.

Through this process SPREP is confident that PACPOL represents a regionally relevant programme that, if implemented properly, will 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.

Priority Issue	American Samoa	Cook Islands	FSM	Fiji	French Polynesia	Guam	Kiribati	RMI	New Caledonia	CNMI	Niue	Palau	PNG	Samoa	Solomon Islands	Tokelau	Tonga	Tuvalu	Vanuatu	Wallis and Futuna
Oil spill response equipment/Salvage capability		x	x	x								x		x		x			x	
Legislation: MARPOL regulations, BWM, AFS. Responsible Agency, Policy, POLFUND, Legislation to enable proper collection and use of levies, Ratification of conventions			x	x			x	x					x	x	x		x		x	
Capacity building for MARPOL enforcement, MARPOL Reporting Requirements, Oil spill Response training, land based sources, accident investigation and surveys, sampling, PSC, FSC, BWM, and AFS.		x	x	x				x				x	x	x	x		x		x	
Public Awareness or educational campaign														x						x
Waste Reception Facilities (to take all waste including used oil), Port Development and Infrastructure		x					x	x								x	x		x	
Marine Litter/Abandoned and Discarded Fishing Gear (ADFG).		x														x				
Water Quality Monitoring																x			x	
Derelict Vessels and Wrecks																				
Insurance for the region (FV) for vessels not included in the compensation and liability regimes.			x																	
NATPLANs		x	x				x	x												
Marine Invasives (COT, Sargassum)							x												x	
Other added priority																				
CMPs																				
PSSA's																				
Climate Change GHG CO2 footprint																				
National Marine Pollution Prevention Strategy Template																				

Table 4. PICTs Priorities for PACPOL 2015–2020

1.5 PACPOL 2010–2014

Prior to the preparation of PACPOL 2015–2020, a review of the implementation of PACPOL 2010–2014 was undertaken by an independent consultant. The review found that of the 24 action items in the 2010–2014 PACPOL Strategy:

- 16 had been completed;
- 7 were ongoing, with several to be continued as part of PACPOL with a slightly revised scope or terms of reference to reflect recent developments; and
- 1 was no longer required due to external developments.

Eleven of the 24 items were discussed under specific agenda items at the 2014 PACPOL Workshop mentioned above.

The review particularly recognised the significant effort that had been put into training during the period. Training had been conducted with regards to PSSAs, Coastal Resource Mapping, ballast water management and MARPOL Enforcement, as well as sixteen pollution response courses (OPRC level 1, OPRC level 2/3 and HNS), with a total of 589 personnel trained. Assistance and/or funding for this extensive training task has been significant and has been provided by IMO, Australia, Republic of Taiwan/China, New Zealand and individual SPREP members. The need for an ongoing training program reflects the turnover of personnel and the need to maintain currency of, for example, new IMO instruments as they enter into force internationally.

The review noted that the items that have been completed and the work undertaken as part of the “ongoing” items meant there had been considerable progress on a wide range of issues of concern to the SPREP members. The review concluded that, in accordance with the PACPOL vision, the people of the Pacific Islands are better able to prevent, minimise and mitigate ship sourced and related marine pollution.

However, the review noted that PACPOL should in future aim to include a smaller number of high priority and targeted action items, closely linked to the IMO Integrated Technical Co-operation Programme, rather than a larger number of action items where many can lose focus as higher priority issues arise during the five-year period of each PACPOL document. It was also suggested that the updated PACPOL should provide for a mid-term review to be undertaken by SPREP, as from 2016 there will be a new Strategic Plan for SPREP as well as the possibility of revised IMO thematic priorities following the 2016–2017 biennium (see Appendix 5). In addition, the proposed Sustainable Development Goal on Oceans currently includes a proposed target relating to marine pollution. The outcome of this proposal will be known at the end of 2015. It was recognised that PACPOL may need slight revision to align with any changes to these documents.

Finally, the review emphasised the importance of ensuring that IMO Country Maritime Profiles (CMPs) are updated or provided to IMO as soon as possible for all SPREP members to facilitate the identification of capacity-building needs of Member States. It was noted that SPREP had been requested by the Asia Pacific Heads of Maritime Safety Agencies forum (session 15) to assist countries with this work where necessary.

1.6 Related Activities

SPREP currently has five major projects that are dealing with waste issues throughout the region. These projects listed below, identify the current difficulties that PICTs face when dealing with their own land based waste streams.

PacWaste – PacWaste (Pacific Hazardous Waste) is a €7.85 million, four year project funded by the European Union and implemented by SPREP to improve regional hazardous waste management across the Pacific in the priority areas of healthcare waste, asbestos waste, E-waste and integrated atoll waste management. PacWaste will commence with a baseline survey that will collect and collate information about the current status of hazardous waste and its management practices in the region and identify options for interventions that are cost-effective, sustainable and appropriate for Pacific island communities. These interventions will be implemented in priority countries. The atoll Majuro (RMI) has been selected to demonstrate best practice integrated atoll solid waste management.

Pacific Regional Solid Waste Management Strategy and J-PRISM – A partnership between SPREP and Japanese International Co-operation Agency (JICA) has resulted in the development of the Pacific Regional Solid Waste Management Strategy 2010–2015. This Regional Strategy was unanimously adopted as the guiding principle for the region at the SPREP Meeting in November 2009.

The objective of the Japanese Technical Cooperation Project for Promotion of Regional Initiative on Solid Waste Management in Pacific Island Countries (J-PRISM) is to develop/increase the capacity of the counterparts and the recipient countries as a whole through implementing priority actions listed in the Regional Solid Waste Management Strategy 2010–2015, in order to respond any issues/challenges and provide better solid waste management. The five year project (2011–2016) has a budget of some \$US11 million. The Strategy will be reviewed in 2015 to reflect an integrated waste management and pollution control strategy that will incorporate this PACPOL strategy and the wider marine pollution issues.

GEF-PAS POPS Release Reduction Project – The Persistent Organic Pollutants (POPs) release reduction through improved management of solid and hazardous wastes project is a GEF-PAS (Global Environment Facility Pacific Alliance for Sustainability) funded project implemented by UNEP with SPREP as the implementing agency. The project will focus on technical assistance and capacity building for implementation of Stockholm Convention National Implementation Plans (NIP) and the demonstration of feasible, innovative technologies for POPs reduction. The project also aims to improve the use of chemicals in an environmentally sound manner, to reduce releases of POPs and other persistent toxic substances to the environment, and to better manage previously contaminated sites. The Project Preparation Grant was approved in April 2010 and the five year project (2013 – 2018) has a budget of \$US 3.275 million.

AFD solid waste project – The AFD/SPREP Regional Solid Waste Management Initiative is a 4-year project (Oct 2011 – Sep 2015) funded by the Agence Française de Développement and implemented by SPREP in partnership with HYDEA S.r.l. The overall goal of this 1 million Euro project is to improve solid waste management in the Pacific islands primarily through a structured programme of technical capacity building of Pacific Islanders, and through the development of a used oil management programme across Pacific island countries and territories. Support will also be provided for developing in-country activity proposals for further funding.

IMO Integrated Technical Cooperation Programme (ITCP) – Marine Pollution activities under PACPOL are mostly funded by the International Maritime Organization (IMO). The SPREP/IMO relationship is detailed in a memorandum of understanding with the activities outlined in a biannual ITCP. The current ITCP focuses on capacity building related activities to be implemented in the

14 PICs covering oil spill management, ballast water management and compensation and liability training.

SPREP and its members are also participating in a number of separate programs relevant to the PACPOL mission – to promote safe, environmentally sound, efficient and sustainable shipping throughout the SPREP region. Some of these programs are summarised below.

Aichi Biodiversity Targets

The Strategic Plan for Biodiversity 2011–2020, developed in accordance with the Convention on Biological Diversity, consists of five strategic goals, including twenty Aichi Biodiversity Targets. The goals and targets comprise both aspirations for achievement at the global level, and a flexible framework for the establishment of national or regional targets. Parties are invited to set their own targets within this flexible framework, taking into account national needs and priorities. Targets include references to reducing pollution to levels that are not detrimental to ecosystem function and biodiversity and preventing the introduction and establishment of invasive alien species.

Pacific Disaster Risk Reduction and Disaster Risk Management Framework for Action 2005–2015

The Pacific Disaster Risk Reduction and Disaster Risk Management Framework for Action 2005–2015 addresses the various hazard and disaster risks facing Small Island

Developing States by proposing both preventative and remedial actions to manage the hazards and associated risks. Hazards in the Pacific pose enormous threats at both community and national levels. The “big ocean, small islands” context contributes to environmental, economic and social exposure of these nations and communities. Disaster risk reduction and disaster management planning is often impeded by resource constraints and a serious lack of capacity in many Pacific island nations and communities. This regional framework is intended to reduce these disaster risk management gaps through an ‘all hazards’ and ‘whole of government’ approach to reducing risks and vulnerabilities and increasing the resilience of Pacific communities.

Pacific Islands Regional Ocean Policy (PIROP) and Framework for a Pacific Oceanscape (FPO)

The Pacific Islands Regional Ocean Policy (PIROP), endorsed by Leaders in 2002, and companion document *Our Sea of Islands, Our Livelihoods, Our Oceania – Framework for a Pacific Oceanscape* (the Framework), approved in 2010, are regional policy instruments, endorsed at the highest political level. The more recently approved Framework for a Pacific Oceanscape represented a major step forward for Pacific Ocean policy. Initiated by HE Anote Tong, President of Kiribati, the overriding intent of the Framework is to catalyse action and political will to ensure the sustainable development, management and conservation of the diverse ocean and island ecosystems within our region.

These instruments serve to set out regional ocean priorities and direct activities toward addressing these priorities. The PIROP and Framework both identify marine pollution as a key issue for the Pacific region, providing a valuable underpinning the work of the PACPOL.

SIDS Accelerated Modalities of Action Pathways

The Third International Conference on Small Island Developing States (SIDS) was held from 1–4 September 2014, in Apia, Samoa, on the theme of ‘The Sustainable Development of SIDS Through Genuine and Durable Partnerships.’ The Conference produced an outcome document, titled ‘SIDS Accelerated Modalities of Action (SAMOA) Pathway,’ which was negotiated during the preparatory process at UN Headquarters in New York, US, and adopted during the closing plenary.

The SAMOA Pathway (A/CONF.223/3) reaffirms that SIDS remain a special case for sustainable development, recognizing SIDS’s ownership and leadership in overcoming these challenges. In addressing issues related to oceans, the document acknowledges that oceans and seas, along with coastal areas, form an essential component of the Earth’s ecosystem and are intrinsically linked to sustainable development, including that of SIDS. The document also indicated strong support for addressing marine pollution by developing effective partnerships, including through the development and implementation of relevant arrangements, and, as appropriate, instruments on marine debris and on nutrient, wastewater and other marine pollution, and through the sharing and implementation of best practices.

