

Project Title: Management of marine and coastline pollution for increased Safety at Sea and Ports in line with EU Maritime Law and Policy

Implementing partner (IP): Ministry of Transport or related institution

BRIEF DESCRIPTION

The Albanian preparedness and response system requires an interinstitutional coordination platform including both public and private resources, for response to emergencies resulting or likely to result in the spillage of oil or other Hazardous Noxious Substances (HNS) into the marine environment. Despite the progress to date there is still need to complete the national legal framework in line with EU requirements on prevention, preparedness and response in case of accidental maritime pollution by oil and other hazardous substances and drafting of regulations and manuals for implementing the requirements from all parties responsible in the implementation of the National Contingency Plan.

Overall objective

To establish a mutual network for the prevention of risks and the management of emergencies, with a view to reducing the risk of pollution of marine environment and to strengthening the capacity of the communities in Albania to respond to environmental and technological hazards caused by maritime incidents resulting or likely to result in spills of oil or other hazardous and noxious substances (HNS).

Specific objectives:

- i) To improve coordination of response capacities in the Albania through training of command personnel, operational staff and other actors involved in the implementation of contingency plans and in pollution preparedness and response, and through expanding their knowledge and decision making capabilities
- ii) To enable adoption of national maritime quality standards and strengthen capacities on implementation of the Contingency Plan at local level

Total Project Budget: 700.000 Euro

Project Phase I Budget: 200.000 Euro

Project Phase I Duration: 2 years

Project Phase II Unfunded 500,000 Euro

Agreed by Croatian Government:

NAME

SIGNATURE

Date/Month/Year

Agreed by UNDP:

NAME

SIGNATURE

Date/Month/Year

INTRODUCTION

Albania is located in Southeastern Europe, bordering Kosovo and Montenegro in the north, the Former Yugoslav Republic of Macedonia to the east, and Greece in the south. The country's coastline is 362 km long (the total length of the boundary between the land area (including islands) and the sea -Source: CIA World Factbook). Surface terrain is mostly hilly and mountainous, with small plains along the coast.¹ Albania is a small country (land area: 28,748 km²) with a mostly mountainous terrain (highest point is Maja e Korabit at 2,753 m), and small plains along the coast. The country has a strategic location along the Strait of Otranto, which links the Adriatic Sea to Ionian Sea and Mediterranean Sea. These two seas have traditionally played an important role in the country's history, culture and economic development. More than half of the Albanian population lives in the coastal zone, where the most urbanized and industrialized areas are situated (except Tirana, the capital, which is more inland).

The Adriatic Sea is one of the most endangered areas in the Mediterranean, facing serious environmental challenges, especially taking into consideration that it constitutes an important oil transport route to the North-Adriatic ports of Trieste, Venice, Koper and Omišalj. From an economic point of view, the Adriatic region plays an important role in tourism and recreation, but is at the same time one of the most developed industrial areas. However, the risk and threat of sea pollution by oil, and hazardous and noxious substances may have equally disastrous consequences for the delicate environment and important sea-based economic activities.

Generally speaking, this area has been affected by numerous maritime incidents which luckily caused no significant damage to the environment. However, the 2008 incident with the Turkish ship «UND ADRIYATIK» revealed the lack of organization and ability of countries on both sides of the Adriatic to deal with such incidents at sea. The event had no consequences, but this was mostly due to luck rather than to the level of preparedness of response teams. This unsatisfactory situation can be put down to the lack of equipment, inadequately trained and non-qualified personnel and extremely poor cross-border coordination among bodies involved in the implementation of contingency plans.

In addition, the marine pollution from plastics remains a very challenging topic. A very prominent and substantial underlying cause that results in very serious plastic debris entering the Albanian coastal waters lies within unsustainable production and consumption patterns. This includes mainly the current waste management situation in Albania as well as marketing of products without appropriate regard for their environmental fate or ability to be recycled in the locations where sold, inadequate waste management infrastructure, and inappropriate disposal.

Contingency plans in Albania, continue to focus mainly on post-disaster emergency response and recovery, while emergency preparedness mechanisms are less developed and public awareness is relatively low. The contingency plan prepared 5 years ago needs to be updated in order to reflect all legal, institutional and socio-economic development. Furthermore the country has risk assessment analyses, which will help on identification of hazards and course of actions to be followed thereafter.

Albania has ratified and adhered into a number of conventions in cooperation with the International Maritime Organization, ("UNCLOS", "SOLAS", "STCW 78", "SAR", "MARPOL", IOPC Fund, Ballast Water Management etc. Protecting the natural resources of the sea is one of the strategic objectives of the EU Maritime Policy. The maritime sector, with the pertaining business operations, is considered an economic activity that generates the highest environmental pressure on the marine environment. Albania is part of United Nations Convention on

¹<https://www.cia.gov/library/publications/the-world-factbook/geos/al.html>

the Law of the Sea (UNCLOS) on Protection and Preservation of Marine Environment. Besides the UNCLOS vessel source pollution is governed by conventions concluded under the auspices of the International Maritime Organization (IMO) on which Albania adheres too.

I. SITUATION ANALYSES

I.1 LEGISLATIVE AND POLICY CONTEXT

Maritime policy is an integral part of the overall economic policy of a country. From a public policy perspective, the maritime sector is seen as an economic catalyst where the aggregation of shipping, port and other maritime activities generates benefits and socio-economic wealth.

A number of policy and strategic documents, both domestic and international, determine the orientations of the maritime (and port) of the Albanian transport sector. The national legislation is currently undergoing an intensive phase of reform. The primary national policy document in Albania is the **National Strategy for Development and Integration (NSDI) 2014-2020** and the basic law in the maritime sector is the law on **"Maritime Code of the Republic of Albania"**; nr.9251 date 08.07.2004.

