Disaster management & Maritime Reform for Economic Recovery

Lebanon Maritime Factual Legal Report on (1) Stakeholders and Key Players Involved in the Maritime Field in Lebanon, and (2) Bilateral and Multilateral Agreements in the Maritime field involving Lebanon

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Disclaimer: Opinions expressed in this Legal Report / Paper are those of the author Dr. Ali Zbeeb, and do not necessarily reflect the views of the United Nations Development Program.

The author that worked on this study has made every effort to ensure that the information contained in this report is reliable, but makes no guarantee of accuracy or completeness and does not accept any liability for any inexactness.

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Lebanon Maritime Factual Legal Report on (1) Lebanese Stakeholders / Key Players Involved in Maritime Field in Lebanon, and (2) Bilateral & Multilateral Agreements in the Maritime field involving Lebanon 2023 was compiled by Dr. Ali Zbeeb and his legal team consisting of lawyers (Farah Jazzar, Maya Hawi, Mohamad Dika & Yasmina Ballout) in his capacity as the Senior Legal Expert on "Disaster Management, Port and Maritime Reform for Economic Recovery", he is also the Managing Partner of "ZBEEB Law & Associates" and the President of the Development Association for Nurturing Arab Leadership and Innovation (DANALI). Special thanks to the members of the UNDP Lebanese National Team for their feedback and for providing the programs, profiles, tables, and graphs related to the services delivered by their entities, and to the research assistants for collecting the data from various sources.

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The production of this Report was driven by the necessity of contributing to mitigate the impacts of the current crisis; supporting a people centered recovery and improving human rights, while strengthening relevant systems and reinforcing the role and oversight of civil society in line with the priorities outlined in the Reform, Recovery and Reconstruction Framework (3RF) for Lebanon.

This action has as overall objective (Impact) to contribute to a secure and safe environment in Lebanon through accountable institutions.

Last but not least, I would like to express my special gratitude and apologies to my family and friends whose special private time with me was compromised in order to deliver this Report at a timely manner.

SECTION (1): Introduction and Background

I. Project in Brief:

The project titled "Disaster Management & Maritime Reform for Economic Recovery", mainly aims to build the capacity of relevant stakeholders to operate in a transparent, accountable, and coordinated manner to prevent, respond to and investigate security threats by enforcing the rule of law according to international standards. This would be implemented building the capacity of relevant stakeholders to operate in a transparent, accountable, and coordinated manner to prevent, respond to and investigate security threats by enforcing the rule of law according to international standards.

The project will build the capacity of relevant stakeholders to operate in a transparent, accountable, and coordinated manner to prevent, respond to and investigate security threats by enforcing the rule of law according to international standards.

This project is providing a new approach that Efficient control and improved risk analysis and sharing of information at national and international level will facilitate the control and safety of critical economic infrastructure and support the legal cross border trade thus contributing to improved economy and long-term development.

The Project, initiated by UNDP and funded by the EU, and involves a large number of stakeholders.

II. Mandate of the Senior Legal Expert in the Project:

SLE shall review existing laws, legislations, regulations, conventions related to the Port and mandates of all relevant stakeholders regarding the control on the trade of dangerous goods and counter illegal activities, and to identify gaps and delineation of mandates and recommend adjustments.

The Author of this Factual Report acts as the Senior Legal Expert for this project as is managing a legal team which consists of four professional lawyers and legal researchers in order to submit this Report within the specified deadline which was brought forward.

SECTION (2): Executive Summary of the Report

"**Lebanon Maritime Factual Legal Report focused on (1) Stakeholders / Key Players Involved in the Maritime Field in Lebanon", and (2) Legal Texts and Bilateral & Multilateral Agreements in the Maritime field involving Lebanon.**

The first of the Report comprises of a full-scale mapping of all the stakeholders and key players involved and engaged in the maritime field in Lebanon, rather than focusing strictly on Beirut Port, since the scope of work was amended to shift the scope of the research from the legal framework of the stakeholders and authorities working in the Port to a more general approach mainly to the legal frame work of the stakeholders and authorities working in the maritime sphere as a whole.