SPREP Strategic Action Plan 2011–2015

The SPREP Strategic Plan 2011–2015 is a single integrated Plan that identifies the priorities, strategies and actions for addressing environmental challenges over the five year period. The Plan establishes four strategic priorities:

- Climate Change;
- Biodiversity and Ecosystem Management;
- Waste Management and Pollution Control; and
- Environmental Monitoring and Governance.

With regards to Waste Management and Pollution Control, the Plan includes strategies that:

support Member countries with legislation, regulation, and financial instruments, that lead to changes in behaviour for minimising pollution, and effectively managing wastes and hazardous chemicals through education and communication; and

identify and address Members’ capacity gaps to enable implementation of waste and hazardous chemical management and pollution control activities.

UNEP Global Program of Action for Marine Litter (GPML)

The Global Partnership on Marine Litter (GPML), besides being supportive of the Global Partnership on Waste Management, seeks to protect human health and the global environment by the reduction and management of marine litter as its main goal, through several specific objectives:

- To reduce the impacts of marine litter worldwide on economies, ecosystem, animal welfare and human health;
- To enhance international cooperation and coordination through the promotion and implementation of the Honolulu Strategy – a global framework for the prevention and management of marine debris, as well as the Honolulu Commitment – a multi-stakeholder pledge;

- To promote knowledge management, information sharing and monitoring of progress on the implementation of the Honolulu Strategy;
- To promote resource efficiency and economic development through waste prevention (e.g. 4Rs (reduce, re-use, recycle and re-design) and by recovering valuable material and/or energy from waste;
- To increase awareness on sources of marine litter, their fate and impacts; and
- To assess emerging issues related to the fate and potential influence of marine litter, including (micro) plastics uptake in the food web and associated transfer of pollutants and impacts on the conservation and welfare of marine fauna.

SPREP Guidelines for Invasive Species

The SPREP Guidelines for Invasive Species Management in the Pacific lists the essential components of a comprehensive and effective invasive species management programme. It has been compiled in consultation with Pacific islands countries and territories, to support them in developing their invasive species work, and to guide regional and international agencies in providing assistance to them.

Framework for Action on Transport Services 2011–2020

The Framework for Action on Transport Services (FATS) aims to enhance the social and economic well-being of people in the Pacific by supporting the efforts of PICTs to work towards ensuring that all their people, at all times, have access to safe, secure and competitive air and sea services that are regular, reliable and affordable. The framework acknowledges that national transport policies and plans are the principle means for achieving improved transport services and promotes a “whole-of-sector” approach, based on the concept of “many partners, one team.” Coordination at the regional level is attributed to the Secretariat of the Pacific Community. A separate Transport Services Implementation Plan has been developed focusing on tangible regional interventions that the SPC can provide their members.

Transport Services Implementation Plan 2015–2020

As noted above, the Transport Services Implementation Plan (TSIP) is the operational plan for the FATS. The TSIP lists SPREP and IMO as partners for a number of activities relevant to PACPOL, including:

- establishment and improvement of international, regional and national regulatory standards;
- facilitate collaboration in legal expertise for maritime;
- training;
- conduct audits in accordance with IMO institutionalisation; and
- maintain a pool of expertise to ensure efficient and effective response to regional accident investigations.

The Torremolinos International Convention for the Safety of Fishing Vessels

While SPREP and its members are currently not directly participating in programs relevant to the Torremolinos Convention, concerns regarding fishing vessel safety raised during the PACPOL Workshop highlighted the need for adoption and implementation of this convention to be further considered within the region.

The original 1977 Torremolinos Convention contained safety requirements for the construction and equipment of new, decked, seagoing fishing vessels. Existing vessels were covered only in respect of radio requirements. In the 1980s, it became clear that the 1977 Torremolinos Convention was unlikely to enter into force, largely for technical reasons, and IMO decided to prepare a replacement in the form of a Protocol. The result was the 1993 Torremolinos Protocol which updates, amends and absorbs the parent Convention, taking into account technological evolution in the intervening years and the need to take a pragmatic approach to encourage ratification of the instrument. The Protocol applies to fishing vessels of 24 metres in length and over including those vessels also processing their catch.

As the 1993 Protocol was still not in force in the 2000s, a new agreement was adopted in 2012 – the *Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977*. The 2012 Agreement made a number of changes to the application and exemption provisions of the Convention – again designed to encourage ratification – and will enter into force 12 months after the date on which not less than 22 States, the aggregate number of whose fishing vessels of 24 metre in length and over operating on the high seas is not less than 3,600, have expressed their consent to be bound by it.

PACPOL 2015–2020 MISSION STATEMENT, VISION AND CORE PRINCIPLES

2.1 Mission

The Pacific Ocean Pollution Prevention Programme (PACPOL) mission is to promote 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).

2.2 Vision

PACPOL's vision is that the people of the Pacific islands are better able to prevent, minimise and mitigate ship sourced and related marine pollution.

2.3 Core principles

Prevention and control of marine pollution – through the adoption of IMO Conventions and more specifically in providing port waste reception facilities, establishment of Special Areas or PSSAs, and in the uniform application of revised Annex V and Annex VI and related waste management measures, including legislative framework and educational programs.

Monitoring of marine pollution – through improved surveillance, enforcement, training and new technology developments.

Mitigation of marine pollution – through implementing the OPRC Convention and the OPRC-HNS Protocol and enhancing regional co-operation in marine pollution preparedness, response and co-operation as well as addressing aspects of the relevant international regimes on liability and compensation for oil and HNS pollution damage.

Management of marine pollution – through the development, funding, implementation and completion of prevention, preparedness and response projects and initiatives.

PACPOL 2015–2020 STRATEGIC OBJECTIVES

The Strategic Objectives listed below include, where relevant, a reference to the appropriate Planned Output in the IMO High level Action Plan for 2014–2015 (Assembly Resolution A.28/Res.1061). Note that Strategic Directions 3.4 (*Meeting the needs of its developing member States*) and 9.0 (*IMO will pay special attention to the shipping needs of small island developing states (SIDS) and least developed countries (LDCs)*) are generally applicable to most of the PACPOL Strategic Objectives and accordingly are not specifically listed below).

3.1 Prevention and control of marine pollution

Make environmental considerations a priority in the planning and operations of shipping in the Pacific, including the adoption and effective implementation of IMO Conventions and more specifically through the provision of port waste reception facilities, establishment of Special Areas or PSSAs, and in the uniform application of revised Annex V and Annex VI and related waste management measures, including legislative framework and educational programs. (2.0, 7.1, 7.3)

Align activities with the IMO Integrated Technical Co-operation Program, in particular with the thematic priorities relating to the marine environment. (3.5)

Conduct on-going risk assessments of vessel types, movements, frequency and cargos to determine high risks locations for marine spills and other maritime incidents. (7.2)

Promote awareness amongst the general public, in particular school age children, on the sources and issues involved in marine pollution and to develop a life-long respect for the need to protect our coastal and marine environmental heritage. (11.1, 11.2)

Promote awareness amongst seafarers and in particular fishing vessel crews, recreational vessel operators, ship owners, shipping agents and others involved in the maritime trade and industry on their legal obligations to comply with local and international rules, legislation and conventions in regards to ship sourced wastes. (7.1, 12.4)

Promote and where possible implement world's best practice in managing ship sourced waste for marine environment protection. (7.1)

Reinforce the internationally accepted practices of “polluter pays” with the establishment and enforcement of local marine pollution protection legislation and of the “potential polluter pays” with the focus on ensuring Tier 1 sites are self-sufficient and a national levy system to support in-country resources. (2.0)

Maintain ongoing activities for capacity building and institutional strengthening in the area of marine pollution prevention and response. (7.2)

3.2 Monitoring

Be aware of the potential impact of related emerging activities in the region such as deep sea minerals, ocean acidification and ocean fertilization to recognize any potential impact in the marine environment.

Promulgate uniform policies, consistent principles, guidelines and practices in marine pollution investigation and prosecution. (2.0, 5.3)

Continue to learn the lessons of maritime accidents, incidents and spills that affect the marine environment by networking, communicating and sharing case studies and incident reviews from member countries. (7.1)

Be responsive to the pace of change in maritime pollution response, new and emerging response technologies, training techniques and expectations. (7.2)

3.3 Mitigation

Take a leading role and pro-active approach to the adoption and implementation of PACPLAN.

Focus on establishing, maintaining and improving regional spill response support systems for PACPLAN.

Establish basic policies, legislation, practices and procedures to ensure efficient and effective preparedness and response at a national level amongst PICTs. (7.2)

Improve the capacity and capability of PICTs to manage and respond to chemical incidents and spills, including establishing appropriate regional linkages. (7.2)

Provide direct assistance to PICTs to further develop national and local marine pollution response contingency plans. (7.2)

Optimise the use of limited resources and trained spill response personnel in the region through maintaining a list of response capabilities, including trained personnel and equipment, to provide a rapid response to maritime pollution incidents. (7.2)

3.4 Management

Support SPREP members at local, regional and international forums on ship sourced and related marine pollution.

Conduct marine pollution prevention projects and initiatives that meet the priorities and needs of PICTs in a coordinated, effective and cost efficient manner.

Increase the access and delivery of vital and important PACPOL reports, briefs, data, awareness campaigns and documents via the PACPOL page on the SPREP web site, and other media, that is maintained and user friendly.

Advise promptly appropriate stakeholders including government officials, companies, employees and the public on significant developments in PACPOL.