Other important laws that regulate the maritime sector are the following:

- Law **"On Protection of Marine Environment from Pollution and Damage"** no. 8905, dated 6.6.2002 which aims the protection of the marine environment against pollution and damage, particularly obligated to protect the marine environment: (a) individuals and legal entities, public or private, national or foreign, that use the marine environment or carry out their activities in the marine environment.
- Law **"On the Albanian coast guard"** no. 8875, dated 04.04.2002 which is responsible for enforcing the law of the sea. In particular, it shall be in charge of the prevention and interdiction of illegal transit of ships, goods and persons in the Albanian sea.
- Law **"On the Port Authority"**; no. 9130 dated 08.09.2003. This law governs the organization, rules, functioning and administration, relationship with operators and state institutions, as well as the representation of the port authority.
- Law **"On Civil Emergencies"** no. 8756, dated 26.3.2001, which aims to prevent, mitigate and remedy any damage inflicted on people, animals, property, cultural heritage and environment by emergencies.
- Law no. 10431 **"On Environmental Protection"**, amended in 2011 which establishes the framework on environmental protection and sets out the framework for providing a high level protection for the environment, its preservation and improvement, prevention and reduction of the human health-associated risks and improvement of the life quality of today and next generations as well as ensuring sustainable development.

Additional important laws are the law no. 168/2013 **"For the Safety on Ships and in Ports"**. According to this law, Albania should prepare the Security Plans of all ports; law no. 9710 dated 10.04.2007 **"On Ports Tourist"**, law no. 10109, dated 2.04.2009 on the **"Establishment of the Maritime Administration"**, law **"On Environmental Impact Assessment"** no. 10440, amended in 2011, etc.

There are also a number of Decision of Council of Ministers (DCM) which are very important for the maritime sector. One of the most important for the accidental pollution is DCM no. 480, dated 25.07.2012, for the approval of "**National Contingency Plan in Case of Accidental Marine Pollution and Annexes**". Other important decisions are DCM no. 954, dated 30.9.2009 "**On establishment of the Inter-institutional Maritime Operations (IMOC)**", DCM no. 892, dated 2011 "**On reporting formalities of ships arrival and / or departure from ports of the Republic of Albania**" which was developed pursuant to the FAL Convention and in accordance with Directive no. 2002/6 / EC., DCM no. 112, dated 13.12.2011, "**Training, education, examination of inspectors and seafarers**", etc.

Besides the national legislation, the Government of Albania implements external regulatory frameworks by incorporating various agreements, resolutions and conventions made by various UN agencies;

- Convention on the "**Law of the Sea**", ratified by Law no. 9055, dated 24.04. 2003, on the basis of which, among others, arises the general obligation for the protection and preservation of the marine environment
- **OPRC 1990** - International Convention on Preparedness, Response and Cooperation, ratified by Law no. 9692 dated 08.03.2007. The Convention, which entered into force on 13 May 1995, provides the basis for responsible policies of the Member States of the IMO and calls for cooperation between countries, the oil industry and shipping, as well as between governments themselves. The OPRC Member States are requested to:
 - Take measures to address pollution incidents nationally or in cooperation with other countries,
 - provide assistance upon request of the other parties in the case of emergency pollution, and special provisions are made for reimbursement,
 - Cooperate to promote and enhance research and development and exchange of results/ experiences, as well as to provide support for staff training, exercises and technology transfer.
 - Ensure that vessels, offshore units and marine ports under their jurisdiction to provide emergency plans by oil pollution and vessels to report incidents and pollution to coastal authorities.
- **OPRC- HNS Protocol, 2000**, ratified by Law no. 10290 dated 24.06.2010. This particular protocol of OPRC Convention, deals with the Preparedness, Response and Cooperation to incidents hazardous and harmful (OPRC-HNS Protocol 2000). Due to the complex nature of the substances involved, the techniques of responses to such spills are still developing.

Albania is also part of the conventions that represent the international regime which deals with issues of compensation for pollution from tankers:

- **Conventions on Civil Liability and Fund Conventions (CLC 69 CLC 92 and Fund 92):**
- **International Maritime Convention** set up a fund for pollution from shipping fuels, ratified by Law no. 9292 dated 21-10-2004
- **Convention on Limitation of Liability for Maritime Civil Oil Pollution**, adhered to the law nr.9293, dated 21-10-2004
- **Maritime Convention for Limitation of Liability of Ship-owners for Conflicts**, ratified by the law No 9212 dated 25.03.2004

- **Barcelona Convention** for the Protection of the Marine Environment and the Coastal Region of the Mediterranean, 1995, approved accession with Law Nr.8690, dated 16.11.2000 and its Protocols concerning cooperation in preventing pollution from ships, and in case emergency, combating pollution of the Mediterranean Sea 2002 (Prevention and Emergency Protocol, 2002).
- **MARPOL Convention 73/78** "Prevention of Pollution from Ships", adopted by Law no. 9584, dated 27.07.2006, with its amendments.
- **Resolution A720 (17)** of the IMO Assembly for declaring the Adriatic Sea as a special sensitive area for the prevention of accidents at sea and protecting the marine environment from pollution.
- **Rescue Convention**, 1989 (London, 28 April 1989). Ratified by Law no. 9495 dated 20.03.2006
- **Covenant on Civil Law for Pollution** caused by gas stations, bunkers, 2001, ratified by Law no. 10224 dated 04.02.2010
- **Convention for the Prevention of Collisions at Sea (COLREG)** ratified by Law no. 9166, dated 22.01.2004.
- **Maritime Convention "on Tonnage Measurement of Ships"** of 1969, ratified by Law no. 8989, dt. 23.01.2003.
- **Convention on Standards of Training, Training and Employment of Seafarers 1978 (STCW)**, ratified by Law no. 8569 dated 01.20.2000
- **Convention on Facilitate Maritime Traffic (FAL)** in 1965, ratified by Law no. 13:05 date 9428 2003
- **Convention on Maritime Search and Rescue at Sea**, ratified by Law no.9056 dt24.04. 2003
- **Convention on Load Lines**, ratified by Law no. 9032 dated 08.05.2003

I.2 INSTITUTIONAL FRAMEWORK

Maritime policy decision makers are public authorities in charge of outlining policy and strategic orientations about the current and future role of the maritime sector, setting the necessary measures that are needed in order to support this role, and monitoring the implementation and execution of these measures. Institutionally, the main entities identified as being directly in charge of the maritime sector and involved in National Emergency Response Plan against Oil Pollution are:

