**ITALY**



***MINISTRY OF FOREIGN AFFAIRS AND INTERNATIONAL COOPERATION***

***inter-ministerial committee for human rights***

**ITALY’S CONTRIBUTION TO**

**Impact analysis of International Maritime Organization (IMO)**

***March 2021***

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Further to your query, we are in a position to provide the following remarks, for your information only:

*IMO should strengthen the cooperation between all its member states, with particular regard to the surveillance of the ships, in order to repress unlawful conduct that may constitute a risk for human health and environment. This shall also encourage the exchange of information and cooperation between member states in order to develop a common system of support in emergency cases, such as ship accidents.*

*Italy has ratified the following IMO conventions:*

*IMO Convention 48 ; SOLAS Convention 74; SOLAS Protocol 78; SOLAS Protocol 88;*

*LOAD LINES Convention 66; LOAD LINES Protocol 88; TONNAGE Convention 69;*

*COLREG Convention 72; CSC Convention 72; SFV Protocol 93; STCW Convention 78;*

*SAR Convention 79; IMSO Convention 76; INMARSAT OA 76;*

*FACILITATION Convention 65; MARPOL 73/78 (Annex I/II/III/IV/V/);*

*MARPOL Protocol 97 (Annex VI); London Convention 72;*

*London Convention Protocol 96; INTERVENTION Convention 69;*

*INTERVENTION Protocol 73 ;CLC Convention 69 (d); CLC Protocol 76*

*CLC Protocol 92; FUND Protocol 76; FUND Protocol 92; FUND Protocol 2003*

*NUCLEAR Convention 71; SUA Convention 88; SUA Protocol 88;*

*SALVAGE Convention 89; OPRC Convention 90; BUNKERS CONVENTION 01;*

*ANTI FOULING 2001.*

*The main obstacles towards the ratification and implementation of IMO Conventions vary depending on the convention. With regard to the* ***HNS Convention****, it is extremely difficult to identify in a precise way the subject receivers of HNS loads.*

*With regard to the* ***Ballast Water Management Convention*** *and the* ***OPRC****, the obstacles are due to the complexity of the ratification process foreseen by the Italian legislation.*

*The* ***Bunkers Convention*** *and the* ***Fund Convention*** *have been ratified by Italy long time ago and no particular problems were faced in the ratification of these instruments.*

*IMO has sent many indications to the national competent authority to ensure the right development of the system regarding rule 22A of MARPOL annex VI.*

*Regarding HFO, Italy has a very well consolidated prevention, preparedness and response system related to oil spill, which, through the establishment of a wide-ranging regulatory framework, has reduced polluting events in our seas over the last thirty years. The system is also in compliance with MARPOL 73/78, CLC and Fund Convention, Bunkers Convention, European Directive 2005/35 and national Law 979/82. HFO poses a serious risk to human and economic activities and wildlife, so it is highly regarded both in the organization and in the implementation of the Italian anti-pollution system, which consists of specialized ships, equipment and personnel working continuously to prevent these risks.*

*IMO procedures are considered adequately transparent.*

*With regard to the access to IMO instruments and documents, it would be useful to develop a public section within the IMO systems where, for all ships, it would be possible to find all relevant information (for ex. Environmental information). In order to avoid market distortions, sensitive information should not be available to the public.*

*With regard to capacity building, it would be useful to organize training sessions on IMO instruments. Also, it would be useful to develop a virtual space where all the people involved in IMO themes may exchange experiences, present problems and have confrontations with the other colleagues.*

*IMO should encourage all kinds of initiatives aimed at ensuring the achievement of environmental goals. IMO should promote cooperation between member states, especially in view of promoting the exchange of experiences.*

*With regard to the carriage of hazardous material, the national oil spill pollution emergency response system is based on the synergy between the following institutions:*

1. *the former-Ministry of Environment (now Ministry of the Ecological Transition), which provides a specialized fleet and strategic direction of defense activities against pollution caused by hydrocarbons;*
2. *the Italian Coast Guard, which has operational responsibility for the anti-pollution activities (and uses ships, airplanes and helicopters) and the Civil Protection Department that intervenes when a national emergency is declared and take the head of all the actions and means.*

*Italy has a very complex anti-pollution structure, with a fleet of 39 ships throughout the coasts in stand-by and ready to come into action when marine pollution occurs. It also uses a satellite monitoring system to report oil spill pollution or illegal discharges along the coast and in proximity to the offshore platforms. The Environmental Protection and Research Institute (ISPRA) produced a manual providing useful information for dealing with HNS marine pollution, focused on the safety of the personnel involved.*

*Italy is considering the possibility of ratifying the HNS convention in addition to OPRC-HNS Protocol.*