The second part of the Report comprises of a full-scale mapping and identification to all related legal texts and regulations in the maritime sector, in addition to all Bilateral and Multilateral Agreements which Lebanon has engaged in the maritime sector.

The core of the SLE's role was to review existing laws, legislations, regulations, conventions related to the Port and mandates of all relevant stakeholders regarding the control on the trade of dangerous goods and counter illegal activities, and to identify gaps and delineation of mandates and recommend adjustments.

This scope was later on shifted to include the Lebanese maritime sector in general rather than limiting it to Bierut Port only. The expected deliverables included a full report on (1) Stakeholders / Key Players Involved in the Maritime Field in Lebanon", and (2) Legal Texts and Bilateral & Multilateral Agreements in the Maritime field involving Lebanon.

The first section represents the first 2 outputs which comprises of the stakeholder mapping in the maritime sphere, and comprehensive revision of their mandates, this includes:

- Revision of the mandates of all relevant stakeholders regarding the control on the trade of dangerous goods & counter illegal activities, the main codes related to the Maritime & the integrated maritime policy.

- Revision of the mandates of the various agencies and ministries with a role to play in maritime sphere.
- Revision mandates of all relevant stakeholders regarding the control on the trade of dangerous goods and counter illegal activities, and which includes the mandates for the following agencies will be reviewed:
    1. Ministry of Public Works and Transportation (MPWT);
    2. Lebanese Navy who has a significant role to play in enforcing the Port Security Policy, with special emphasis on the Joint Maritime Operations Group / Chamber (JMOG);
    3. General Security (GS);
    4. the Lebanese Customs Agency (LCA),
    5. Lebanese Armed Forces (LAF),
    6. LCA Maritime Brigades;
    7. Customs Brigade (CBD) and
    8. Anti-Drug Police (ADP).
- Revision of the main codes related to the Maritime to ensure that agencies' mandates cover the required.
- Revision of the Integrated Maritime Policy (IMP): which the EU helped Lebanon draft.

While the mapping of the stakeholders did not drastically change in terms of scope since the stakeholders and authorities operating in the port are de-facto included in the maritime field, the volume of required research was much higher and required more resources.

This part has revealed that the stakeholders/ authorities play a specific role in the protection of the maritime security and safety; additionally, the Lebanese laws noticed a certain cooperation between the stakeholders with regards to matters relating to the maritime security and safety namely the insurance of the safety of the maritime transportation and navigation.
Each authority performs its duties and act in accordance with the Lebanese laws which attributes to the Lebanese authorities the powers to act in the matters relating to the maritime safety and security.

The second part represents the third, fourth and fifth outputs which comprises of (i) the full set of laws and regulations in Lebanon in the maritime sector, (ii) the Bilateral Agreements in the maritime field of which Lebanon is a part in and (iii) the Multilateral Agreements in the maritime filed of which Lebanon has joined, this includes:

This part focused on the all the legal texts related to maritime as well as the maritime bilateral and multilateral agreements, noting that only bilateral agreements were requested during the latest project meeting with EU.

The first section of the second part of the report "***the full set of laws and regulations in Lebanon in the maritime sector"*** was thematic on identifying the legal text assigning each stakeholder the power to act in the maritime sphere and identifying the role each authority plays in the maritime sphere especially the field of maritime security and maritime safety. It included all the relevant security and military services, involved in the Lebanese maritime sphere, air and land fields, such as the Lebanese Army, Internal Security Forces, General Security, State Security, Civil Defense and Customs Control.

One of the main focuses was on the Joint Maritime Operations Chamber/Group (JMOG), which was established for the first time by a Council of Ministers decision on 1984, is a multinational force that operates under the United Nations Interim Force in Lebanon (UNIFIL) mandate, being the authority responsible for monitoring and inspecting all maritime traffic in and out of Lebanese territorial waters in order to prevent the unauthorized entry of arms and other illegal goods. In addition, JMOG's role was essential as it operates in coordination with the Lebanese Navy, and the main security services in Lebanon (Internal Security Forces, General Security, State Security, Civil Defense and Customs Control) and other international naval forces to ensure security and stability in the region.