Develop and maintain sustainable and durable relationships and partnerships with domestic, regional and international organisations, and ocean related stakeholders. (3.1)

WORK PLANS SUMMARY

CODE	IMO STRATEGIC DIRECTION	TITLE OF PROJECT	ESTIMATED BUDGET (US\$)	TIMING	PRIORITY
PPOL1	3.1, 3.4, 9	Country Maritime Profiles (CMP) To be completed by national governments with SPREP/SPC in-house assistance. See IMO Circular Letter No.3407.	N/A	1 year	1
PPOL2	7.2, 3.4, 9	NATPLANS Assistance to be considered on request, including for: Drafting of plans; Risk assessments; Coastal Resource Mapping; Sensitising of leaders and endorsement; and Exercises.	\$308,000 Draft of plans and sensitising of leaders and endorsement – \$8K per country Total=\$112K Risk assessment (RA): Team of 4 persons for 1 week in-country – \$14K per country Total = \$196K. CRM: no cost as information can be collected from RA and in-house experts from SPREP and local GIS departments. Exercises: cost to be added to capacity building work plan.	2 years	1
PPOL3	3.4, 7.2, 9	Oil spill response equipment/Salvage capability Assistance to be considered on request, including for: Explore bulk purchase options with metropolitan SPREP members; Subject matter experts for capacity building; Procurement of Tier 1 equipment for each PICT; Regional Tier 2/3 stockpile; Equipment use and maintenance training; and Equipment deployment exercises.	Will depend on risk assessment outcomes.	3 years	1
PPOL4	7.1, 3.4, 9	Particularly Sensitive Sea Areas (PSSAs) Assistance to be considered on request, including for: Assessment of the need for a PSSA; Research to fill any gaps in the required environmental and shipping data; Risk assessments (including shipping traffic); and Preparation of submission to IMO.	\$100,000 (4 PICTs) Includes a workshop in each country, consultation and preparation of documentation. \$25,000/country – total \$100,000.	4 years	1
PPOL5	2.0, 3.4, 9	Legislation Assistance to be considered on request, including for: Funding for legal advisers/drafters Provision of information to government officials Community consultations Possible domestic consultation workshops	\$170,500 (for 11 PICs) Excludes Samoa, Fiji, PNG which have legislation.	On-going	1
PPOL6	3.1, 3.4, 9	Capacity Building Assistance to be considered on request, including for: Training needs assessments; Provision of training (funding for facilitators and training resources); and Baseline studies to support implementation of AFS/BWM Conventions.	\$727,000 Includes Capacity Needs Assessment, \$3,500/country = total \$49,000.	On-going	1
PPOL7	1(all), 2, 3(all), 7(all), 8, 9, 10, 11(all), 12(all), 13	National Marine Pollution Prevention Strategy Template Development of national template of National Marine Pollution Prevention Strategy; Prioritise two country template development.	Total \$40K Development of template (no cost) Development of two country National Strategies (\$20K per country).	5 years	1

CODE	IMO STRATEGIC DIRECTION	TITLE OF PROJECT	ESTIMATED BUDGET (US\$)	TIMING	PRIORITY
PPOL8	3.4, 7.2, 9	Derelict vessels and wrecks Regional risk assessment and cost benefit analysis (consultant) Pilot operations for several high risk derelict vessels and wrecks	\$60,000 (consultant cost to carry our risk assessment and CBA of options for disposal)	2 years	2
PPOL9	3.4, 7.1, 9	Port Waste Reception Facilities Assistance to be considered on request and dependant on level of international shipping traffic, including for: Undertaking waste reception facility gap analyses as requested, in accordance with IMO procedures; Explore funding options to address issues identified by waste reception facility gap analyses (SPREP); and Training/guidelines/procedures	\$98,000 (for up to 14 hub port audits, based on level of international traffic and an assessment of reception needs in the region)	5 years	2
PPOL10	3.4, 7.1, 9	Marine Litter/Abandoned or lost fishing gear (ALFG) Host regional workshop on abandoned or lost fishing gear. (Further assistance to be determined following workshop)	Total \$340,000 Investigate sources of Abandoned or lost fishing gear (ALFG) \$60K, Regional Workshop on ALFG including training on disentanglement of migratory species such as whales and dolphins \$80K, Improved ghost net management \$70K, Opportunistic sampling of ocean plastic debris \$40K, Develop SPREP region marine debris network \$50K, investigate adequacy of port reception facilities \$40K (see PPOL 9 above), necropsy workshop for Pacific Islands to investigate degree of ingestion of marine debris in turtles, dolphins and whales \$40K.	3 years	2
PPOL11	3.4, 7.1, 9	Water quality monitoring Assistance to be considered on request, including for: Conducting risk assessments Capacity building, training and equipment procurement/ installation for water quality monitoring Scientific data collection, analysis and reporting Undertaking water quality monitoring	TBA	On-going	2
PPOL12	3.4, 9, 11.2	Public Awareness and Education Campaign Assistance to be considered on request, including for: Development of targeted awareness materials and educational programs; National workshops; and Media awareness tools.	\$70,000	On-going	2
PPOL13	3.4, 7.1, 9	Insurance for vessels not covered by existing IMO liability and compensation regimes Project to develop options for regional scheme (consultant)	\$50,000 estimated.	3 years	3
PPOL14		Ports GHG CO2 footprint Assess the GHG carbon footprints of major ports in the region	\$60,000	3 years	3
PPOL15	3.4, 7.1, 9	Marine Invasives Assistance to be considered on request, including for: Preparation of legislation Economic assessments Funding for experts (baseline surveys) National consultation workshops Subject matter experts	Total \$1,176K Baseline surveys in 14 PICTs ports \$840K (\$60K per port). Legislation – included in the legislation work plan.	5 years	3

DETAILED WORK PLAN

5.1 PPOL1 – Country Maritime Profiles (CMP)

The Country Maritime Profiles (CMP) enable the IMO to identify the real technical cooperation needs of IMO Members and to target resources accordingly. Completion of the CMP need not be onerous and should be considered an essential precursor to assistance with the remaining PACPOL work plan items and undertaken as a priority.

ACTIVITY TITLE	COUNTRY MARITIME PROFILES (CMP)
PACPOL Core Principle:	1
IMO Thematic Priority (2016–2017)	All
IMO Strategic Direction (2014–2015)	3.1
PACPOL Priority	1
Beneficiary Countries:	All
Timeframe:	1 year
Objectives:	Access to IMO Integrated Technical Cooperation Program assistance for all PICTs that are IMO member States.
Resources/Funding sources:	Identify in-country contact point, in-kind from SPREP and/or SPC as necessary.
Assistance needed:	Gap analysis may be considered prior to preparation of CMP. Data entry using the Global Integrated Shipping Information System (GISIS).
Expected Outputs:	Country Maritime Profile (CMP) for each IMO member State PICT submitted to IMO. Existing CMPs to be reviewed within timeframe. Thereafter, all CMPs to be reviewed and updated on a regular basis.
Additional Comments:	Reference IMO Circular Letter No.3407. As also directed by APHOMSA and in accordance with the thematic priorities set out in paragraph 15.3 of document MEPC 67/20. CMPs should be submitted and updated by each PICT using the IMO on-line system, the Global Integrated Shipping Information System (GISIS).

5.2 PPOL2 – NATPLANS

A country's National Marine Spill Contingency Plan (NATPLAN) makes clear to all the nationally agreed arrangements for spill prevention, preparedness and response. The NATPLAN needs to be underpinned by an appropriate risk assessment and identification of the natural and other resources under threat from spills. The NATPLAN will set out expectations, roles and responsibilities of all stakeholders including the lines of communication between government and industry partners. Capability requirements – such as training, technical support, and equipment purchase and maintenance – are ideally determined following finalisation of the NATPLAN.

ACTIVITY TITLE	NATPLANS
PACPOL Core Principle:	3
IMO Thematic Priority (2016–2017)	2
IMO Strategic Direction (2014–2015)	3.4, 7.2
PACPOL Priority	1
Beneficiary Countries:	All
Timeframe:	2 years
Objectives:	To finalise, endorse, implement and exercise NATPLANS for all PICTS.
Resources/funding sources:	In country with assistance from SPREP as necessary. To be undertaken in conjunction with SPC (see 5.6.1 of TSIP 2015–2020). Assistance as necessary from local GIS service providers, NGOs, with funding to also be considered from existing Polfunds/levies.
Assistance needed:	Drafting of Plan Risk assessments Coastal Resource Mapping National consultation to obtain any necessary government approvals/endorsement Legislation (where necessary) Exercises
Expected Outputs:	Effective contingency plans in place for all PICTS, including clear guidelines for responsible agencies during an incident. SPREP to consider options for an oil analysis service for the region.
Additional Comments:	SPREP has drafted all country NATPLANS with a number of countries yet to internally finalise these NATPLANS. To reflect the outcomes of PACPOL 2010–2014, NATPLANS should also include coastal resource mapping/ecology, highlighting the IMO Place of Refuge Guidelines (Assembly Resolution A.949(23)) and, where appropriate, pre-designation of potential places of refuge. SPREP continues to place a high priority on encouraging PICTS to finalise and implement national contingency plans.

5.3 PPOL3 – Oil spill response equipment/Salvage capability

The capability of oil spill response equipment and salvage resources to support NATPLANS and respond to maritime emergencies has been raised as a key issue. The availability of resources to provide suitable storage and ongoing maintenance for equipment is a key consideration.

ACTIVITY TITLE	OIL SPILL RESPONSE EQUIPMENT/SALVAGE CAPABILITY
PACPOL Core Principle:	3
IMO Thematic Priority (2016–2017)	2
IMO Strategic Direction (2014–2015)	7.2
PACPOL Priority	1
Beneficiary Countries:	All
Timeframe:	3 years
Objectives:	To improve incident response capability in the region.
Resources/Funding sources:	SPREP in house Country POLFUND/levies Metropolitan in-kind support ITCP (Capacity building only) Local petroleum companies Donors
Assistance required:	Explore bulk purchase options with metropolitan SPREP members Subject matter experts for capacity building Procurement of Tier 1 equipment for each PICT Regional Tier 2/3 stockpile Equipment use and maintenance training Equipment deployment exercises
Expected Outputs:	Equipment needs analysis/risk assessment Study of salvage capability in the region Consideration of potential funding sources where equipment needs are identified. Development of co-operative arrangements with local petroleum companies regarding use, maintenance and/or storage of equipment.
Additional Comments:	To take into account the owner of the risk (e.g. industry), type of fuel prevalent in port/region, and both likelihood and consequences. Consider use of IALA risk assessment tool.

5.4 PPOL4 – Establishment of Particularly Sensitive Sea Area/s (PSSAs)

PSSAs are an IMO-endorsed, globally accepted means of managing the impacts of international shipping on sensitive marine environments. Countries follow IMO Guidelines for the identification and designation of PSSAs to: identify the ecological, socio-economic or scientific sensitivities of an area; explain the area's vulnerability to impacts from shipping, and; propose measures to control shipping movements. These associated protective measures need not be onerous but can significantly reduce the risk of shipping impacts. Other than Australia's Great Barrier Reef-Torres Strait region, there are currently no PSSAs in the Pacific.

ACTIVITY TITLE	ESTABLISHMENT OF PARTICULARLY SENSITIVE SEA AREA/S (PSSAS)
PACPOL Core Principle:	1
IMO Thematic Priority (2016–2017)	1
IMO Strategic Direction (2014–2015)	3.4, 7.1
PACPOL Priority	1
Beneficiary Countries:	PNG, Cook Islands, Palau, Fiji. Other PICTS on request for areas where international shipping activity represents a threat to a sensitive marine area.
Timeframe:	4 years (depending on timing of key IMO meetings)
Objectives:	Taking into account the potential PSSA's identified by the 2012 IMO SPREP Workshop on PSSA's, establish one or more PSSA's in the SPREP Region.
Resources/funding sources:	SPREP in-house. IMO ITCP (funding). Metropolitan SPREP members (in-kind) Potential in-country consultant to oversight process and prepare submission.
Assistance needed:	Assessment of the need for a PSSA Research to fill any gaps in the required environmental and shipping data. Risk assessments (including shipping traffic) Development of recommendations on Associated Protective Measures Preparation of submission to IMO
Expected Outputs:	With SPREP assistance, an assessment of the need for a PSSA. Submission/s to the Marine Environment Protection Committee of IMO, in accordance with IMO PSSA Guidelines.
Additional Comments:	Preparation of a PSSA submission requires comprehensive data on environmental attributes, international shipping activity and associated threats, as well as the identification of Associated Protective Measures, within the remit of the IMO, designed to address the specific risks in the proposed area. A working group of relevant government and industry stakeholders will be required in each country to develop a submission. The work should include a risk assessment, such as the PAWSA/ IWRAP model developed and run by IALA.

