

## Current Activities in GEF-UNEP-IMCO-PEMSEA Programme relating to Maritime Safety and Security

### Background Information of PEMSEA

For more than a decade, the GEF-UNEP-IMCO-PEMSEA Programme for Environmental Management for the Seas of East Asia (PEMSEA; [www.pemsea.org](http://www.pemsea.org)) has been active in protecting life support systems and enabling the sustainable use and management of coastal and marine resources through inter-governmental, inter-agency and multisectoral partnerships. The International Maritime Organization is the Executive Agency of the PEMSEA providing the technical and administrative backstopping services to the Programme. In the course of its 14-year operation, the Programme has developed management-related methodologies, techniques, working models and standards to strengthen practical efforts in the field, as well as facilitated the dissemination of information on IMO environmental Conventions such as MARPOL Convention, OPRC Convention, Antifouling Systems Convention and the Ballast Water Management Convention, increasing the number of countries adopting or ratifying these instruments.

PEMSEA focuses on the development objective of facilitating the implementation of the SDS-SEA through the mobilization of necessary partnerships arrangements, operating mechanisms, intellectual capital, support services and resources for the achievement of the shared vision of sustainable use of coastal and marine resources of the region and the development targets of the WSSD Plan of Implementation pursuant to Millennium Development Goals.

PEMSEA has 11 state partners and 15 non-state partners to date. State partners include: Cambodia, People's Republic of China, Democratic People's Republic of Korea, Indonesia, Japan, Lao People's Democratic Republic, Philippines, Republic of Korea, Singapore, Timor-Leste and Vietnam. Non-state partners include: Conservation International (CI) Philippines, Coastal Management Center (CMC), IOC Subcommission for the Western Pacific (IOC/WESTPAC), International Ocean Institute (IOI), Korea Environment Institute (KEI), Korea Development Institute (KEDI), Japan-Taiwan-Taiwanese Foundation (JTF/TFF), Ocean Response and East Asia Response Limited (OSRL/EARL), Plymouth Marine Laboratory (PML), Swedish Environmental Secretariat for Asia (SEMSEA), UNDP/GEF Small Grants Programme (SGP), UNEP Global Programme of Action (UNEP/GPA), UNDP/GEF Yellow Sea LME Project (YSLME) and UNEP Northwest Pacific Action Plan (UNEP/NOWPAP).

### Activities regarding Maritime Safety and Security in PEMSEA

About 50 percent of the world's oil supply and 30 percent of the world's commerce pass through the Straits of Malacca and Singapore which are located within the SDS-SEA (PEMSEA Tropical Coasts, 2006). Half of the world's merchant fleets sail through the Straits of Malacca and Singapore, and Sunda and Lombok. In the South China Sea more than 41,000 ships pass through annually – more than double the number passing through the Suez Canal and nearly triple the total to the Panama Canal (3, 2004). Estimates show that no less than 90,000 ocean-going vessels of larger than 100 gross

tons passed through the Straits in 2004, including 23,000 oil tankers and 4,000 LPG/LNG carriers (Nippon Maritime Center, 2006).

In 2003, participating countries of PEMSEA adopted the Sustainable Development Strategy for the Seas of East Asia (SDS-SEA) as a management framework for integrated implementation of various international conventions and other multilateral instruments addressing the coastal and marine environment, and as a platform for working together to achieve a shared vision for the common ocean. The SDS-SEA contains more than 50 action programs (e.g., invasive marine species, POF, etc.) focused on the maritime sector.

#### *Port Safety Health and Environmental Management (PSHEM) System*

An important component of PEMSEA's work over the past two years was the development of a *Port Safety Audit Manual*. This was a volume manual intended for use by local auditors, who are tasked to assess regulatory and port authorities, port managements, port and terminal operators and other parties vis-a-vis their compliance to their own policies, national requirements and international recommendations. The aims of the Manual are to assist appointed independent and trained auditors to:

- identify strengths, weaknesses and gaps in port regulations and policies, enforcement, monitoring and reporting, facilities and services, emergency response planning and preparedness and human resource training and development;
- complete a comprehensive audit report, detailing any non-compliance, and
- prepare a proposed action plan for management to rectify any detected non-compliance.