Accordingly, the third output of the above-mentioned section was conducted in accordance to the following methodology:

- Conducting relevant research for all the Legal and regulatory texts governing all security and military services in Lebanon.
- Specifying the role, operation, and hierarchy of each security and military services mentioned above.

- Identifying the relationship between the security and military services, especially the role of the Joint Maritime Operations Chamber/Group.
- Finally, fulfilling all mentioned roles in the maritime sphere, as stated in the legal and regulatory texts, for the security and military services.

The second section of the second part of the report ***"the Bilateral Agreements in the maritime field of which Lebanon is a part in"*** included the identification of all the bilateral agreements which Lebanon has entered, specifically with neighbouring countries. More importantly, it includes recommendations of the most important countries to engage with through bilateral agreements, and which depends on each country's strategic interests and priorities. For Lebanon, some potentially important countries to sign such agreements with would be Cyprus, Syria, and Turkey, as they all have maritime borders with Lebanon and share common interests in areas such as resource exploration, security, and trade. However, the decision to sign a maritime bilateral agreement ultimately depends on a country's political, economic, and security considerations.

Based on the research conducted, it has been challenging to retrieve any recent maritime bilateral agreement which Lebanon signed or ratified due to the unavailability of such information. However, it is worth noting that in general, maritime disputes and conflicting territorial claims may often make it difficult for countries to agree on the terms of bilateral agreements. That being said, political and economic uncertainty in Lebanon in recent years may have impacted the country's ability to engage in negotiations and sign agreements.

The third section of the second part of the report ***"the Multilateral Agreements in the maritime filed of which Lebanon has joined and ratified"*** included the identification of all the multilateral agreements which Lebanon has joined and ratified. This part revealed the excessive importance of international maritime conventions which aim to facilitate maritime transport by simplifying and limiting formalities, such as the required documents and procedures related to the arrival and departure of ships operating in the field of international voyages.

The findings of this section have also conveyed how conventions have been developed with a view to putting in place security measures for ships and ports and protecting lives at sea. Such findings also reveal that Lebanon is an active participant in various maritime conventions. The country has ratified several international conventions related to maritime safety, security, and

environmental protection, including the International Convention for the Safety of Life at Sea (SOLAS), the International Convention on Maritime Search and Rescue (SAR), the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC), and others. Lebanon is also a member of the International Maritime Organization (IMO), the United Nations agency responsible for promoting safe, secure, and efficient shipping and preventing pollution from ships. However, it did not ratify (i) the Convention on the Limitation of Liability for Maritime Claims which entered into force on 13.5.2004 and which provides a framework for determining the maximum amount of compensation that may be paid by ship owners and other parties in the event of maritime claims and (ii) the Convention relating to Civil Liability in the field of Maritime Carriage of Nuclear Material which entered into force on 15.7.1971 which is a significant international agreement that outlines the liability of nuclear ship-owners in the event of a nuclear incident during maritime transport and sets forth the provisions for compensation for damages that may occur in the event of a nuclear accident during transportation of nuclear materials.

From a technical perspective, and with relevance to the research conducted as a whole, the methodology adopted was challenged by many hurdles all of which are clearly elaborated and identified in the body of the Report. Luckily, such hurdles were tackled by my research team, whereby I as an SLE would not have been able to complete the mission on my own, especially in the absence of available information, and the lack of adequate collaboration from main stakeholders, added to the absence of a statutory delegation letter to me as the SLE on this Project.

This Report paves the way to continue efforts by working on a complementary phase / report on a more technical executionary level represented in legislative amendment, regulatory drafting and proposition, in addition to the established of crystalized hierarchy of authorities and responsibilities, and formulating endeavors related to further engagements in bilateral and multilateral agreements and conventions, for the main purpose of developing the maritime sector in Lebanon to enhance economic growth.

SECTION (3): Main National Stakeholders and Key Players in the Maritime Field

I. Maritime Security and Safety

Lebanon has been a member in the International Maritime Organisation (IMO) since 1966, this organisation is a United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships.