5.5 PPOL5 – Legislation

Domestic legislation is required to implement international conventions, in particular to put in place appropriate sanctions from non-compliance. SPREP has developed model legislation that can be used by PICTs when developing domestic legislation. This model legislation needs to be regularly updated to reflect amendments to existing conventions as well as new conventions.

ACTIVITY TITLE	PREPARATION AND IMPLEMENTATION OF NATIONAL LEGISLATION TO GIVE EFFECT TO IMO AND NOUMEA CONVENTIONS
PACPOL Core Principle:	1
IMO Thematic Priority (2016–2017)	All
IMO Strategic Direction (2014–2015)	2.0, 3.4
PACPOL Priority	1
Beneficiary Countries:	All
Timeframe:	Ongoing
Objectives:	Adoption of IMO marine pollution conventions, Noumea Convention and related instruments and ensuring effective domestic legislation is in place.
Resources/funding sources:	SPREP in-house Metropolitan SPREP members in-kind and/or experts/consultants arranged through the IMO ITCP as necessary. SPC (see 5.1.1, 5.4.2 and 5.5.1 of <i>Transport Services Implementation Plan 2015–2020</i>). National legal departments. Pacific International Legal Association
Assistance needed:	Funding for legal advisers/drafters Provision of information to government officials Community consultations Possible domestic consultation workshop
Expected Outputs:	SPREP model legislation updated to include Nairobi Convention and all updates to MARPOL. Effective national implementing legislation, including new MARPOL Annex VI GHG/air quality regulations. Ratification/Accession to IMO environmental conventions.
Additional Comments:	SPREP to provide in-country assistance as requested. PICTS should place priority on the IMO instruments listed in the IMO Instruments Implementation (III) Code – SOLAS, MARPOL, Loadlines, STCW, Tonnage Measurement and Colregs and the Noumea Convention. SPREP to issue an annual reminder for PICT parties to MARPOL to provide the mandatory annual reports to IMO. While not within the scope of PACPOL, as the safety of fishing vessels was raised as an issue during the workshop, PICTs should also consider developing legislation to implement the 1993 Torremolinos Protocol together with the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977.

5.6 PPOL6 – Capacity Building

The International Maritime Organization has established an Integrated Technical Cooperation Programme (ITCP) with the sole purpose of assisting countries in building up their human and institutional capacities for uniform and effective compliance with the Organization’s regulatory framework. By fostering capacity-building in the maritime sector, the ITCP is crucial for assisting developing countries to implement IMO instruments for safer and more secure shipping, enhanced environmental protection and facilitation of international maritime traffic. The importance of the ITCP increases further with amendments to existing and the development of new instruments by IMO, in which the particular needs of, and impact on, Small Island Developing States (SIDS) are taken into account.

ACTIVITY TITLE	CAPACITY BUILDING
PACPOL Core Principle:	1,2,3,4
IMO Thematic Priority (2016–2017)	All
IMO Strategic Direction (2014–2015)	3.1, 3.4
PACPOL Priority	1
Beneficiary Countries:	All
Timeframe:	Ongoing
Objectives:	To conduct a training needs assessment and build capacity of PICTs to adopt, implement and enforce IMO marine pollution conventions and related instruments.
Resources/funding sources:	SPREP in-house Metropolitan SPREP members in-kind and/or experts/consultants arranged through the IMO ITCP as necessary. SPC (capacity building for accident investigations (<i>Transport Services Implementation Plan 2015–2020</i> item 3.7.5)). Polfunds/levies.
Assistance needed:	Training needs assessments; Provision of training (funding for facilitators and training resources) Baseline studies to support implementation of AFS/BWM Conventions. Gap analyses prior to mandatory audits being conducted in accordance with the IMO Instruments Implementation Code
Expected Outputs:	Effective implementation of IMO marine pollution conventions and related instruments.
Additional Comments:	Capacity building to be provided on request and in accordance with the IMO ITCP and available funding in areas including: Incident Management and logistics, OPRC level 1, OPRC level 2/3 and HNS; Shipboard monitoring (i.e. MARPOL components of Port State Control inspections) and surveillance using new and emerging technologies (e.g. use of AIS data available through FFA to identify ships); MARPOL Annex VI (GHG emissions, air quality) Port carbon footprint Coastal Resource Mapping; Particularly Sensitive Sea Areas; Ballast Water Management; MARPOL enforcement including PSC, investigation and sampling techniques; and Reporting requirements under MARPOL and other relevant instruments, including data collection and analysis. Note: Port State control training is to be undertaken using existing training arrangements in place through IMO, SPC and/or SPREP metropolitan members, and be consistent with the applicable regional port State control MOU (e.g. Tokyo MOU).

5.7 PPOL7 – NATPOL

The development of a marine pollution strategy (similar to PACPOL) for countries will have a broader scope and range of activities that are long lasting and build relationships between agencies that would otherwise work in silos.

ACTIVITY TITLE	NATIONAL MARINE POLLUTION PREVENTION STRATEGY (NATPOL)
PACPOL Core Principle:	All
IMO Thematic Priority (2016–2017)	All
IMO Strategic Direction (2014–2015)	1(all), 2, 3(all), 7(all), 8, 9, 10, 11(all), 12(all), 13
PACPOL Priority	1
Beneficiary Countries:	All
Timeframe:	5 years
Objectives:	To mirror PACPOL strategy in developing strategies at the national level thus providing a holistic approach to prevention of marine pollution.
Resources/funding sources:	SPREP in house IMO ITCP Metropolitan countries
Assistance required:	Preparation of template (similar to PACPOL) Implementation of template in two pilot countries
Expected Outputs:	National strategy template developed Two pilot country strategies completed
Additional Comments:	

5.8 PPOL8 – Derelict vessels and wrecks

Derelict vessels and wrecks are a problem for a number of PICTs. Sunken, stranded, and decrepit vessels can be an eyesore and become hazards to navigation. At the same time, these vessels can pose significant threats to natural resources. They can physically destroy sensitive marine and coastal habitats, sink or move during coastal storms, disperse oil and chemicals still on board, become a source of marine debris, and spread derelict nets and fishing gear that entangle and endanger marine life.

ACTIVITY TITLE	DERELICT VESSELS AND WRECKS
PACPOL Core Principle:	4
IMO Thematic Priority (2016–2017)	3
IMO Strategic Direction (2014–2015)	7.2
PACPOL Priority	2
Beneficiary Countries:	All
Timeframe:	2 years
Objectives:	Removal and disposal of unwanted derelict vessels and wrecks in the region
Resources/Funding sources:	SPREP in house Metropolitan members IMO ITCP Consultants Scrap/steel recycling companies, in particular located in metropolitan members UNESCO linkage with underwater cultural heritage PIFS linkage with Unexploded Ordinances (UXO)
Assistance needed:	Funding for consultants to undertake risk assessments and cost benefit analyses Analysis of advantages/ disadvantages, legal and implementation issues related to adoption of the Nairobi Convention Examination of legal issues (e.g. ownership, application of Dumping Convention) Examination of options of sinking vessels for artificial reefs Identification of priority ship wrecks for removal Removal of pollutants from wrecks Removal of wrecks PhD student to examine scrap metal/waste issues
Expected Outputs:	Assessment of risks arising from derelict vessels and wrecks in the region and development of management options. Undertake pilot operations for several high risk derelict vessels and wrecks.
Additional Comments:	

5.9 PPOL9 – Port Waste Reception Facilities

The International Convention for the Prevention of Pollution from Ships (MARPOL) includes obligations with regard to port waste reception facilities. The purpose of these obligations is to ensure that ships are able to legally dispose of their waste as an alternative to illegal discharge to the marine environment.

ACTIVITY TITLE	PROVISION OF PORT WASTE RECEPTION FACILITIES
PACPOL Core Principle:	1
IMO Thematic Priority (2016–2017)	1
IMO Strategic Direction (2014–2015)	3.4, 7.1
PACPOL Priority	2
Beneficiary Countries:	All
Timeframe:	3 years
Objectives:	To improve the adequacy of port waste reception facilities through the SPREP region.
Resources/funding sources:	SPREP in-house Metropolitan SPREP members and/or experts/consultants arranged through the IMO ITCP as necessary. SPC (see 5.6.2 of <i>Transport Services Implementation Plan 2015–2020</i>). Japan International Co-operation Agency.
Assistance needed:	Undertaking waste reception facility gap analyses as requested, in accordance with IMO procedures. Explore funding options to address issues identified by waste reception facility gap analyses (SPREP). Training/guidelines/procedures based on relevant IMO documents.
Expected Outputs:	Submit SPREP Regional Reception Facilities Plan to IMO (2015) SPREP Regional Reception Facilities Plan reviewed and updated regularly, including the addition of additional hub ports as appropriate. Enter details of SPREP Regional Reception Facilities Plan into IMO Global Integrated Shipping Information System.
Additional Comments:	

5.10 PPOL10 – Marine Litter/Abandoned or lost fishing gear

Marine litter and debris is a key area of concern for PICTs. Injury and fatality to marine life caused by ingestion of, or entanglement in, harmful marine debris remains a major concern. Aesthetically, the Pacific Island beaches, often reliant on tourism, are increasingly showing signs of marine litter and abandoned or lost fishing gear washing ashore.

ACTIVITY TITLE	MARINE LITTER/ABANDONED OR LOST FISHING GEAR
PACPOL Core Principle:	1,2
IMO Thematic Priority (2016–2017)	1
IMO Planned Output (2014–2015)	7.1
PACPOL Priority	2
Beneficiary Countries:	All
Timeframe:	3 years
Objectives:	Reduce the amount of fishing gear lost or discarded in the region.
Resources/funding sources:	SPREP in-house. Metropolitan SPREP members (in-kind) Centre for Marine Conservation and other NGO's. Forum Fisheries Agency (FFA) Western and Central Pacific Fisheries Commission (WCPFC) Parties to the Nauru Agreement (PNA) International Whaling Commission PEW and other NGOs
Assistance needed:	Host regional workshop on abandoned or lost fishing gear. Further assistance to be determined following workshop. Regional co-operation on patrolling.
Expected Outputs:	SPREP to work with fisheries agencies to consider options for tagging of fishing gear. Regional workshop to be held as first step.
Additional Comments:	PICTs to consider making access to fishing grounds in their EEZs conditional on operators having unique markings on all nets and long lines thus being able to identify the polluter should the net be found on a beach over time. Work with fishing agencies such as FFA.

