



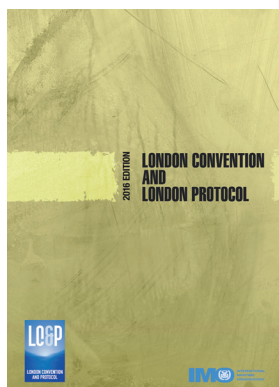
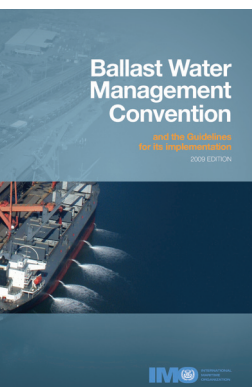
INTERNATIONAL
MARITIME
ORGANIZATION



Norad

THE IMO-NORAD EAST ASIA PROJECT, 2013-2016

Building capacity to implement IMO
environment protection conventions



IDENTIFYING A PROBLEM

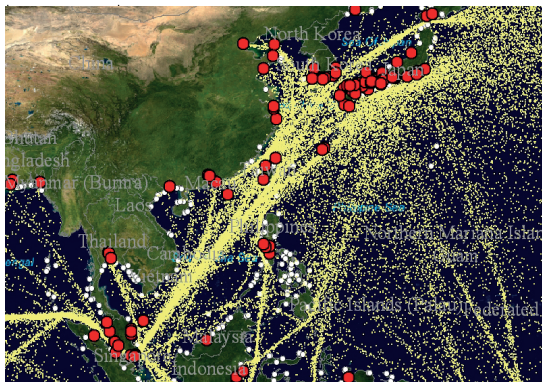
The seas of East Asia are of great importance to the region's population, and to the international maritime community in general.

They provide many opportunities to contribute to the sustainable development of the countries that border them.

But harvesting marine resources and generating maritime activities must themselves be carried out in a sustainable manner.

In East Asia, efforts to protect the seas have been overwhelmed by the unrestrained discharge of wastes and pollutants into the sea. The risk of marine pollution from shipping activities is very high as the region is one of the most important biodiversity hotspots of the world, has one of the highest shipping traffic densities and is home to some of the world's busiest ports.

A number of existing IMO conventions deal with the problem of ship-sourced marine pollution. But, to be effective, these international conventions need to be ratified and implemented at the national



level. Countries need to develop the policies and the capacity to incorporate the rules, regulations and standards of the conventions into their own national law - and to enforce them effectively. Doing so will significantly contribute to several of the Sustainable Development Goals (SDGs) especially SDG2, SDG3, SDG14 and SDG17

SUSTAINABLE DEVELOPMENT GOALS



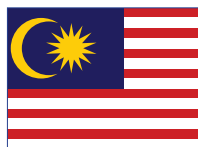
To accelerate the development of national processes, IMO and the Norwegian Agency for Development Cooperation (Norad) forged a partnership to cooperate

in a project to “Assist East Asian Countries in Ratifying and/or Implementing IMO Instruments for the Protection of the Marine Environment”.

A SOLUTION TAKES SHAPE

Six countries agreed to participate in the project:

- Cambodia
- Indonesia
- Malaysia
- Philippines
- Thailand
- Viet Nam



The project covered four IMO conventions relating to marine environmental protection:

- International Convention for the Prevention of Pollution from Ships (MARPOL) Annex I, II and V
- International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS)
- International Convention for

the Control and Management of Ships' Ballast Water and Sediments (BWM)

- The 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (LP)

Progress towards ratifying some of these conventions had been disappointingly slow before the project started. This was due to a combination of factors

such as a fragmented approach to environmental matters in some countries and conflicting priorities, such as poverty alleviation, food sufficiency, health and education.

Even with the best intentions, countries face difficulties and challenges which hold them back from ratifying and effectively implementing IMO conventions. The long-term objective of the IMO-NORAD East Asia project was to put the participating countries

firmly on track to ratifying and implementing the highest priority marine environmental conventions selected from the four conventions mentioned above; and, by doing this, assist the countries to pursue initiatives that would prevent or reduce marine pollution and increase marine biosafety.

The participating countries were requested to identify two high priority conventions that they would focus on.

OBJECTIVES AND MILESTONES

Specifically, the project set out to initiate, facilitate and coordinate legal, policy-making and institutional processes which would eventually lead the relevant Ministries and administrations of the six beneficiary countries to undertake actions to:

- establish a legal system that includes a process to prepare for and to ratify or accede to the relevant IMO Conventions which are of high priority to the countries, and promulgate laws and regulations giving full and complete effect to the IMO

instruments

- set up organizational structures for discharging their responsibilities as flag State, port State and coastal State
- establish a system to ensure their ports provide adequate reception facilities, according to the maritime activities of the port.