Since Lebanon is a member state, the Lebanese authorities must comply with the ILO and IMO Code of Practice on Security in Ports and the International Ship and Port Facility Security Code (ISPS); the IMO code state in its article 5 that the member state in addition to the development of a security policy, should ensure that the port security assessments is carried out and develop and implement a port security plan; whereby the member state may delegate any of its authorities to carry out the above mentioned duties.

The Lebanese government has established various ministries and security authorities, which assume powers in the field of securing and maintaining public safety within the Lebanese territory in general and the maritime field in particular.

The Lebanese Laws and regulations in forces, in addition to the international and bilateral treaties related to the maritime security which were promulgated by the Lebanon, regulate the active roles of the below mentioned ministries and armed forces in the maritime security.

PART (1): Ministry of National Defense

1.1 General provision

Article (1) of the National Defense Law promulgated by Legislative Decree No. 102 of 16th of September 1983 enumerates the different armed forces in Lebanon, whereby the armed forces are separated as follows:

- The Lebanese Army,
- The Internal Security Forces,
- General Directorate of General Security
- All other workers in public administrations, public institutions, and municipalities, who carry weapons by virtue of their job.

The above-mentioned armed forces in addition to several other public bodies play an active role in ensuring the maritime security when ensuring the protection of vessels and their cargo from external threats such as smuggling and piracy in addition to playing an active role in ensuring the maritime safety by ensuring the protection of people, and the environment, from naturally-occurring or accidental hazards.

The dual roles exercised by the Lebanese public bodies in the maritime security and maritime safety is entwined and diversified in a manner which these roles cannot be attributes to only one authority.

Article (5) of the same law indicates that the hierarchy of the Army is at the disposal of the President of the Republic of Lebanon, who exercises his powers in accordance with the provisions stipulated in the Constitution and the laws in force. In addition, and pursuant to Article (15) of the National Defense Law, the Ministry of National Defense and all its institutions are subject to the authority of the Minister of National Defense. In addition, Article (6) of this legislative decree indicates that the Council of Ministers decides the general defense and security policy, defines its objectives, and supervises its implementation.

As for the organization of the Ministry of National Defense, this Ministry consists of the following main bodies:

- The Lebanese Army.
- General Directorate of Administration.
- General Inspectorate.
- Military Council.

1.2 Lebanese Army

A. General Provisions

Article 1 of the National Defense Law promulgated by Legislative Decree No. 102/1983 identify the armed forces in Lebanon:

"Armed forces" means the army, the forces of internal security, the Secretary-General and, in general, other personnel in public administrations and institutions. Public and municipalities, who bear arms ex officio.

The Lebanese army constitutes the backbone of the armed forces in Lebanon, and article five of the law 102/83 states that the army is at the disposal of the President of the Republic, who exercises its powers in accordance with the provisions stipulated in the Constitution and the laws in force."

Article (6) of this legislative decree indicates that:

"The Council of Ministers decides on the defense and security policy and determines its objectives and oversees its implementation."

Noting that under Article 15 of the National Defense Law, the Ministry of National Defense of all its institutions is under the authority of the Minister of National Defense responsible for the implementation of all its policies.

The Ministry of National Defense is composed of the following main institutions:

- Army.
- General Directorate of Administration.
- General Inspectorate.
- Military Council.

Under Article (18) of the National Defense Law, the army comprises ground, air and naval forces led by the army commander, who, together with the staff of the Chief of Staff and his deputies, directorates, divisions, interests and competent organs, constitutes the army's command. The Army Commander holds the rank of "العماد" and is called the "General Commander" and is directly related with the Minister of National Defense.