5.11 PPOL11 – Water Quality Monitoring

Water quality monitoring is primarily conducted to:

- characterize waters and identify changes or trends in water quality over time;
- identify specific existing or emerging water quality problems;
- gather information to design specific pollution prevention or remediation programs;
- determine whether program goals – such as compliance with IMO pollution regulations or implementation of effective pollution control actions – are being met; and
- respond to emergencies, such as oil or chemical spills and floods.

ACTIVITY TITLE	WATER QUALITY MONITORING
PACPOL Core Principle:	2, 4
IMO Thematic Priority (2016–2017)	1
IMO Strategic Direction (2014–2015)	7.1
PACPOL Priority	2
Beneficiary Countries:	All
Timeframe:	Ongoing
Objectives:	Assess the effectiveness of marine pollution prevention initiatives in the region
Resources required:	SPREP/SPC KIOST CSIRO NIWA NOAA Regional universities
Assistance needed:	Conduct risk assessments Capacity building, training and equipment procurement/installation for water quality monitoring Scientific data collection, analysis and reporting Undertake water quality monitoring
Expected Outputs:	Report on water quality in the SPREP region
Additional Comments:	

5.12 PPOL12 – Public Awareness and Education Campaign

Public awareness and education campaigns can stimulate commitment by all stakeholders to reducing/eliminating marine pollution in the SPREP region by raising awareness about the impacts of marine pollution and PACPOL initiatives.

ACTIVITY TITLE	PUBLIC AWARENESS AND EDUCATION CAMPAIGN
PACPOL Core Principle:	1
IMO Thematic Priority (2016–2017)	1
IMO Strategic Direction (2014–2015)	11.2
PACPOL Priority	2
Beneficiary Countries:	All
Timeframe:	On-going
Objectives:	To increase public awareness of the need to protect the marine environment of the SPREP region at the national level and to raise awareness in both the domestic and international shipping communities.
Resources/Funding sources:	SPREP National governments IMO ITCP Polfunds/levies Local and international NGOs Japan International Co-operation Agency. Donors
Assistance required:	Development of targeted awareness materials and educational programs National workshops Media awareness tools Production of video on garbage discharge Production of video on small craft pollution
Expected Outputs:	Effective and targeted national education campaigns.
Additional Comments:	PICTs to identify the need for targeted education campaigns, for example schools, coastal communities and/or domestic/international shipping. Consider use of art competitions in schools as part of a targeted awareness campaign.

5.13 PPOL13 – Insurance for commercial vessels not covered by existing IMO liability and compensation regimes

While the existing IMO liability and compensation regime applies to larger vessels, there are no such requirements for smaller vessels of the type that are frequently involved in incidents in the SPREP region, i.e. tankers carrying less than 2000 tons of oil or non-tankers of less than 1000 gross tons.

ACTIVITY TITLE	INSURANCE FOR VESSELS NOT COVERED BY EXISTING IMO LIABILITY AND COMPENSATION REGIMES
PACPOL Core Principle:	4
IMO Thematic Priority (2016–2017)	3
IMO Strategic Direction (2014–2015)	7.1
PACPOL Priority	3
Beneficiary Countries:	All
Timeframe:	3 years
Objectives:	Ensure that owners of small commercial vessels, e.g. fishing vessels, meet all costs arising from maritime incidents (pollution, wrecks, etc.)
Resources/Funding sources:	SPREP in house/SPC PICT fisheries agencies FFA/WCPTC/PNA Consultant
Assistance needed:	Consultant with knowledge of maritime law and fishing industry to undertake project and recommend options for a regional insurance scheme. Drafting legal framework Enforcement for government agencies
Expected Outputs:	Regional insurance arrangement for vessels not covered by existing IMO liability and compensation regimes
Additional Comments:	Options include insurance certificate requirement included in ship registration and/or fishing licence requirements mandatory requirements in national legislation. Consider pilot process for a nominated PICT.

5.14 PPOL14 – Ports GHG Carbon Footprint

Carbon footprinting is used to determine emissions sources, track emission trends, and provide information needed to determine where ports can focus efforts to reduce their greenhouse gas (GHG) emissions.

ACTIVITY TITLE	PORTS GHG CARBON FOOTPRINT
PACPOL Core Principle:	2, 3, 4
IMO Thematic Priority (2016–2017)	1
IMO Strategic Direction (2014–2015)	7.1
PACPOL Priority	3
Beneficiary Countries:	All
Timeframe:	3yrs
Objectives:	Assess the GHG carbon footprints of major ports in the region
Resources required:	SPREP/SPC Regional universities
Assistance needed:	Research necessary model suitable for Pacific ports Data collection for input into model Interpretation of model results in information and knowledge for port management
Expected Outputs:	Mitigation of GHG carbon footprint by ports in the region
Additional Comments:	

5.15 PPOL15 – Marine Invasives

Marine invasives are plants, animals and other organisms taken beyond their natural range by people, deliberately or unintentionally, and which become destructive to the environment or human interests. Pacific islands are particularly vulnerable to invasive species because of their isolation and relatively recent human occupation.

ACTIVITY TITLE	MARINE INVASIVES
PACPOL Core Principle:	1,2,4
IMO Thematic Priority (2016–2017)	3
IMO Strategic Direction (2014–2015)	7.1
PACPOL Priority	3
Beneficiary Countries:	All
Timeframe:	5 years
Objectives:	To improve the management of ship-sourced marine invasives.
Resources/funding sources:	SPREP in house IMO ITCP/GloBallast GEF6 (Biosecurity and Invasive Species Management Project) Micronesia Challenge Local NGOs
Assistance required:	Preparation of legislation Economic assessments Funding for experts (baseline surveys) National consultation workshops Subject matter experts (SMEs)
Expected Outputs:	Baseline surveys All PICTs to adopt, effectively implement and enforce the BWM Convention. Capacity building in implementing BWM Convention. Risk assessments completed in main shipping ports (SRIMP-PAC)
Additional Comments:	

IMPLEMENTATION AND MONITORING

6.1 Capacity

Achieving the goals and expected outputs will depend on the cooperation and commitment of all Members and communities as well as a broad range of stakeholders including donors and partners. The Australian Government has been a substantial partner and supporter in the implementation of the PACPOL strategy. The Australian Maritime Safety Authority currently has a two year secondment at SPREP as part of implementing a PACPOL activity jointly funded by the Public Sector Linkage Program and the Australian Maritime Safety Authority. This two-year secondment provides valuable support to SPREP and to the region and will be completed in August 2015. A continuation of this secondment is important to the successful implementation of PACPOL. Other metropolitan countries will be approached to continue with this important capacity building position at the Secretariat.

6.2 Strengthening partnerships

Building on the Third International Conference on Small Island Developing States (SIDS) theme of 'The Sustainable Development of SIDS Through Genuine and Durable Partnerships', the success of the PACPOL strategy will depend on developing and maintaining sustainable and durable relationships and partnerships with domestic, regional and international organizations and communities, as well the wider maritime and oil industries. The Secretariat will continually seek ways to improve regional linkages and input on emerging regional issues.

6.3 Funding the work plan

In order to deliver the outcomes, the PACPOL Strategy requires a total budget of US\$ 3.2 million over five years. When considering that this applies to 21 separate countries and territories spread over the world's largest ocean, this is not a particularly significant amount of money, noting the benefits that will result in terms of increased protection of coastal and marine resources, making such an investment highly worthwhile.

Since SPREP is a managing partner in implementing the marine environment protection programme in the Pacific region for the IMO, the IMO and its wider donors and partners will be approached, including through the IMO multi donor trust fund to become active members in the Strategy and implementation of its Work plan.

It is also important to explore possible links with other multi-lateral funding initiatives, including the following:

- The proposed GEF/SPREP project Regional Invasive Species and Biosecurity Project (GEF6);
- The European Development Fund (EDF) 11;
- The Agence Française de Développement (AFD);
- UNEP's Global Marine Litter Programme; and
- Micronesia Challenge.

6.4 Monitoring progress and updating the strategy

Progress towards goals and expected outputs will be evaluated against key performance indicators through performance monitoring report to the SPREP Meeting. Measuring the implementation success should be based on national key performance indicators such as the marine water quality within sensitive areas and areas of high discharge points, number of incidents, the amount and types of waste discharged at ports, level of illegal discharges, number of people qualified in certain areas of marine pollution management and the level of country capabilities to respond to a marine pollution incident. However, there is a lack of baseline data in many of these indicative areas and very few mechanisms to enable this information to be collected. One of the goals of this strategy is to change this situation and implement not just water quality monitoring but also through regular reporting to the SPREP Meetings.

In terms of mid-term review, this review is scheduled for 2017 to closely link with new emerging issues as well as the new Strategic Plan for SPREP as well as the possibility of a revised IMO thematic priorities following the 2016–2017 biennium.

REFERENCES

DOCUMENT	SOURCE
PACPOL 2010–2014	SPREP
High-level Action Plan of the Organization and priorities for the 2014–2015 biennium (Assembly Resolution A.1061(28))	IMO
Strategic Plan for the Organization for the six year period 2014–2019 (Assembly Resolution A.1060(28))	
MEPC 67/20 Paragraph 15.3	IMO
IMO Instruments Implementation Code (Assembly Resolution A.28/Res.1070)	IMO
Country Maritime Profiles (IMO Circular Letter 3407)	IMO
Marine Debris Literature Review report	SPREP
Global Partnership on Marine Litter/ Honolulu Marine Debris Strategy	UNEP
SPREP Region Marine Litter Priorities	SPREP
Marine Litter Norway Proposal	SPREP
Regional Reception Facility Plan (draft)	SPREP
Resolution A.982(24) Revised Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas	IMO
SRIMP-PAC strategy and work plan	SPREP
IMO Press Release April 2014 – Nairobi Convention (http://www.imo.org/MediaCentre/PressBriefings/Pages/Wreck-removal-convention-to-enter-into-force.aspx#.VA-mXTrIqP8)	IMO
IMO Place of Refuge Guidelines (Assembly Resolution A.23/Res.949)	IMO
Noise Circular (MEPC.1/Circ.833)	IMO
Status of Conventions	IMO
Framework for Action on Transport Services	SPC
Transport Services Implementation Plan	SPC
SIDS – S.A.M.O.A.	UN
Thematic priorities relating to the protection of the marine environment for inclusion in the ITCP covering the 2016–2017 biennium (Document MEPC 67/20 paragraph 15.3)	IMO

APPENDIX I

Project implementation timelines (broad-scale indicative only)

Year	2015				2016				2017				2018				2019				2020			
Qtr	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
PPOL1																								
PPOL2																								
PPOL3																								
PPOL4																								
PPOL5																						→		
PPOL6																						→		
PPOL7																								
PPOL8																								
PPOL9																								
PPOL10																						→		
PPOL11																						→		
PPOL12																								
PPOL13																								
PPOL14																						→		
PPOL15																						→		

	No project tasks planned
	Tasks planned and resourced
	Tasks planned but not resourced
→	Ongoing requirement for work in this area