International Maritime Operational Centre (IMOC) - a body of specialists of 7 different Ministries monitoring in 24/7 the territorial sea and coast line of Republic of Albania, coordination of SAR operation, response in case of marine environment pollution, emigration, monitoring the custom regime, controlling fisheries, forestry's, etc. The headquarter of this institution is stationed in Durres and having a reporting system in main coastal regions of Albania. This operational centre conduct the national wide antipollution response operations and should have the capability of mobilization of all national resources in case of emergency in case of oil pollution engaging for this purpose neighbouring states and International Environmental Agencies. The Ministries included in this structure are:

- Ministry of Interior (Border Police, Department of Border and Migration);
- Ministry of Defence (Coast Guard and Flotilla);
- Ministry of Finance (Custom);
- Ministry of Environment;
- Ministry of Transport and Infrastructure;
- Ministry of Agriculture, Food and Consumers Protection;
- Ministry of Economy;

Apart that this structure is entitled to monitor for operation at sea for marine environment protection needed to have more equipment, proper training and adequate Regulations, instructions and efficiency in commanding the antipollution structures under their authority.

General Maritime Directorate/Harbour Master Office - a body of marine specialists working 24/7 for maritime traffic control, pollution prevention, pre arrival information, navigational warnings, data collection from ships and other sailors at sea, with capability of coordination with other homolog offices in Albania and Italy and Greece. Although this structure can have a significant contribution in the response against oil pollution, their activity is very limited due to the lack of infrastructure, equipment and adequate training. But a part of that these institutions, if properly equipped with legal framework, personnel and equipment can have a large contribute in this regards. Actually this institution is controlling the delivery from ships the oil residues and other cargo operation wastes pursuant to Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues. For other environment issue this institution has little or nothing activity.

National Environmental Agency Tirana - the central institution within Ministry of Environment for planning of strategies and preparation of national legal framework in the environmental protection sector. At present this directory is dealing mainly with Environmental Licensing process, Environmental Impact Assessment and has little contributed in marine environmental protection. In the National Emergency Plan against oil pollution this institution is represented by Regional Environmental Directories.

Regional Environment Agencies (REA) - a body of proper specialists within local authorities dealing with environmental protection. These institutions even though recently have recruited a number of personnel the only thing doing is part of the environment monitoring, which have a little effect in the performance of Emergency Plan, due to the lack of training and equipment.

Coast Guard Flotilla - stationed in “Bishti Palles” Durrës and “Pashaliman” base, Vlorë with capability for patrolling, monitoring, conducting SAR operation, anti-pollution operation and other specific duties. The communication radio channel with IMOC and Harbour Master Offices in channel 12/16 VHF, 74 VHF and other ways of communication. CGF has participated in some regional trainings and drill for the emergencies in the response of oil pollution, but still is a lot to be done especially, supplying with the updated legal framework, regulation, instructions for operations at sea and cooperation with other involved institutions as per the scheme of National Emergency Plan.

Border Police and Emigration - stationed in Vlorë port, with capability of controlling the coast line and territory of south Albania and conducting anti clandestine and other illicit operations. Their role is limited only in monitoring and reporting in case of any oil pollution at sea but have little expertise in oil pollution response. Also this institution needed to be supplied with specific legal framework and adequate training.

Fishing inspectorate - a body of specialists dealing with fisheries and other regarded problems. This subject can contribute much more in pollution prevention and reaction in case of emergency oil pollution at sea. Pollution is destroying the fish stock reserves and it is their main concerns. But due to the lack of infrastructure,

personnel and legal framework they are out of this process. In the other side the education of fishermen for marine environment protection, building up a monitoring and reporting system in this regard must be a priority for this institution in the future.

Environmental Office- within municipalities and prefectures dealing with emergency and other regarded issues. These institutions are almost idle having little contribution in case of response in case of emergencies in marine environment pollution. Presently within new territorial reform which cover a large area of coast line, for the time being they are in the stage of organization.

National Costal Agency - is a new institution, establish for aiming the protection of coastline of Albania which might have a significant role in marine environmental protection, but for the moment this very important agency is out of the scheme of National Emergency Plan against Oil Pollution and not equipped with adequate legal provisions, equipment and personnel. The first thing to do is, including on the scheme of National Emergency Plan against Oil Pollution and preparing legal frameworks, bylaws, regulations, instructions, job description and other operative tools.

On bases of above mentioned legislations, are established and have the duties and responsibilities the numbers of institutions and agencies involved in the response scenarios in case of contamination. In this context, cooperation, communication, and construction of a monitoring and reporting system have an important role in the performance of the National Emergency Plan. Of course, some of the instruments already exist and are contributing to the conservation of nature, but is still much work to be done.

The national preparedness and response system requires an inter-institutional coordination platform including both public and private resources, for response to emergencies resulting or likely to result in the spillage of oil or other Hazardous Noxious Substances (HNS) into the marine environment. Despite the progress to date there is still need to complete the national legal framework in line with EU requirements on prevention, preparedness and response in case of accidental maritime pollution by oil and other hazardous substances and drafting of regulations and manuals for implementing the requirements from all parties responsible in the implementation of the National Contingency Plan.

II. DEVELOPMENT CHALLENGE

II.1 RAPID ANALYSES OF THE NATIONAL SYSTEM FOR RESPONSE TO MARINE POLLUTION FROM ACCIDENTS IN THE ADRIATIC AND IONIAN SEAS

For the implementation of the OPRC convention Article 6, all member states are obliged to build up a national system for the effective response to marine pollution from accidents. In Albania this system is established with the Decision of Council of Ministers on “National Contingency Plan for response to marine pollution in Republic of Albania”.

The purpose of the Plan is to ensure that there is a timely, measured and effective response at the national level to incidents at sea, causing or likely to cause pollution of the marine environment by oil and other hazardous and noxious substances (HNS), which exceed individual response capacities of ships, ports, oil terminals, shipyards, offshore installations, and of local and area (regional) authorities.

The general objective of the Plan is to organize an early and effective response to spills of oil and other hazardous and noxious substances (HNS) affecting or likely to affect the sea area of Albania and its coasts and to facilitate national and international co-operation in the Adriatic, the Ionian and the Mediterranean Seas.