The long-term goal of the project was the ratification/accession and effective implementation of IMO instruments for the protection of the marine environment. But the immediate goal was to strengthen the national

capabilities required to enable countries to become parties to - and effectively implement - these instruments. And this meant the countries would undertake the necessary preparatory actions to develop legal and regulatory frameworks and, thereby, strengthen their implementation capabilities.

Three key outputs were identified:

1. An established national task force

This was to provide a national mechanism for coordination among the different agencies that need to be involved in ratifying and implementing IMO conventions

2. A draft national policy for ratifying and implementing marine environment protection conventions

A national maritime policy provides the guidance by which a country optimizes the benefits generated by participating in maritime activities. It enables all relevant agencies to align their respective plans and strategies, thus establishing a coherent and clear direction for ratifying conventions

3. Draft national legislation

To implement an IMO convention effectively a country needs a

set of laws, technical rules and regulations such as those which govern ship inspection, certification and similar activities. National legislation provides the basis by which legal and institutional structures and processes for ratifying and implementing IMO Conventions are effected.

Based on these key objectives, five major milestones towards ratification were established.

- 1. Formalise the national task force**
- 2. Complete a document or academic study justifying ratification**
- 3. Draft a policy**
- 4. Draft legislation**
- 5. Ratify or accede to the convention**

DELIVERING A SUCCESSFUL OUTCOME

The IMO-Norad East Asia project has succeeded in transforming the status of the participating countries with regard to these milestones for the selected conventions, as can be seen in the table overleaf.

The minimum and maximum expected results from the project were as follows:

	Cambodia	Indonesia	Malaysia	Philippines	Thailand	Viet Nam
MINIMUM EXPECTED						
Identify the major impediments for accession to IMO marine environmental conventions and assess the legal, policy and institutional reform needs for implementation and enforcement of these Conventions.	√	√	√	√	√	√
Develop and approve a detailed National Work Plan on the way forward for improving the legal framework and the institutional system	√	√	√	√	√	√
Launch a national process for accession of IMO conventions, adoption of the related laws and regulations, strengthening the implementation capabilities and also establish an inter-ministerial mechanism to ensure that the process is on right track and on-going	√	√	√	√	√	√
Countries adopting national/regional programmes for future activities to sustain the impact of the project	√	√	√	√	√	√
Port State Control Officers of the countries trained and capacity built for enforcement of the IMO Conventions	√	√	√	√	√	√
MAXIMUM EXPECTED						
Accession to IMO conventions and measures in place to strengthen and sustain implementation capabilities *	√√	√√	√√		√√	√
New/amended laws and regulations adopted *		√√				√

* each country had chosen two highest priority Conventions for accession and the tick marks indicate either both conventions or one of the two selected conventions.

In addition, each of the countries has identified their own specific gains and benefits from the project:



CAMBODIA

welcomed the project as a new method to assist in ratifying and/or implementing international conventions by making use of national consultants (which allowed the country to develop human resources in the maritime field), introducing a different model in the delivering technical assistance and providing a new roadmap for developing a national policy - preceded by capacity building.



INDONESIA

considered the project outputs i.e. ratification of both AFS and BWM Conventions, as important steps forward for the country, in protecting the marine environment from harmful invasive alien species and pathogens carried by ships. The working model adopted by the project contributed to accomplishing the country's targets through: establishing clear project objectives and means of implementation; the critical role played by the national

project team; establishing a clearly defined national work programme and the support from IMO through the lead consultant, national consultants, monitoring programme, national and regional meetings.



MALAYSIA

summarized output achievements as follows: contribution to the current draft policy on ratification process, assistance to the draft policy on ballast water management, draft legislation and increased awareness of the need to reduce problems caused by hazardous organisms and pathogens in ballast water.





THE PHILIPPINES

considers as gains from the project: the establishment of the National Task Force denominated as the Inter-agency Coordinating Committee on the Ratification and Implementation of Maritime Conventions (ICCFRIMC) which resulted in better linkage between its Department of Transportation and Department of Foreign Affairs, development of a national interest analysis and active participation of stakeholders in reviewing the national implementation plan, formulation of a Strategic Action Plan (SAP) which serves as the framework for sustaining the gains of the project, and a draft legislations to implement IMO conventions.



THAILAND

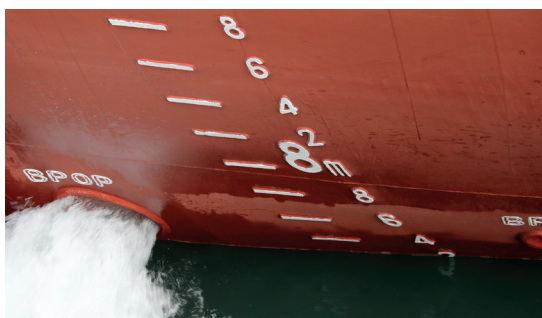
cited the following achievements: holding a national stakeholders' meeting and sub-regional workshops on establishing the framework for ratifying and implementing the London Protocol, collaboration and communication among stakeholders and government agencies, Marine Department working groups were revised and integrated, internal laws relating

to the objectives were reviewed and analysed, research projects supporting implementation were identified, several mechanisms to accelerate the ratification/ accession were adopted and the tracking/monitoring measures were applied.