APPENDIX II

PACPOL contacts in member countries (as at November 2015)

Country/Territory	1. Responsible Authority (Maritime Administration)	2. SPREP Operational National Focal Point (Environment Administration)	3. SPREP Diplomatic National Focal Point
Pacific Island Countries			
Cook Islands	Secretary Ministry of Transport PO Box 61, Rarotonga Ph (682) 28810 Fax (682) 28816	Director Environmental Services PO Box 371, Rarotonga Ph (682) 21256 Fax(682) 22256 Resources@environment.org.ck	Secretary Ministry of Foreign Affairs and Immigration PO Box 105, Rarotonga Ph (682) 29347 Fax (682) 212 47 secfa@foraffairs.gov.ck
Federated States of Micronesia	Secretary Department of Transportation, Communication and Infrastructure PO Box PS2, Palikir, Pohnpei Ph (691) 320 2865 Fax (691) 320 5853 transfm@mail.fm	Director Office of Environment and Emergency Management PO Box PS 69, Palikir, Pohnpei Ph (691) 320 8814 / 8815 Fax (691) 320 8936	Secretary Department of Foreign Affairs PO Box PS 123, Palikir, Pohnpei Ph (691) 320 2613 Fax (691) 320 2933
Fiji	CEO Maritime Safety Authority of Fiji 4th Floor Kadavu House PO Box 326, Suva Ph (679) 3315 266 Fax (679) 3303251	Director Department of Environment. Ministry of Urban Development, Housing & Environment. PO Box 2109, Govt. Bldgs., Suva Ph (679) 3311 699 Fax (679) 3312 879	Permanent Secretary Ministry of Urban Development, Housing & Environment. PO Box 2131, Govt. Bldgs., Suva Ph (679) 3304 364 Fax (679) 3303 515
Kiribati	Director of Marine Ministry of Communication, Transport and Tourism Dev. PO Box 487 Beitio, Tarawa Ph (686) 26003 Fax (686) 26572	Secretary Ministry of Environment, Lands & Agricultural Development PO Box 234, Bikenibeu, Tarawa Ph (686) 28211 Fax (686) 28234	Secretary Ministry of Foreign Affairs & Immigration PO Box 68, Bairiki, Tarawa Ph (686) 21342 Fax (686) 21466 secretary@mfa.gov.ki
Marshall Islands	Secretary Ministry of Transport & Communications PO Box 1079 Majuro 96960	General Manager Environmental Protection Agency PO Box 1322, Majuro Ph (692) 625 3035 Fax (692) 625 5202	Secretary Ministry of Foreign Affairs PO Box 1349, Majuro, RMI 96960 Tel: (692) 625 3181 / 3012 Fax (692) 625 4979 Att: Director OEPPC Tel: (692) 625 7944 / 7945 Fax (692) 625 7918
Nauru	Director Ministry of Transport AIWO District, Republic of Nauru Ph (674) 557 3122/3089 Fax (674) 557 3117/3188 Secretary of Transport Ph: (674) 557 3122 / 3571	Contact via 3.	Secretary Department of External Affairs Republic of Nauru Ph (674) 557 3042 Director of Environment Department of CIE Republic of Nauru Ph: (674) 557 3117

Country/Territory	1. Responsible Authority (Maritime Administration)	2. SPREP Operational National Focal Point (Environment Administration)	3. SPREP Diplomatic National Focal Point
Niue	Director Public Works Department Alofi Ph (683) 4297/4194 Fax (683) 4151 Email pwd.director@mail.gov.nu	Director for Environment Department of Environment PO Box 80, Alofi, Niue Ph (683) 4021 Fax (683) 4391	Secretary to Government Premier's Department PO Box 40, Alofi Ph (683) 4200 Fax (683) 4232 external@mail.gov.nu
Palau	Director Bureau of Commercial Department PO Box 1471, Koror Ph (680) 767 4343/4224 Fax (680) 767 3207/5100 E: dot@palaunet.com	Executive Officer Environmental Quality Protection Board PO Box 8086, Koror Ph (680) 488 1630 Fax (680) 488 2963 eqpb@palaunet.com	Minister of State Office of the Minister PO Box 100, Koror Ph (680) 767 2490 Fax (680) 767 2963
Papua New Guinea	CEO/General Manager National Maritime Safety Authority PO Box 668, Port Moresby Ph (675) 321 1244 Fax (675) 321 0873	Secretary Department of Environment & Conservation PO Box 6601, Boroko Ph (675) 325 0180 Fax (675) 325 0182	As per 2.
Samoa	CEO Ministry of Works, Transport and Infrastructure Private mail bag, Apia Ph (685) 21611 Fax (685) 28688	CEO Ministry of Environment and Natural Resources Private Mail Bag, Apia Ph (685) 25019 Fax (685) 23176	CEO Ministry of Foreign Affairs PO Box L1859, Apia Ph (685) 63333 Fax (685) 21504
Solomon Islands	Director Solomon Islands Maritime Safety Administration Ministry of Infrastructure and Development PO Box G32, Honiara Ph (677) 21535 Fax (677) 23798	Chief Environment & Conservation Officer Environment & Conservation Division Ministry of Forests, Environment & Conservation PO Box G24, Honiara Ph (677) 21521 Fax (677) 21245	As per 2.
Tonga	CEO for Infrastructure Ministry of Infrastructure PO Box 845, Nukualofa Ph (676) 22 555 / 26 322 Fax (676) 28032 Email: marine@transport.gov.to	Secretary Ministry of Lands, Survey, Environment, Climate Change and Natural Resources PO Box 5, Nukualofa Ph (676) 23210 / 25050 Fax (676) 23216	As per 2.
Tuvalu	Secretary Ministry of Communications, Transport and Tourism Vaiaku, Funafuti Ph (688) 20052 Fax (688) 20722	Director Department of Environment Private Mail Bag, Vaiaku, Funafuti, Tuvalu Ph (688) 20179 Fax (688) 20843	Secretary to Government Office of the Prime Minister Private Mail Bag, Funafuti Ph (688) 20801 Fax (688) 20819
Vanuatu	Director General Ministry of Infrastructure and Public Utilities. Port Vila Ph (678) 22790 Fax (678) 27714 Att: Manager Maritime Affairs	Director of Environment Department, PMB 9063 Port Vila Ph (678) 25302 Fax (678) 23565	Director General Ministry of Lands and Natural Resources Private Mail Bag 9007, Port Vila Ph (678) 23105 Fax (678) 25165

Country/Territory	1. Responsible Authority (Maritime Administration)	2. SPREP Operational National Focal Point (Environment Administration)	3. SPREP Diplomatic National Focal Point
Pacific Island Territories			
American Samoa	Supervisor U.S. Coast Guard Marine Safety Detachment P.O. Box 249, Pago Pago, 96799 Ph (684) 633-2299 Fax (684) 633-1933	Director American Samoa Environmental Protection Agency Office of the Governor Pago Pago Ph (684) 633 2304 Fax (684) 633 5801	As per 2.
French Polynesia	Commandant de la zone maritime Polynesie francaise SP 91325 00204 Armées – Polynesie francaise Ph (689) 46 50 00 Fax (689) 46 50 56 24 hour contact ph (689) 46 24 32 Fax (689) 42 39 15	Charge Delegation a l'Environment BP 4562, Papeete, Tahiti, Polynesie Francaise Ph (689) 43 24 09 Fax (689) 41 92 52 delenv@mail.pf	Special Adviser for Foreign Affairs Department of External Relations BP 2551 Papeete, Tahiti, Polynesie Francaise Ph (689) 5347 28 Fax (689) 432011
Guam	Commander U.S. Coast Guard Sector Guam Marine Safety Office Guam PSC 455, Box 176 FPO, AP 96540-1056 Ph (671) 355-4826 Fax (671) 355-4803	National SPREP Representative Guam Environmental Protection Agency 15-6101 Mariner Ave, Tiyan, Barrigada Ph (671) 472 8863 Fax (671) 477 9402	As per 2.
New Caledonia	Commandant de la zone maritime Nouvelle-Caledonie BP 38 98843 Noumea cedex Nouvelle-Caledonie Ph (687) 29 30 73 / 74 24 hour contact Ph (687) 29 23 32 Fax (678) 29 23 03	Contact via 3.	SPREP Correspondent Government Delegate for New Caledonia and Wallis/Futuna French High Commission BP M2 Noumea Ph (687) 272822 Fax (687) 27 2828
Northern Marianas	Supervisor U.S. Coast Guard Marine Safety Detachment 1 Kopa Di Oru, Suite SA Saipan MP 96950 Ph (670) 236-2969 Fax (670) 236-2968	Director Division of Environmental Quality P O Box 13.4 Saipan MP 96950 Ph (670) 664 8500 Fax (670) 664 8540 deq.director@saipan.com	SPREP Contact Caller Box 1007 Saipan MP 96950 Ph (670) 664 2200 Fax (670) 664 2211 British High Commission PO Box 1812, Wellington New Zealand Ph (64) 4 4726 049 Fax (64) 4 711 974
Tokelau	Director Transport, Maritime and Supplies Office of the Council for the Ongoing Government of Tokelau PO Box 3298, Apia, Samoa Ph: (685) 20822 / 20823: Fax: (685) 21761 E: director_tss@lesamoa.net	Director Environment, Economic Development and Natural Resources Office of the Council for the Ongoing Government of Tokelau PO Box 3298, Apia, Samoa Ph: (685) 20822 / 20823: Fax: (685) 21761	General Manager Apia/National Office of the Council for the Ongoing Government of Tokelau PO Box 3298, Apia, Samoa Ph: (685) 20822 / 20823: Fax: (685) 21761