The Army Commander's functions are defined in Article (20) of Legislative Decree No. 102/83 as follows:

"The Army Commander prepares the Army for the tasks entrusted to him and raises his combat level and commands military operations. This requires:

- ***Implementation of voluntary and compulsory recruitment.***
- ***Organizing units and defining their functions and departments.***
- ***Implementation of alertness and mobilization when announced.***
- ***Preparation of plans, combat orders and development of logistics programs.***
- ***Realizing army's needs and maintaining the level of equipment & equipment.***
- ***Military Operations Command.***
- ***Command of security operations when the army is entrusted with the tasks of maintaining security."***

Accordingly, and with regards to the organization of the army, Decree No. 3771/81, entitled ***"Organization of the army, its possessions and the powers and responsibilities of commanders and chiefs"***, affirms that the army commander prepares the army for the tasks entrusted to him in accordance with the laws in force. In his duties, he has the powers and responsibilities of a General Director and all units are under his direct authority, most notably the Directorate of Intelligence.

B. Duties and Obligations

The National Defense Law (Legislative Decree and its amendments No. 102/83) clearly defines the functions of the armed forces in peacetime as well as in a state of emergency.

Article (1) of National Defense Law states that:

"National defense aims to strengthen the capabilities of the State and develop its energies to confront and resist any aggression against the homeland, the national airspace and sovereign rights in the national maritime zones and any aggression directed against it, and to guarantee the sovereignty of the State and the preservation of the safety and security of the homeland, its national airspace and its sovereign rights in maritime areas and the safety of citizens."

However, Lebanese Armed Forces (LAF) may be utilized in the development and social fields. In a crisis, the LAF assumes its additional tasks, and it is considered in a state of emergency and exceptional circumstances, or when the state in one or several regions is exposed to harmful acts related its safety or interests.

It should be noted that the sovereign rights in the national maritime zones within the area that is supposed to be defended, were taken place under Law No. 228 issued on the 16th of July 2021, which amended the provisions of Legislative Decree No. 102/83 (National Defense Law), as a result of the increasing interest during the past few years in the subject of Lebanese waters following the identification and declaration of Lebanese maritime zones in 2011, for the investment of petroleum resources.

In the maritime field, the Lebanese Maritime Defense Force was initially established in the first basin of the port of Beirut in 1950, and the naval forces have evolved over time, and their organizational structure has undergone several modifications, expanded their missions, and provided equipment that allows them to carry out the complex tasks entrusted to them.

Currently the Lebanese Naval Forces consist of the Beirut and Jounieh Naval Bases, the Surveillance and Warning Battalion, the Naval Forces School, the Sea Materiel Authority and the Hydrography Department.

Article (35) of Decree No. 3771/81 states that the commander of the naval forces is responsible for the preparation and permanent preparation of these forces to carry out the tasks required of them. The powers of a zone commander and carries out the following tasks:

1) Contribution to the development of the Coastal Defense Plan.
2) Coordination with the competent authorities on matters relating to movements in the territorial waters.
3) Development of Maritime Alarm System.
4) Administration of Coastal Defense Operations in accordance with the Command's operational procedures.
5) -------- of the Department of Education & Compliance with the directives issued by leadership.

6) Provision of technical advice on matters related to the Navy's affairs.
7) Request, receive, classify, store, distribute, maintain, teach, evacuate and recover materiel.
8) Supervision of the Department of Sea Assets Warehouses. The Head of the Department of Sea Assets Warehouses is the head of the competent unit in accordance with the provisions of Article (151) of the Public Accounting Law in order to ensure the immediate needs necessary for the maintenance of equipment involved in numbering his interest.

The Naval Forces are responsible for defending Lebanese territorial waters and the coast against any military aggression from the sea, protecting maritime anchorage lines to Lebanese ports, enforcing the law, imposing the authority of the state at sea, protecting its interests in the exclusive economic zone, controlling the movement of commercial ships in sea lanes, and supporting and protecting the Lebanese merchant fleet and fishermen.

The Navy also has an active role in securing naval support and early warning to the army's land units, participating in joint military operations, and supporting the security services (customs, internal security, public security...) in its maritime missions, providing support and assistance at sea to various maritime ministries and agencies when needed (combating fires and pollution, carrying out search and rescue operations), combating terrorism, illegal immigration, smuggling, drug trafficking, piracy of ships and goods, illegal fishing methods and protection of the marine environment.