The Plan outlines the national preparedness and response system, including both public and private resources, for response to emergencies resulting or likely to result in the spillage of oil or other HNS into the marine environment.

The Plan is based on globally accepted “tiered response” concept which provides a structured approach to both building preparedness for facing oil and HNS spills, and to actually undertaking counter pollution measures in case of an incident in such a manner that additional resources can be called upon and integrated into a response operation as the severity of an incident grows. The concept typically considers three “tiers”. Potential spill incidents in each tier are categorized in relation to the volume of spilled pollutant and the location of the incident, although the limits of each tier are not defined. The Plan recognizes that basic (Tier 1) spill response capabilities at different ports, oil handling facilities, coastal installations and offshore units complement each other and can be combined with those owned by national authorities and services to give joint capability for dealing with more severe (Tier 2) or even major (Tier 3) spills.

TIER	AREA OF RESPONSIBILITY	INSTITUTION / ORGANIZATION
Tier 3	National	Inter-agency Maritime Operational Centre (IMOC)
Tier 2	Area [regional]	<ul style="list-style-type: none"> - Regional Environmental Agency (REA) – overall responsibility and operations on shore - Northern or Southern Maritime Flotilla respectively of the Albanian Coast Guard (ACG) – cooperation in case of operations at sea
Tier 1	Local	<ul style="list-style-type: none"> - Ports and Port Authorities - Operators and managers of all other on-shore installations; Municipality or Commune Mayors - Regional Environmental Agency (REA) - monitoring

Practically, all documents dealing with maritime and environmental issues regularly address matters of importance primarily for the prevention of marine oil or HNS pollution in general, and for what is known as operational marine pollution in particular. These rarely address accidental marine pollution, and only sporadically major marine pollution incidents that may have grave consequences for economic activities at sea and in the coastal area, or severely affect marine environment. In particular, these documents rarely distinguish clearly between operational pollution, which to a certain extent includes also minor incidents which may occur during loading and unloading ships and during their routine operations in or near the ports, and on the other hand the “real” accidental pollution (i.e. “pollution incidents” in terms of OPRC 1990) which occurs as the consequence of serious maritime incidents including collisions, groundings, explosions on board in particular oil tankers, etc.

On the other hand, the national legislations of the Adriatic coastal States, with minor exemptions, provide a sound basis for the development of cooperation in the field of prevention of, preparedness for and response to marine pollution incidents. It was found that all five Adriatic coastal States have set up their respective national

preparedness and response systems, comprising at least basic elements underlined in the OPRC 1990 Convention.

II.2 PROJECT RELEVANCE

It is generally accepted that the key to prompt and effective response to marine pollution accidents, or to incidents likely to cause marine pollution by oil and other harmful or noxious substances, is the establishment of a proper national preparedness and response systems. As stipulated in Article 6 of the OPRC 1990 Convention, the basic elements of such system are (a) the designation of the competent national authorities responsible for oil and/or HNS pollution preparedness and response, the national contact point or points responsible for the receipt and transmission of oil pollution reports, an authority which is entitled to act on behalf of the State to request assistance or to decide to render the requested assistance, and (b) a national contingency plan for preparedness and response which defines organizational relationships of various bodies, either public or private, involved in dealing with marine pollution incidents or consequences thereof.

OPRC 1990 further requires each Party (i.e. State) to establish a minimum level of pre-positioned spill response equipment, commensurate with the risk involved, a programme of exercises and training for the personnel involved, and detailed plans and communication capabilities for responding to pollution incidents, as well as some other components.

Issues that should be given more prominence in the national contingency plans are wildlife rescue, health and safety and especially training and exercises. However a clear indication of the type of training and exercises that need to be organized as part of „preparedness“ activities and their periodicity would improve the situation in the field of preparedness for response.

Recognizing the importance of addressing issue of training by the national policy makers, is of particular importance for the future work of Adriatic Training and Research Centre, which was established in Rijeka under the EU project HAZADR.

It is very important that Albania and Montenegro to accede to the Sub-regional Agreement on Sub regional contingency plans. Consequently, Croatia, Italy and Slovenia should officially invite Albania and Montenegro to join the Agreement on the Sub-Regional Contingency Plan for the Adriatic, and to Italy to ratify in accordance with its national legislation the Agreement thus enabling the Sub-Regional Contingency Plan to officially enter into force.

The cooperation in the Adriatic region, especially with the Adriatic Training and Research Centre which is set up in Rijeka, in the field of prevention of, preparedness for and response to marine pollution incidents would significantly improve and enable taking some efficient and non-expensive measures.

The existence of a reliable national system for preparedness and response, including administrative organization, contingency plans for combating marine pollution incidents, trained personnel and basic equipment, is considered to be the single most important factor which determines the effectiveness and the success of response to marine pollution incidents, by public authorities in charge of dealing with them.

III. PROJECT OBJECTIVES AND ACTIONS

III.1 PROJECT OVERVIEW

The Project “Management of marine and coastline pollution for increased Safety at Sea and Ports in line with EU Maritime Law and Policy” which is financed by the Croatian government through the bilateral contract between Albania - Croatia, has a key objective and two specific objectives.

Overall objective

The overall objective of Project is to establish a mutual network for the prevention of risks and the management of emergencies, with a view to reducing the risk of pollution of marine environment and to strengthening the capacity of the communities in Albania to respond to environmental and technological hazards caused by maritime incidents resulting or likely to result in spills of oil or other hazardous and noxious substances (HNS).

The project also has **specific objectives**:

1. to improve coordination of response capacities in the Albania through training of command personnel, operational staff and other actors involved in the implementation of contingency plans and in pollution preparedness and response, and through expanding their knowledge and decision making capabilities.
2. To enable adoption of national maritime quality standards and strengthen capacities on implementation of the Contingency Plan at local level.