VIET NAM

conveyed the project impact as: enhanced understanding of marine environment protection, awareness of marine environment pollution risks and development of responsibility among stakeholders, directly and indirectly improving the legal and regulatory framework by adopting and localising provisions of IMO conventions into national legislations, improved cooperation between agencies and stakeholders and an improved existing ratification process - thus reducing time taken to ratify conventions.



PROJECT AT A GLANCE



PROJECT TITLE: Assistance to East Asian countries in ratifying and implementing IMO instruments for the protection of the marine environment

PROJECT DURATION: 2013 - 2016

NORAD SUPPORT (NOK): NOK 12,611,191

PROJECT BENEFICIARY COUNTRIES: Cambodia, Indonesia, Malaysia, Thailand, Philippines, Viet Nam

SCOPE OF PROJECT: BWM, AFS, LP, MARPOL

“IMO-Norad project was a very catalytic intervention that significantly assisted the countries in our region to accelerate the efforts to implement the marine environmental conventions and to contribute to the SDGs. The intervention in the form of a longer-term major project was just the right model to achieve the goals”

Mr. Mohd Saiful Redzuan Bin Jamil
Principal Assistant Secretary, Maritime Division
Ministry of Transport, Malaysia

“The IMO-NORAD project did an outstanding job with regards to achieving the expected results and outcomes of the project and employing a working model that would be of greatest benefit to the six countries”

- Independent Project Reviewer:



Norad

LESSONS LEARNED



“Pollution of the oceans is a global threat to food security, especially in developing countries where many groups of vulnerable people are depending, on a day-to-day basis, on what they can catch in the sea for their livelihood. The main goal of the regional East Asian project, i.e. to enhance and speed up the national processes regarding ratifying and implementing IMO conventions to protect the marine environment, is in accordance with Norwegian development policy.”

- Gabriella Kossmann, Senior Adviser,
Department for Climate, energy, environment and research for Norad

The journey which the countries took in implementing this project is documented in the various reports, which chronicle the actions and strategies they adopted to realize the objectives - ratifying and implementing the conventions to which they gave priority.

The project has seen a high level

of engagement from women participants in the project activities.

Acknowledging the underlying reasons which encouraged them to achieve the project targets, the participating countries agreed that the project has given them a new perspective and appreciation of how important it is to protect the marine environment and find alternative approaches

that will enable them to become Parties to their respective high-priority conventions.

Substantially, the countries proved that, with sustained efforts and support from stakeholders, both in Government and industry, ratification and effective implementation of marine environment conventions can be achieved at a much faster pace. Adopting national work programmes and implementation plans, scorecards and monitoring schemes instituted under the project helped the national teams to ensure the activities always stayed on track.

It is noteworthy that, in the work leading to the target outputs, consultations with stakeholders became integral to the process. The increased participation of affected parties made collecting input and information much easier and greatly contributed to the formulation of policies, legislation and implementation strategies. The commitment shown by the stakeholders helped shape ideas and views towards common goals and interests.

The participating countries rely on the seas for food, recreation, transport, mineral resources and power. These and many other sea-based activities generate jobs, create wealth and improve

quality of life. Recognising these benefits derived from the seas drives countries to take measures to protect the marine environment. However, the desire to protect oceans and maintain their health is not necessarily supported by concrete actions.



LOOKING AHEAD

The participating countries agree that further work would be necessary to sustain the gains of the project, and have committed to contribute to efforts to reach the ultimate goal of a healthy, robust and clean marine environment by ratifying and effectively implementing IMO instruments on marine environment protection.



The International Maritime Organization (IMO) is a United Nations specialized agency, which aims to promote safe, secure, environmentally sound, efficient and sustainable shipping through the adoption of the highest practicable standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships. It also considers related legal matters and encourages the effective implementation of IMO's instruments, with a view to their universal and uniform application.

4 Albert Embankment
London
SE1 7SR
United Kingdom

www.imo.org

Tel +44 (0)7735 7611
Email info@imo.org

 @IMO HQ
 facebook.com/IMO HQ/

Norad is the Norwegian Agency for
Development Cooperation, under the
Norwegian Ministry of Foreign Affairs.

www.norad.no

Tel + +47 (0)2398 0000
Email postmottak@norad.no

 @noradno
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