The Navy relies in carrying out its missions on the principle of surveillance - monitoring and interception. Surveillance and monitoring tasks are carried out by the surveillance and warning battalion and the vessels that patrol at sea. The interception is made by vessels stationed along the Lebanese coast.

In this context, telegram No. 4441/AEM/Operations issued by the Army Staff for Operations issued on the 20th of December 2006 mandates the Navy to inspect vessels suspected of smuggling and to inspect ships at sea selectively.

According to the transmitted telegram No. 104/GS/Operations/A/S, dated 2nd of March 2011, the Directorate of Intelligence, the Naval Forces and the units concerned were tasked with

tightening surveillance, intensifying investigation, conducting land and sea patrols, setting up ambushes to combat smuggling operations along the Lebanese coast, on the borders and with the crossings, as well as conducting coordination with the relevant security agencies, including internal security forces, public security, customs, etc.

In order to enable the Naval Forces to perform their tasks, the Beirut naval base centers are deployed along the Lebanese coast within the southern maritime sector extending from Nahr al-Kalb in the north to the southern international border, and are affiliated with: the Sidon Maritime Center, the Sarafand Maritime Center, the Tyre Maritime Center, and the Naqoura Maritime Center.

❖ The Jounieh Naval Base undertakes security tasks within the sector extending from Nahr al-Kalb south to the northern international border, and to fully control the authority sector, several centers have been established: the Tripoli Maritime Center, the Fishermen's Center in Tripoli, and the Maritime Al-Haqran Center, which control the entry and exit of fishing boats and civilian picnics and ensure their legality, the Tripoli Free Zone Center, and the Abde Maritime Center.

In this context, Decree No. 4147 issued on the 14th of July 1981, established a no-man's land around military installations in order to ensure their safety and the proper functioning of their agencies.

Article (10) of the Decree No. 4147/1981, paragraph (g), defines the prohibited (no-man's land) areas around the Beirut and Jounieh bases (at the entrance to the port and at the part extending along the outer chain).

The naval military installations to be established later, the areas of the prohibited (forbidden land) have been defined as follows:

The naval bases are divided in two units:

- <u>The unit on land</u>:

  The provisions related to military barracks shall apply to the land unit.

- <u>The unit that extends along the shore and into the sea</u>.

- The part called “Entrance to the Port”: The port entrance site is determined by a part of a circle centered on the outer harbor lighthouse and its radius is five hundred meters. On the beach side the line parallel to the shore from the inner lighthouse of the harbor entrance. On the sea side, the vertical line on the outer chain (pier) from the outer lighthouse to the point of its confluence with the circle.

- The part that extends along the outer chain: The sanctuary is determined by four hundred meters from the boundaries of the groin.

❖ The Surveillance and Warning Battalion and its command center at the Beirut Naval Base has three surveillance and warning companies deployed along the Lebanese coast, from Arida in the north to Bayada in the south, in addition to a command and service company.
This battalion monitors territorial waters and exclusive economic waters, informs and follows up on suspicious targets by the Naval Forces Command, monitors and records violations, and provides assistance to other State agencies concerned with maritime affairs.

❖ The Department of Hydrography, it is newly established, as it was established in February 2014, and the aim of its establishment is to invest marine resources, as its mission is related to the detection of marine resources by studying the depths and terrain along the Lebanese coast, in addition to identifying marine sediments and slides to avoid coastal navigational risks.
The Department includes the Marine Survey and Data Processing Branch, the Topography and Photographic Branch, and the Marine Chartography and Publications Branch. It is concerned with the collection, issuance, processing, organization and adaptation of hydrographic data on coastal variables, surveying the topography and depths of the seabed, producing and updating nautical charts, coordinating with government institutions concerned with maritime affairs in order to support, develop and advise maritime activities, while maintaining relations with international organizations that contribute to Developing and supporting the field of hydrography in Lebanon.

1.3 Joint Maritime Operations Chamber/Group (JMOG):

The JMOG a multinational force that operates under the United Nations Interim Force in Lebanon (UNIFIL) mandate. It is responsible for monitoring and inspecting all maritime traffic in and out of Lebanese territorial waters in order to prevent the unauthorized entry of arms and other illegal goods.