Country/Territory	1. Responsible Authority (Maritime Administration)	2. SPREP Operational National Focal Point (Environment Administration)	3. SPREP Diplomatic National Focal Point
Wallis & Futuna	Chef du Service des Affaires Maritimes Des Ports, Phares et Balises Wallis & Futuna Mata-Utu, BP 569 Ile, Wallis 98 600 Pacifique Sud Tel: 681 72 26 52 Fax: 681 72 26 41 Chef.sammpp@mail.wf http://www.wallis-et-futuna.pref.gouv.fr/	Contact via 3.	Charge de mission aupres du President de L'Assemblee Territoriale Programmation 10FED / Cooperation regionale Dossiers economiques et financiers Tel: (681) 722350 Fax: (681) 722 054
Metropolitan members			
Australia	General Manager – Marine Environment Division Australian Maritime Safety Authority GPO Box 2181 Canberra City ACT 2601 Ph (61) 2 6279 5073 Fax (61) 2 6279 5076 gmmed@amsa.gov.au 24 hr Ph: 61 2 6230 6811	Assistant Director International Cetacean Policy Section Department of Sustainability, Environment, Water, Population & Communities. Pacific Islands Branch GPO Box 787 CANBERRA ACT 2601, Australia	High Commissioner Australian High Commission Apia, Samoa Ph (685) 23411 Fax (685) 23159
France	Contact via 3.	Contact via 3.	Deputy Permanent Representative French Delegation to the Pacific Community BP 8043, Noumea, New Caledonia Ph (687) 261 603 Fax (687) 261 266 jpgaltier@spc.org.nc
New Zealand	Manager Marine Security & Incident Response Maritime New Zealand PO Box 27006, Wellington Ph (64) 4 473 0111 Fax (64) 4 473 1245	Secretary Ministry for Environment PO Box 10362, Wellington Ph (64) 4 473 4990 Fax (64) 4 471 0195 rmo@mfe.govt.nz	High Commissioner New Zealand High Commission Beach Road, Apia, Samoa. Ph (685) 21711 Fax (685) 20086
United States	Chief Response Division U.S. Coast Guard District 14 300 Ala Moana Blvd Honolulu HI 96850 Ph (1) 808 535 3333 JRCCHonolulu@uscg.mil	Manager Pacific Insular Area Programs United States Environmental Protection Agency 75 Hawthorne Street (CMD-5) San Francisco CA 94105 Ph (1) 415 744 1559 Fax (1) 415 744 1604	International Relations Officer Office of Oceans & Polar Affairs Bureau of Oceans & International Environmental & Scientific Affairs U.S. Department of State 2201 C Street NW, Room 2758 Washington DC 20520 United States of America

Oil Industry

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APPENDIX III

Marine pollution conventions in member's countries

(as at October 2014) x = accession
d = denunciation

	MARPOL 73/78 (Annex I/II)	MARPOL 73/78 (Annex III)	MARPOL 73/78 (Annex IV)	MARPOL 73/78 (Annex V)	MARPOL Protocol 97 (Annex VI)	London Convention 72	London Convention Protocol 96	INTERVENTION Convention 69	INTERVENTION Protocol 73	CLC Convention 69	CLC Protocol 76	CLC Protocol 92	FUND Convention 71	FUND Protocol 76	FUND Protocol 92	FUND Protocol 2003	OPRC Convention 90	HNS Convention 96	HNS PROT 2010	OPRC/HNS 2000	BUNKERS CONVENTION 01	ANTI FOULING 01	BALLASTWATER 2004	NAIROBI WRC 2007	HONG KONG CONVENTION
Cook Islands	x				x							x			x						x	x	x		
Fiji								x	d			x	d		x										
Kiribati	x	x	x	x	x	x						x			x							x	x	x	
Marshall Islands	x	x	x	x	x		x	x	x	d	x	x	d	x	x		x					x	x	x	
Micronesia (Fed. States of)																									
Nauru						x																			
Niue	x	x	x	x	x							x			x							x	x	x	
Palau	x	x	x	x	x							x			x		x				x	x	x	x	x
Papua New Guinea	x	x	x	x		x		x	d			x	d		x										
Samoa	x	x	x	x	x							x			x		x	x				x			
Solomon Islands	x	x	x	x		x						x													
Tonga	x	x	x	x		x	x	x	x	d		x	d		x		x	x				x	x	x	
Tuvalu	x	x	x	x	x					d	x	x	x		x							x	x	x	
Vanuatu	x	x	x	x	x	x	x	x	x	d	x	x	d	x	x		x				x	x	x		

APPENDIX IV

PACPOL Strategy 2010–2014 Review Report

Pacific Ocean Pollution Prevention Programme (PACPOL) Strategy 2010–2014

REVIEW OF IMPLEMENTATION OF ACTIVITIES COMPLETED

Background

A review of the implementation of activities completed as part of the 2010–2014 PACPOL Strategy was undertaken at SPREP headquarters, Apia, Samoa on 9 September 2014. The review was carried out in accordance with the terms of reference for the *Consultancy to Facilitate the Regional Strategy and Work Plan for the Pacific Oceans Pollution Prevention Programme (PACPOL) Workshop*, and was undertaken by the consultant with information and documentation provided by SPREP officers Anthony Talouli (Pollution Adviser) and Scott Willson (Marine Pollution Adviser).

Findings

The review found that of the 24 action items in the 2010–2014 PACPOL Strategy:

- 16 have been completed;
- 7 are ongoing, with several of these to be continued with a slightly revised scope or terms of reference to reflect recent developments; and
- 1 is no longer required due to external developments.

Eleven of the 24 items will be discussed under specific agenda items at the PACPOL Workshop to be held in Brisbane, Australia in October 2014.

It is particularly important to recognise the significant effort that has been put into training over the past 5 years. Training has been conducted with regards to PSSAs, Coastal Resource Mapping, and MARPOL Enforcement, as well as sixteen pollution response courses (OPRC level 1, OPRC level 2/3 and HNS), with a total of 589 personnel trained. Assistance and/or funding for this extensive training task has been significant and has been provided by IMO, Australia, Republic of Taiwan/China, New Zealand and individual SPREP members. The need for an ongoing training program reflects the turnover of personnel and the need to maintain currency of, for example, new IMO instruments as they enter into force internationally.

Details on progress with each of the current PACPOL action items are set out in the attachment. Input in the “Comments” column is provided by SPREP, with comments by the consultant in italics. Financial details have been provided by SPREP. The attachment also includes a cross reference to the applicable thematic priority of the IMO Integrated Technical Co-operation Programme, as set out in paragraph 15.3 of IMO document MEPC 67/20/.

The items that have been completed and the work undertaken to date as part of the “ongoing” items means there has been considerable progress on a wide range of issues of concern to the SPREP members, and there is no doubt that, in accordance with the PACPOL vision, the people

of the Pacific Islands are better able to prevent, minimise and mitigate ship sourced and related marine pollution. However, it is considered that PACPOL should in future aim to include a smaller number of high priority and targeted action items, closely linked to the IMO Integrated Technical Co-operation Programme, rather than a larger number of action items where many can lose focus as higher priority issues arise during the five-year period of each PACPOL document. The updated PACPOL should also provide for a mid-term review to be undertaken by the Secretariat, as from 2016 there will be a new Strategic Plan for SPREP as well as the possibility of revised IMO thematic priorities following the 2016–2017 biennium. PACPOL may need slight revision to align with any changes to these documents.

It will also be important for all SPREP members to ensure that Country Maritime Profiles (CMPs) are updated or provided to IMO as soon as possible to facilitate the identification of capacity-building needs of Member States (see also paragraph 15.3 of MEPC 67/20). It should be noted that SPREP has been requested by the Asia Pacific Heads of Maritime Safety Agencies forum to assist countries with this work where necessary.

Paul Nelson

Maritime Environmental Consultant

10 September 2014

PACPOL Strategy 2010–2014 Work Plan Summary

Project code	IMO Thematic Priority 2016/2017 (Ref MEPC 67/20)	Title of project	PACPOL Priority	Outputs	Comments SPREP/Consultant	Expenditure/ Participants
PR1	1,2	Marine pollution video	2	Ongoing	<p>SPREP went to tender, contract was awarded approached IMO for funds and SPREP were declined.</p> <p><i>Original scope was too broad. Scope to be amended to focus on providing information for shipping industry, drawing from existing tender documentation, and including a communications action plan. Specific item for PACPOL Workshop. "Welcome to Australia" video to be shown as an example.</i></p>	\$US10,000 budgeted – not spent.
PR2	1	Shipping risk study update	1	Ship density data for the Regional Reception Facilities Plan. Possible satellite AIS for the SPREP region. Ongoing	<p>As part of the Regional Reception Facilities Plan funded by the Noumea Convention, SPREP has purchased Pacific shipping data for the 2013 year. <i>Confirmed that this data has been used effectively in the draft plan.</i></p> <p>SPREP is in the preliminary discussions with member countries, SPC, FFA and AMSA about the possibility of extending the current AMSA satellite AIS coverage over the SPREP region.</p> <p>The AIS will provide real time data for PICT to conduct a risk assessment of pollution from shipping in their individual EEZ.</p> <p><i>The proposed updated risk assessment has not been completed. However, a regional risk assessment was completed in 2012 as part of the PACPLAN revision, data has been provided for the Regional Waste receptions Facilities Plan and the AIS coverage will provide the tools for PICTs to undertake their own risk assessments, with input and guidance from SPREP. Specific agenda item for PACPOL workshop.</i></p>	<p>\$US7,000 for initial AIS data – spent.</p> <p>\$US70,000 annually for regional AIS coverage to be budgeted.</p>
PR3	1	Oil inputs from small crafts	3	No longer required.	<p>Nil funding, SPREP understand that this is no longer a large issue throughout the region as countries move away from 2 stroke OBM to 4 stroke OBM. <i>Agreed, no further action required.</i></p>	N/A
PR4	2	Oil inputs from sunken WWII vessels	2	Completed. NFA as per direction from SPREP members	<p>No funding, Since 2010 SPREP has assisted FSM upon request with risk assessment with wrecks in Chuuk Lagoon. SPREP has opened a dialog with all countries involved in this issue to request assistance when required from SPREP.</p> <p>It has been indicated to SPREP that the SIDS meeting will be discussing this issue.</p> <p>At the 14 SPREP meeting – The representative of the United States concurred with the Agenda's recommendation that any further steps be taken bilaterally. She stated that US policy on future oil clean-up of WWII sunken vessels would be conducted on a case by case basis. The representative stated that the United States did not support the necessity of SPREP undertaking further work on items 3,4 and 5 of the Regional Strategy.</p> <p>The Meeting:</p> <ul style="list-style-type: none"> noted progress on the implementation of the strategy; agreed that future steps for the Strategy be undertaken bilaterally between the relevant SPREP Member and the wreck owners. agreed that the Secretariat would take no further action on the strategy. <p><i>Agreed. Specific agenda item for PACPOL Workshop to remind members of actions undertaken previously and the outcomes of 14 SPREP meeting mentioned above.</i></p>	N/A