The specific objectives will be achieved through a number of activities organized in two components:

Component 1: National platform for coordinated preparedness and response to marine pollution

Activities under this component will include:

- 1.1 Analyses and assessment of the legislation and institutional capacities aiming to recommend legislative improvement and defining the response mechanism regarding the sea hazards and response strategy.
- 1.2 Development of a Risk Assessment to oil spills and other hazardous and harmful substances at sea and on shore (land) in responding to marine accidental pollution and the cooperation and coordination with other institutions, agencies and administrations involved in the same activities at sea in line with EU requirements;
- 1.3 Development of a standard national training program for selected staff of Coast Guard, Civil Defense, Customs, Port Authority, Harbors administrations, municipalities as well as other institutions involved in the preparation of national response system, including private sector/industry;
- 1.4 Train at least 75 national experts in general and specific issues relating to the treatment of marine pollution accidents (in decision-making, supervisory and operational levels).

Component 2: Preparedness and response system (Maritime General Directorate and Durres Port)

Activities under this component are unfunded and pertain to a second stage, including but not limited to:

- 3.1 Establishment of a national logistic base/deposit with equipment, supplies and neutralizers deemed necessary to respond//react in the event of pollution, involving evaluation of requirements for handling and disposing of oil and hazardous and noxious substances (HNS) waste collected during a spill response operation (the optimal solution for temporary storage, transport, treatment and final disposal (liquid and solid) waste generated during an oil spill accident (or HNS);

- 3.2 Organization of at least one drill large response/reaction in case of a spill/ pollution at national level, in order to test, and then update /improve, preparedness and response of national system (similar to exercise Virex 2014 organized in Croatia in May 2014);
- 3.3 Establishment of a prioritization system, for the classification of immediate, short-term, medium-term and long-term waste management measures with optimal solution for temporary storage, transport, treatment and final disposal (of liquid and solid) waste generated during an oil spill accident (or HNS).

The activities of the 1st phase will follow the steps below:

WP/Activity name	WP responsible partner
Project preparation	UNDP & ATRAC
Preparation of the Proposal	UNDP & ATRAC
Project management and coordination of activities	
Start-up activities	UNDP
Day-to-day project management, coordination and internal communication	UNDP
Steering and monitoring of the project implementation	UNDP
Financial management	UNDP
Communication activities	
Start-up-activities (including communication strategy)	IP, UNDP & ATRAC
Public Events, Targeted events	IP, UNDP & ATRAC
Media relations	IP, UNDP & ATRAC
Legislative improvements/Disaster Risk Reduction	
Analysis of the past sea hazards	IP, UNDP & ATRAC
Defining the response mechanisms regarding the sea hazards	IP, UNDP & ATRAC
Development of preparedness and response strategy	IP, UNDP & ATRAC
Capacity building in the response system in case of marine environment pollution	
Development of a standard national training programme	IP, UNDP & ATRAC
Executing the training programmes (at least two training courses)	IP, UNDP & ATRAC
Table top exercise for Albanian administration	IP, UNDP & ATRAC
Preparation and organization of at least one full scale exercise in case of spill	ATRAC
Survey on the acquired knowledge and skills gained through the training programme among participants	UNDP & ATRAC

III.2 DESCRIPTION OF THE ACTIVITIES UNDER COMPONENT 1

1.1 Analyses and assessment of the legislation and institutional capacities

One of the aims of the project is to propose harmonized response procedures and measures as foreseen by national contingency plans of both states which due to diverging regulations cannot coordinate their activities in the event of spills. This goal shall be achieved by a two-level analysis of source documents governing the protection of the sea with oil, hazardous and noxious substances; the first-level analysis shall encompass general and specific regulations, whereas the second level shall focus on national contingency plans to identify points in common, bottlenecks and shortcomings in applicable laws. The said activities shall, firstly, produce recommendations to be forwarded to competent bodies at national level, stressing the need to harmonize contingency plans. The second result shall be common guidelines to update existing contingency plans.

ATRAC will prepare and submit a Report comprising the following:

a) AN ANALYSIS OF GENERAL AND SPECIFIC REGULATIONS:

ATRAC will study:

- i) National laws, regulations and rules related to preparedness for and response to accidental spills and marine pollution from ships caused by oil and other hazardous and noxious substances;
- ii) Binding international treaties and regulations including international conventions and their protocols related to accidental spills from ships of mineral oils and other hazardous and noxious substances;

ATRAC will prepare an analysis, which will be part of the Report and include:

- i) The list and overview of effective national and international regulations in the field of preparedness for and response to accidental spills and marine pollution from ships, caused by mineral oils and other hazardous and noxious substances;
- ii) An overview of obligations and rights of competent national authorities and local governments, arising from these regulations;
- iii) An overview of international regulations in the field of preparedness for and response to accidental spills and marine pollution from ships, caused by mineral oils and other hazardous and noxious substances, not yet in force in both countries at the time of preparing the Report.

b) AN OVERVIEW OF EXISTING NATIONAL CONTINGENCY PLANS

ATRAC will study:

- i) Effective national contingency plans for dealing with accidental spills and marine pollution from ships, by mineral oils and other hazardous and noxious substances, at sea and on shore;
- ii) Existing multilateral agreements and contingency plans concerning preparedness for and response to accidental marine pollution from ships, by mineral oils and other hazardous and noxious substances, in the Adriatic region.

ATRAC will prepare an analysis, which will be part of the Report, of the above listed plans, identify common points of such plans and their shortcomings, and as necessary submit proposals for their improvement and harmonization with national and international regulations in force.

Expected results:

- a) Report prepared as described in paragraph 1.1 point a;
- b) Report prepared as described in paragraph 1.1 point b;

1.2 Development of Risk Assessment

According to existing Risk Assessment and the established Response Organization ATRAC shall prepare Draft of Albanian national response strategy. If necessary, ATRAC will give recommendations to updating the existing risk assessment and suitable structure of response organization.

ATRAC will prepare and submit a Report comprising the following:

a) AN OVERVIEW OF EXISTING RISK ASSESSMENT:

ATRAC will study:

- i) National Risk assessment related to accidental spills and marine pollution from ships caused by oil and other hazardous and noxious substances;
- II) National response organization to accidental spills and marine pollution from ships, by mineral oils and other hazardous and noxious substances, at sea and on shore

ATRAC will prepare a draft, which will be part of the Report and include:

- i) Effective national response strategy for accidental marine pollution preparedness and response.

Expected results:

- a) Report prepared as described in paragraph 2.1 point a.