In response to the success of the Port Safety Audit Manual and the encouragement received from international stakeholders engaged in the port and shipping industry to continue its efforts in this regard, PEMSEA commenced a second phase of the project.

The aim of the second phase is to provide assistance to ports, in particular those within the East Asian region, in establishing formal management systems of environmentally friendly port and cargo operations and also the protection of the health of both port employees and populations living adjacent to the port. This was undertaken in partnership with other international governmental and non-governmental organizations, and participating countries' respective port authorities and operators.

In pursuing this objective, PEMSEA and its partners developed a *Port Environment, Safety & Health Management Code (PSHEM Code)*, for voluntary use by port authorities and companies operating in ports, whose operations may have effects on the health and safety of people, the environment, port installations and cargo.

The main requirement of the PSHEM Code is that parties that want to adopt it should develop and implement a *Port Environment, Safety & Health Management System (PSHEM System or PSHEMS)*. Such a management system is designed to ensure compliance with the provisions of the PSHEM Code, and can be evaluated and certified by a recognized organization, if so desired by the port authority or company.

Furthermore, in order to provide guidance to parties who wish to develop a PSHEM System, PEMSEA has developed the *Port Environment, Safety & Health Management System Guide*.

The Code integrates the key elements of recognized international standards namely, ISO 9001, ISO 14001 and OSHAS 18001. It can be applied by either a port authority or a company operating within the port, or both. Various port-related organizations have contributed to the development of the Code.

The PSHEMS were demonstrated at the Port of Tanjung Pelepas, Malaysia and Port of Bangkok, Thailand, and will be scaled up to other ports in the coming year.

#### *Framework of Agreement of Oil Spill Preparedness and Response – Gulf of Thailand*

Many countries of PEMSEA region have committed to sustainable development and to the prevention and reduction of environmental degradation by ratifying various multilateral environmental agreements (MEAs). However, many countries lack the capacity to fulfill the obligations that are specified in the MEAs. Capacity development initiatives under PEMSEA program facilitate a continuous building national legislation and substantiate the integration of international instruments into relevant environmental improvement programs at the different scales.

One good example of successes by PEMSEA initiatives in policy development for oil spill preparedness can be shown in Framework of Agreement on Oil Spill Response by three PEMSEA participating countries in the Gulf of Thailand, namely Cambodia, Thailand, and Vietnam.

On 12 January 2006, ministers, senior government officials and various other stakeholders from Cambodia, Thailand and Vietnam gathered in Hanoi, Vietnam, and issued a Joint Statement on Partnership in Oil Spill Preparedness and Response Cooperation (OPRC) in the Gulf of Thailand. The Joint Statement denotes a trilateral intergovernmental agreement, which commits participating countries to mutual support and assistance in combating oil spill in the Gulf of Thailand region.

In addition, the Joint Statement endorses a Framework Programme for Joint Oil Spill Preparedness and Response in the Gulf of Thailand, specifying obligations and responsibilities of the participating countries, as well as coordinating mechanisms and arrangements for the implementation of the Framework Programme. The Joint Statement and Framework Programme are regarded by the participating countries as an important legal basis for the multilateral cooperation in oil spill preparedness and response in the Gulf of Thailand.

The Framework Programme integrates the implementation of the OPRC convention, the 1971 Fund Convention, and the 1992 Civil Liability Convention (CLC) as related to damage compensation, and serves as a working model for integrated implementation of the relevant international instruments at the sub-regional level.

PEMSEA also provided technical services in developing the Manila Bay Oil Spill Contingency Plan. The Manila Bay plan was completed as a joint effort of the Philippines Coast Guard, the petroleum industry, the shipping industry and the local governments in Manila Bay. In addition, PEMSEA has also played a significant role in conducting various

activities in this region, specifically the Integrated Technical Co-operation Programme or ITCP. Over the 14-year period, more than 20 training courses and workshops have been undertaken by the Regional Programme for ITCP, namely on chemical and oil pollution control and response and on port safety and environmental management systems.

#### References

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