Project code	IMO Thematic Priority 2016/2017 (Ref MEPC 67/20)	Title of project	PACPOL Priority	Outputs	Comments SPREP/Consultant	Expenditure/ Participants
PR5	1	Marine litter	1	Ongoing	<p>Funded by the Noumea Convention</p> <p>PHD intern engaged, report scheduled to be tabled at the Noumea COP.</p> <p>SPREP also partner to the Global Partnerships on Marine Litter.</p> <p><i>The work on the above-mentioned report completed to date is a literature review (part 1). Part 2 will be to develop recommendations for priority actions. Work is now also being undertaken as part of the Global Partnership for Marine Litter. Specific agenda item for PACPOL Workshop to explain outcomes of literature review, links to Global Partnership/UNEP and potential recommendations arising from the literature review.</i></p>	\$US50,000 (spent)
PR6	1	Marine noise	3	Completed	<p>Currently working in conjunction with SPREPs Threatened and Migratory Species Adviser.</p> <p><i>The IMO "Guidelines for the reduction of underwater noise from commercial shipping" have been finalised since the current version of PACPOL was developed and a link to the IMO document MEPC.1/Circ.833 has been placed on the SPREP website, along with documents developed by New Zealand, for use by SPREP members. A separate SPREP fact sheet is no longer considered necessary, although SPREP should monitor future IMO work on this issue.</i></p>	N/A
PR7	1	Effect of cruise liners	2	Port Waste Reception Facilities Ongoing	<p>Funded by Noumea Convention.</p> <p>SPREP is currently (under direction from the Noumea COP) producing a Regional Reception Facility Plan for the Pacific. SPREP in partnership with AMSA has conducted five analyses of international shipping hub ports, throughout the Pacific in accordance with, IMO Resolution MEPC.83(44). The ports included Port of Suva (Fiji), Port Autonome Noumea (New Caledonia), Port Autonome Papeete (French Polynesia), Port of Port Moresby (Papua New Guinea) and Apia Port (Samoa). SPREP, will in the future when funding is available, conduct gap analysis audits on all key international ports, throughout the Pacific.</p> <p>This report will be tabled at the Noumea COP for endorsement prior to being submitted to MEPC in 2015.</p> <p>Risk of pollution from the cruise industry is seen to be very low but if SPREP is to introduce the AIS this will able countries to monitor and assess the risk.</p> <p>SPC is conducting hydro graphic surveys of un charted high risk waters that the cruise industry currently sail.</p> <p><i>Reception Facilities Plan is well advanced and on track to be submitted to MEPC 68, following approval at the Noumea COP meeting. Issues related to oil spill response are addressed separately (see items relating to oil spill response below). The 11th Noumea COP meeting agreed that only the hub ports would be audited. An update of the Plan to be included as an action item in next PACPOL. Specific agenda item for PACPOL Workshop.</i></p>	\$US30,000 (spent)
PR8	1	Dredge material, bulky items & asbestos disposal guidelines	1	Completed	<p>Task done internally (2013), needs to be uploaded onto the SPREP website once website alterations are completed.</p> <p><i>Completed, now on SPREP web site.</i></p>	N/A
CN1	1	User guide to marine legislations and conventions	1	Completed	<p>Task done internally (2013), needs to be uploaded onto the SPREP website once website alterations are completed.</p> <p><i>Completed, now on SPREP web site.</i></p>	N/A

Project code	IMO Thematic Priority 2016/2017 (Ref MEPC 67/20)	Title of project	PACPOL Priority	Outputs	Comments SPREP/Consultant	Expenditure/Participants
CN2	1	Education campaign for MPA and PSSA	3	Completed	<p>IMO sponsored.</p> <p>This regional workshop was completed with assistance from Paul Nelson (Australian maritime safety Authority) and Annaliese Caston (AMSA), 2012.</p> <p>The workshop outcomes identified several PSSA areas that need to be further developed, hence SPREP thinks that this will need to be documented in the new PACPOL Strategy.</p> <p><i>Specific agenda item for PACPOL workshop to (1) provide background on PSSA concept (2) Summarise outcomes of 2012 (3) Agree how to address the issue in the next PACPOL, noting that a PSSA submission needs to be driven by individual countries and the potential for assistance as part of the IMO ITCP.</i></p>	\$US70,000 (spent) 23 participants
CN3	1,3,4	Review of marine pollution legislation to reflect international developments	2	Completed and distributed to all members	<p>Funded by IMO and SPREP.</p> <p>In 2011 IMO completed an update of the model legislation. Completed (2014) by external legal contractor incorporating, AFS, BWM and all updates to MARPOL.</p> <p><i>Completed, need to consider extending to Hong Kong and Nairobi Conventions.</i></p>	\$US10,000 (spent)
MR1	2	Marine spill trajectory modelling	1	Completed	<p>PACPLAN (5.6) updated to show this service is available to all members at request. This is to be requested from SPREP metropolitan members. PACPLAN endorsed at the 24th SPREP meeting.</p> <p>SPREP is also assisting countries in Oil Spill risk assessments to highlight high risk areas.</p> <p><i>Agree completed and adequately addressed in revised PACPLAN.</i></p>	N/A
MR2	2	Coastal resource mapping	2	Ongoing 1 course completed	<p>IMO funded the training.</p> <p>One regional course successfully run in Samoa in 2013, with the assistance of 2 x Australian maritime Safety Authority personnel. SPREP advice to PICTs to ensure that all sensitive areas are detailed in country NATPLAN.</p> <p>No funding to complete mapping as currently scoped in the PACPOL.</p> <p>The workshop outcomes identified further training to develop country sensitive mapping, hence SPREP thinks that this will need to be documented in the new PACPOL Strategy.</p> <p><i>Lack of funding meant that this item could not be completed. To be addressed as part of the NATPLAN action item (MI3 below).</i></p>	\$US110,000 (spent) 31 participants
MR3	3	Introduced marine species risk assessment and surveys	1	Ongoing	<p>SPREP has seen an opportunity and has requested additional funding under GEF 6 project for, Port biological baseline surveys for this task.</p> <p><i>Not completed. Specific item for PACPOL Workshop. To be carried over to next PACPOL.</i></p>	N/A
MR4	1	Derelict and abandoned vessels	2	Completed	<p>No funds required, work in progress internally this will be completed for the Noumea COP.</p> <p><i>Information on a disposal option is included in the waste disposal guidelines (see PR8 above). Model legislation for Nairobi Convention to be considered (see CN3), noting the Convention is to enter into force in April 2015.</i></p>	N/A

Project code	IMO Thematic Priority 2016/2017 (Ref MEPC 67/20)	Title of project	PACPOL Priority	Outputs	Comments SPREP/Consultant	Expenditure/ Participants
MR5	1,3,4	Marine pollution enforcement training	2	Completed MARPOL, BWM and enforcement Training	Funded by Republic of China/Taiwan SPREP has conducted enforcement training (MARPOL, BWM) with assistance from Australian maritime Safety Authority, INTERPOL for the following: Fiji, Kiribati, RMI, Nauru, Palau, Vanuatu, Solomon Islands. <i>Completed for the purposes of current PACPOL. Further training will however be needed as personnel change and new IMO instruments enter into force. To be included in revised PACPOL.</i>	\$US42,000 (spent) 130 participants
MI1	2	Exercises and training	2	Completed	Funded by: IMO, Republic of China/Taiwan, Australian Maritime Safety Authority, Maritime New Zealand, and Country governments. Due to the inconsistency of funding it is difficult to plan a schedule. OPRC Level 2/3 – regional training 2010. OPRC HNS regional training 2010. Regional attendance to SPILLCON (Melbourne 2010). OPRC Level 1 – RMI (2010) OPRC Level 1 – Palau (2010) OPRC Level 1 – Kiribati (2010) OPRC Level 1 – FSM (Chuuk 2010) OPRC Level 1 – Samoa (2010) OPRC Level 2 – Kiribati (2011) OPRC Level 1 – Cook Islands (2011) OPRC Level 1 – Tuvalu (2011). OPRC Level 2 – Tonga (2011). OPRC Level 2 – Fiji (2012) OPRC Level 2/3 Regional – (2012 held in Samoa) OPRC Level 1 – Nauru (2012) OPRC Level 2 – Tonga (2013) OPRC Level 3 – Solomon Islands (2013) <i>Completed for the purposes of current PACPOL. Further training will however be needed to maintain capability as personnel change. To be included in revised PACPOL.</i>	OPRC Courses – \$US456,000 405 participants
MI2	2	PACPLAN update	1	Completed	Endorsed at the 24th SPREP meeting (2013). <i>Agree completed.</i>	\$US25,300

Project code	IMO Thematic Priority 2016/2017 (Ref MEPC 67/20)	Title of project	PACPOL Priority	Outputs	Comments SPREP/Consultant	Expenditure/ Participants
MI3	2	NATPLAN	1	Ongoing	SPREP has drafted all country NATPLANS with a number of countries are yet to internally finalise these NATPLANS. Funding not available as scoped in the current PACPOL. <i>Included in questionnaire and to be discussed as a specific agenda item at PACPOL Workshop, which will include coastal resource mapping, highlighting the IMO Place of Refuge Guidelines (Assembly Resolution A.949(23)) and, where appropriate, pre-designation of potential places of refuge. To be carried over to new PACPLAN. SPREP continues to place a high priority on encouraging PICTS to finalise and implement national contingency plans. Expected to be a no-cost item.</i>	N/A (costs included in country training and workshops)
MI4	2	Places of refuge planning	2	Completed	<i>IMO Place of Refuge Guidelines (Assembly Resolution A.949(23)) have been placed on SPREP web site for reference. To be discussed under item MI3 above and developed by individual countries as part of NATPLAN work. A separate guideline for the Pacific is therefore not considered necessary.</i>	N/A
MI5	2	Regional spill response team	1	Completed	SPREP has a data base of all trained responders and their level of training in the region. No funds for this activity to be conducted as identified in the current PACPOL, however; in the countries current Marine Pollution Prevention Legislation there is a mechanism for countries to apply a National Marine Pollution Fund (POLFUND). This may in the future be utilised to assist in funding such regional training. <i>Agree that a comprehensive and current database is the best means to address this item. A process for updating the data base needs to be included in next PACPLAN, suggest document to be tabled and updated at each annual SPREP meeting,</i>	N/A
MA1		Format change – PACPOL strategy	1	Completed	PACPOL printed and distributed 2010, also the PACPOL is available to be down loaded on the SREP website. <i>Agree completed.</i>	N/A
MA2		Marine pollution project officer	1	Completed Current Secondment	Secondment from Aug 2013 – Aug 2015. <i>Consider a full or part-time funded position from August 2015. For discussion at PACPOL Workshop.</i>	\$A278,000 (AusAID)
MA3		PACPOL website	1	Completed	PACPOL website not seen to be required. PACPOL is available to be down loaded on the SREP website. This portion of the website will be reconfigured to make it easier to locate products. <i>A PACPOL page within the current SPREP website has been developed by the Marine Pollution Project Officer, and includes all of the documents mentioned above.</i>	

APPENDIX V – IMO thematic priorities

IMO thematic priorities relating to the protection of the marine environment for inclusion in the ITCP covering the 2016–2017 biennium:

1. assisting countries in implementing the MARPOL Convention in general and more specifically in providing port reception facilities; establishing of Special Areas or PSSAs; uniform application of revised Annex V (Regulations for the prevention of pollution by Annex VI (Regulations for the prevention of air pollution from ships) and related waste management measures;
2. assisting countries in implementing the OPRC Convention and the OPRC-HNS Protocol and enhancing regional cooperation in marine pollution preparedness, response and cooperation as well as addressing aspects of the implementation of the relevant international regimes on liability and compensation for oil and HNS pollution damage;
3. strengthening national and regional capacity and fostering regional cooperation for the ratification and effective implementation of the Hong Kong Convention on Ship Recycling, the Ballast Water Management Convention and ships' biofouling guidelines; and
4. assisting countries in ratifying and implementing the London Protocol on prevention of pollution by dumping of wastes and other matters.