1.3 Development of a standard national training program

In line with National response strategy ATRAC will create and design an effective training model for accidental marine pollution preparedness and response. Training courses will be based on the standard IMO OPRC Model training courses complemented with addition of certain topics of specific interest which will be identified and proposed by the partners in Project.

Objective

Establishment of "tailor made" training course program for persons/staff included in national preparedness and response systems.

IMO MODEL COURSES ON OIL POLLUTION PREPAREDNESS, RESPONSE AND COOPERATION

The International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990 (OPRC) calls for the International Maritime Organization, along with relevant international and regional organizations, oil and shipping industries, to develop a comprehensive training program in the field of oil pollution preparedness and response including the availability of expertise for the development and implementation of training programs. In this regard, IMO decided to develop three model training courses as follows:

Level One: Operational staff (First Responders)

Level Two: Supervisors and on-scene commanders

Level Three: Senior management staff (Administrators and Senior Managers)

Expected results:

- a) Draft of effective training program

1.4 Training

As it was mentioned above the course will be based on globally accepted IMO OPRC model. The IMO OPRC courses are designed to be conducted as 3-5 days course. The courses are divided into modules which may also be taught individually or in blocks, with corresponding exercises (class room, demonstrations or "real life" practice).

When the IMO OPRC Technical Group was discussing the Course it has recognized, however, that a duration of 5 days may be too long and that 2 or 3 days' duration may be sufficient, even with a mix of classroom lectures and field work/practical training.

It is emphasized that the "Course Director's Manuals" prepared for the IMO OPRC Model courses, encourage the course organizers to take into consideration and reflect the specific "local context of the students" and "to establish the course objectives and content in relation to the participants and the relevant contingency plans".

The “Course Director’s Manual” specifically states that:

“The content of the course should be geared towards the local context and relevant to the contingency plan(s) and responsibilities of the students. The instructor should be aware of the local community response limitations and the types of resources available to respond to an oil spill (personnel, equipment and monetary).

This also includes being aware of the availability locally of non-traditional response resources, knowing the local sensitive areas and the appropriate response strategies for them, and any local environmental and seasonal implications.

Instructors should also take into account the local culture and values as well as the political structure of the country.”

This includes *inter alia* modifying the pre-prepared lectures and complementing, as necessary, the originally proposed course program with additional lectures. Bearing in mind the above mentioned guidelines, the lecturers will be advised to focus on response techniques that could be implemented in the specific region taking into consideration the prevailing meteorological and oceanographic conditions and the existing types of shoreline. All lessons will be based on standard PowerPoint presentations prepared by IMO, modified where necessary as outlined above.

Instructors in courses will be advised to adjust the training in each particular course to the specific training needs of the group of trainees in question, and accordingly to make necessary adjustments in the selection of exercises.

Course / workshop objectives

The objective of training course is to provide personnel responsible for undertaking on-site clean-up operations with a complete overview of the various techniques available for recovering spilled oil and cleaning polluted shorelines so that they become effective members of an oil spill response team and are aware of other issues that occur during a spill. The additional objective of the course is to prepare Supervisors to coordinate / manage the response to an oil spill.

Suggested program

As agreed by the Project partners Meeting (Tirana, 27-28 June 2017) the training program proposed to be organized and conducted by the Adriatic Training and Research Centre for the participants from the Albanian response organization

ATRAC will prepare and deliver the Course Participants Manual (expected to be reproduced and delivered to the students at the beginning of the course), and complete set of PowerPoint presentations for each course. The workshop and course program and the timetable should be finalized taking into consideration any comments and suggestions that project partners/beneficiaries might have.

The venue of the courses

The training courses should be organized in Durres in the seats of the partners (or elsewhere in their regions/areas).

Timing of the courses

Training courses, proposed to be held in Durres, should be scheduled in the first semi-annual 2018.

Course directing staff

The course should be conducted with a minimum of two (2) and preferably three (3) instructors and one of these should be designated as the Course Director.

The tasks of lecturers/instructors include:

- Making presentations
- Answering any questions
- Assisting students in attaining the knowledge and skills outlined in the course objective(s)
- Appraising, correcting and instructing students
- Planning and executing practical exercises

Students' profile

The course is designed for a widely defined target group of responders, volunteers and supervisors, or in other words for the operational personnel responsible for undertaking on-site clean-up operations and coordinate / manage the response to an oil spill.

The course design assumes that the students will not necessarily have any experience in practical oil spill combating. They must however have a minimum of supervisory and technical skills to be able to perform the tasks as first on-site responders.

The application of the prerequisites of trainees for a particular course is unlikely ever to select a completely homogeneous group of students. The course content will therefore need to be adjusted to the background, experience and specific training requirements of the particular group of trainees. A complete overview of course plan options is neither feasible nor practical. It will be up to the instructors and the client to define these needs and select the corresponding modules and relevant exercises.

Duration of the course

Taking into consideration the financial and time constraints, it is strongly recommended that the course that need to be organized by the Adriatic Training and Research Centre, prior to the completion of project, are organized as three days course. This will ensure the spending of the very limited, available financial resources in the most rational way.

Recognizing the importance of exchanging the information by numerous participants and taking into consideration the financial and time constraints, a program and timetable covering 2 two working days will be prepared for the National workshop that need to be organized in Durres by the Adriatic Training and Research Centre, prior to the completion of project.

Course / workshop elements

The course comprises classroom lectures, videos, spill response equipment demonstrations, hands-on practical exercises, an introductory presentation and the course evaluation.

Logistics

The course/workshop logistics include a suitable classroom, seating, lights, audio-visual aids (data projector, projection screen), flip charts/whiteboards/blackboards, writing pads and pencils.

The course is designed to be delivered by PowerPoint presentations using a data projector and a wall, ceiling or tripod mounted screen. These and any additional presentation equipment, such as a video player, flip charts, etc. should be placed so as not to obstruct student views while at the same time allowing ease of use by the instructors.

Student seating and the physical arrangement of desks, tables, etc. should allow for ease of discussion during the lectures among the students and the instructors.

The Participant's manual

At the beginning of the course each trainee should receive a copy of the "Participant's Manual" which has been prepared as part of the IMO training package and which contains the subject matter content of each lesson. The Manual contains detailed technical information which is intended to be a source of reference for students after the completion of the course.

Expected results:

National workshop on Oil spill response; Report of the workshop

- 35 – 40 participants

National Training Courses; Report of the course

- 20 – 25 participants

III.3 PROJECT EXPECTED RESULTS

Area	2016 Baseline	Expected Results at end of Project
Analyses and assessment of the legislation and institutional capacities	<p>The national legislation is currently undergoing an intensive phase of reform.</p> <p>On July 2012 is approved by the Government of Albania the "National Contingency Plan in Case of Accidental Marine Pollution and Annexes: which needs to be updated.</p> <p>Despite the good work done so far, there are still gaps and overlapping. A deep analyses is needed to address the key gaps and legal requirements from the responsible institutions.</p>	<ol style="list-style-type: none"> 1. An Analyses Report on General and Specific Regulations 2. An overview of existing National Contingency Plan and needs for update
Development of a Risk Assessment	<p>All documents dealing with maritime and environmental issues rarely address accidental marine pollution. Even though there is an approved National Contingency Plan, a National Risk Assessment is missing.</p>	National Risk Assessment Report

Area	2016 Baseline	Expected Results at end of Project
Capacity building	<p>Despite the work done on prevention, preparedness and response, in time and effectively in case of accidental maritime pollution there are still weak capacities. Also, cooperation and coordination between the parties is not at the right level, the staff is not training regularly and preparing on basis of concrete exercises.</p> <p>A national training program is missing.</p>	<ol style="list-style-type: none"> 1. Training program 2. At least 25 persons trained on recovering spilled oil and cleaning polluted shorelines

III.4 RISKS AND MITIGATION

As with any project of this scope and complexity, there is no complete assurance against the potential external risks that could impact the project outcome. To the extent possible, the project has tried to anticipate these risks and be prepared to take measures to mitigate the impacts on the project.

Table. Risks and Mitigation Strategies

RISKS	MITIGATION
1. Political will of the relevant Albanian authorities to support project is sustained	1. The project is built on the consultative approach and as requirements from all parties responsible in the implementation of the National Contingency Plan. The project will maintain the good working relationships established. The project activities will demonstrate possibilities for meeting objectives and needs for further initiatives in the related field.
2. Insufficient financial resources raised to implement the whole project	2. Initial resources for this project are limited. The phase I is expected to be complete within 2 years. Meantime UNDP and ATRAC will develop the phase II proposal and explore possibilities for funds. The Ministry of Transport and related maritime institutions will also contribute playing a leading role

UNDP's Comparative Advantage

UNDP's comparative advantage is the capacity of its national staff to co-design and co-manage program outputs with national and local partners, including civil society. This holds particularly true when it comes to the projects, which paved the way to important legal institutional and policy reforms for the conservation of marine and coastal biodiversity in Albania.

Among others UNDP has supported the government with:

- National Civil Emergency Plan (2003)

- National Disaster Risk Assessment Study (2003)
- Local Vulnerability and capacity Assessment in Albania” (2004) which assessed the public awareness on Albania’s natural hazards, vulnerability, and emergency management system
- Disaster Risk Reduction Capacity Assessment (2011)
- Post Disaster Risk Assessment (2015)

In terms of management responsibility for the project , UNDP will be responsible for carrying out all activities under the programme. This entails ensuring that results and targets are reached within agreed deadlines. UNDP will also be in charge of carrying out all procurement for services / goods / equipment / works and managing grant award procedures; as well as awarding, signing and executing the resulting procurement.

ATRACs’ Comparative Advantage

Adriatic Training and Research Centre for accidental marine pollution preparedness and response (ATRAC), is established to provide training in matters related to accidental marine pollution preparedness and response, to the personnel from the Adriatic countries.

International shipping activity in the Adriatic Sea is becoming increasingly dense. This is due to the location of important industrial centres, especially along the western Adriatic coast, but also due to ports serving for transit to other countries in Central Europe, such as particularly in the north of the Adriatic coast (the ports of Trieste, Venice, Koper and Rijeka).

The intensive maritime transport in the Adriatic Sea basin implies a significant risk of accidents and consequently a potentially strong impact on the marine environment. Given the enclosed nature of the Adriatic Sea, the impact of a single accident can be highly disastrous.

Adriatic training and research centre may have a great role to harmonization of national regulations within the Region, particularly for the continuous coordination of all activities related to spill prevention, preparedness and response by all Parties, i.e. all Adriatic Ionian coastal States.

Stakeholder Engagement

Primary stakeholders include Ministry of Transport and General Maritime Directorate, other government entities from the national to regional level, as well as private sector entities that have an interest in the project issues.

The project proposes to reach out to all stakeholder groups and will seek maximum engagement in its activities and will ensure that all stakeholder views are continuously reflected in the planned activities and training opportunities.

IV. MANAGEMENT ARRANGEMENTS

This is a project with 2 years duration. As such, efforts are being coordinated among partners to ensure the outmost efficiency of resource management and delivery of results in an effective way.

Project Coordination Unit (PCU): includes a part time National Project Manager (NPM) and a part time Administrative/Financial Assistant, all based in Tirana. The following key responsibilities

- Together with ATRAC planning the activities of the project and monitoring progress against the approved work-plan;
- Preparing and submitting financial and progress reports on a quarterly basis;
- Managing and monitoring the project risks initially identified and submit new risks to the project board for consideration and decision on possible actions if required;
- Updating the status of these risks by maintaining the project risk log;

- Capturing lessons learned during project implementation – a lessons learned log can be used in this regard (MS Word template);
- Performing regular progress reporting to the project board as agreed to by the board;
- Preparing the annual work plan for the following year, as well as quarterly plans if required;
- Updating the Atlas Project Management module if external access is made available.

The Project Coordination Unit (PCU) will be assisted and will liaise on a regular basis with *Project Focal Points* from the Adriatic Training and Research Center in Croatia (ATRAC) and the implementing partner in Albania. The Implementing Partner will be directly responsible for creating the enabling conditions for the implementation of all project activities under the project 1st phase and as a result of close cooperation among three institutions (IP, UNDP and ATRAC).

IV. GOVERNANCE AND MANAGEMENT ARRANGEMENTS

The project will be implemented in accordance with UNDP's National Implementation Modality (NIM) http://www.undp.org/content/dam/undp/library/corporate/Programme%20and%20Operations%20Policies%20and%20Procedures/NIM_for_Government_english.pdf.

Services will be provided according to UNDP rules and procedures based on a standard letter of agreement with NAPA for the provision on support services.

V. LEGAL CONTEXT AND RISK MANAGEMENT

This document together with the UN Program of Cooperation, which is incorporated herein by reference, constitute together a Project Document as referred to in the Standard Basic Assistance Agreement (SBAA); as such all provisions of SBAA apply.

Consistent with the Article III of the Standard Basic Assistance Agreement (SBAA), the responsibility for the safety and security of the Implementing Partner and its personnel and property, and of UNDP's property in the Implementing Partner's custody, rests with the Implementing Partner. To this end, the Implementing Partner shall:

- a) put in place an appropriate security plan and maintain the security plan, taking into account the security situation in the country where the project is being carried;
- b) assume all risks and liabilities related to the implementing partner's security, and the full implementation of the security plan.

UNDP reserves the right to verify whether such a plan is in place, and to suggest modifications to the plan when necessary. Failure to maintain and implement an appropriate security plan as required hereunder shall be deemed a breach of the Implementing Partner's obligations under this Project Document.

The Implementing Partner agrees to undertake all reasonable efforts to ensure that none of the UNDP funds received pursuant to the Project Document are used to provide support to individuals or entities associated with terrorism and that the recipients of any amounts provided by UNDP hereunder do not appear on the list maintained by the Security Council Committee established pursuant to resolution 1267 (1999). The list can be

accessed via http://www.un.org/sc/committees/1267/aq_sanctions_list.shtml. This provision must be included in all sub-contracts or sub-agreements entered into under/further to this Project Document”.

VI. MONITORING

In accordance with UNDP’s programming policies and procedures, the project will be monitored through the following monitoring and evaluation plans:

On a quarterly basis, a quality assessment shall record progress towards the completion of key results, based on quality criteria and methods captured in the Quality Management.

An Issue Log shall be activated in Atlas and updated by the National Project Manager to facilitate tracking and resolution of potential problems or requests for change.

Based on the initial risk analysis, a risk log shall be activated in Atlas and regularly updated by reviewing the external environment that may affect the project implementation.

Based on the above information recorded in Atlas, a Project Progress Reports (PPR) shall be submitted by the Project Coordinator to the Project Board through Project Assurance, using the standard report format.

A Monitoring Schedule Plan shall be activated in Atlas and updated to track key management actions/events
An Annual Review Report shall be prepared by the Project Manager and shared with the Project Board. As a minimum requirement, the Annual Review Report shall consist of the Atlas standard format covering the whole year with updated information for each above element as well as a summary of results achieved against pre-defined annual targets at the output level.

VII. COMUNICATION AND VISIBILITY

The project will develop and follow a structured Communication and Visibility Plan. The Plan will be guided by and respond to project partners’ branding policies and requirements, in full recognition of their support and contribution.

Through the Communication and Visibility Plan, the project intends to raise awareness on project activities, encourage further interaction with local stakeholders and civil society organizations, and disseminate knowledge and information and pressure for more public accountability.

Key visibility outputs are linked to “routine” project activities along the implementation, including:

- (i) National or local level events to launch the project and/or its thematic components;
- (ii) Capacity building workshops and training;
- (iii) Public events involving beneficiaries and main stakeholders;
- (iv) Dissemination of results achieved in the framework of the implementation;
- (v) Utilization of social media to disseminate information on project results;
- (vi) Joint field missions with the Croatian partners
- (vii) Establishing relations with media to follow and report on project results.

Different type of information will be generated throughout the project duration. Such information includes general information on the project to the project partners and beneficiaries, information to the general public through the activities in the field as well as specific information on specific activities.

All information generated during the program will include details of the project and donor, including donor logo and funding statement. This will apply to printed, electronic or audiovisual types of information.

Stickers with the logo of the donor, project title and funding statement will be produced and affixed on all equipment that will be purchased by the program.

UNDP has a regular practice of developing publications (currently over 50 different topics including best practices, guidelines and reports) widely accessible for distribution on the best practices in environment to promote learning among projects on protected areas and coastal protection and broaden the scope of impact of individual projects. Communications experts on regional level prepare provide assistance and assist in showcasing national-level stories through regional and global-level media to further disseminate information on individual project success. This aspect of UNDP's work ensures project visibility, but also will be an important step in promoting the replication of the project successes beyond the scope of Albania.

VIII. PROJECT RESULTS FRAMEWORK

Project result framework for the Phase I - National platform for coordinated preparedness and response to marine pollution

Output	Indicators	Baseline June 2017	Targets June 2019	Sources of verification/ Methods
National platform for coordinated preparedness and response to marine pollution	Analyses and assessment of the legislation and institutional capacities	There are few assessment which are not complete and are outdated	Assessment Completed	Report delivered
	Strategy for response/reaction	NA at this moment	Risk Assessment Completed	Risk Assessment delivered to the Albanian authorities
	National Training Program	NA at this moment	National Training Program	National Training Program prepared and shared with the related institutions
	Increased capacities	Limited capacities	At least 25 persons are trained on on-site clean-up operations	Records of training courses

IX. PROJECT BUDGET

Outputs	Activities	COSTS (Euro)
Analyses and assessment of the legislation and institutional capacities	Analyses of General and specific regulations	17.390
	Overview of existing National Contingency Plan	
Risk Assessment	National Risk assessment related to accidental spills and marine pollution from ships	56.060
	National response organization to accidental spills and marine pollution from ships	
	Effective national response strategy for accidental marine pollution preparedness and response	
Development of a standard national training program	IMO Model Courses on oil pollution preparedness, response and cooperation	26.600
	Level One: Operational staff (First Responders)	
	Level Two: Supervisors and on-scene commanders	
	Level Three: Senior management staff (Administrators and Senior Managers)	
Training	3 day training courses	55.830
Management staff (30%) and policy advisory		28.120
General Management Support (GMS)		16.000
TOTAL		200.000