The JMOG operates in coordination with the Lebanese Navy, and the main security services in Lebanon (Internal Security Forces, General Security, State Security, Civil Defense and Customs Control) and other international naval forces to ensure security and stability in the region.

The JMOG was established for the first time by a decision taken by the Council of Ministers in 1984, and was re-established for the second time in March 1989 and for the third time by Cabinet Resolution No. 1 dated 16th of January 1991, where it was stationed in the naval forces' headquarters building in the port of Beirut starting on the 15th of March 1991.

On the 3rd of August 1993, it was decided to establish two sub-chambers in the south and the north, linked to the main chamber in Beirut. Subsequently, and on the 2nd of April 2002, the Joint Maritime Operations Chamber/Group was abolished by virtue of Cabinet Resolution No. 53 dated 15th of November 2001.

However, and four years later, on the 9th of September 2006, the JMOG was then reinstated based on Cabinet Resolution No. 1 dated 16th of August 2006, following the issuance of UN Security Council Resolution No. 1701.

The JMOG is headed by the Commander of the Naval Forces and includes various security agencies and relevant ministries: in addition to the Lebanese Army's Navy and Air Forces.

The JMOG includes the General Directorate of Customs, the General Directorate of Internal Security Forces, the General Directorate of General Security, the General Directorate of Lebanese Civil Defense, the General Directorate of Maritime Transport at the Ministry of Public Works and Transport, the Ministry of Agriculture and the Ministry of Environment.

It consists of a main chamber in Beirut and two sub-chambers, one in the south and one in the north, each headed by a naval officer appointed by the Commander of the Naval Forces.

The main operations JMOG in Beirut manages navigation within the maritime sector extending from the Awwali River in the south of Lebanon to the Madfoun bridge in the north of Lebanon, in addition to supervising the work of the two sub-chambers.

The main objective of the JMOG is to monitor territorial waters, beaches, ports, seaports and ships, to control violations of all kinds, specifically to control the movement of ships and boats in territorial waters, which requires monitoring the specified shipping lines, verifying the legality of sailing ships, controlling violations and arresting violators.

The agent of each ship submits knowledge and information at the port presidency at least 42 hours prior to its its arrival, and the port chiefs within their respective sectors provide the JMOG with the list of ships expected to arrive with knowledge for each ship. Then, the naval radar centers, stationed along the Lebanese coast, monitor the movement of ships according to the specified navigation lines, and communicate with them to confirm their identity compared to the lists of waiting and departing ships prepared in advance.

The navy vessels then carry out reconnaissance patrols to monitor the movement of commercial ships, cruise boats and fishing boats to ensure that international and Lebanese laws are applied in territorial waters.

If necessary, an aircraft or helicopter from the Air Force may be used to enhance reconnaissance missions. When the violation is recognized, the patrol vessel chases and arrests the offending vessel and calls it through radio, demanding it to mobilize to the port of Beirut or another port designated by the Joint Maritime Operations Chamber/Group.

1.4 United Nations Interim Force (UNIFIL)

In its resolution 1701 of 11/08/2006, the UN Security Council authorized the growth in the size of the (UNIFIL) to no more than 15,000 troops, which currently stands at about 10,500 troops from 40 countries, including 850 active soldiers in the naval force, which, at the request of the

Lebanese government in Oct 2006, assists the Lebanese navy in securing territorial waters and helps in preventing the entry of unauthorized weapons or related materials into Lebanon by sea.

The naval deployment, to which 15 countries contribute naval units, is the first of its kind for a UN peacekeeping mission. The units of the United Nations Naval Force operate along the entire Lebanese coast in close cooperation with the Lebanese Navy, and the Naval Force informs the Lebanese authorities about the suspicious ships, so the Lebanese Navy inspects them, and at the request of the Lebanese government, the Naval Force can divert or search suspected ships or even prevent them from entering Lebanese territorial waters in the presence of the Lebanese liaison officer and the Naval operations of the United Nations Interim Force.

In addition, the UN Naval Forces are working to build sustainable operational capacity within the Lebanese Navy through joint military exercises, training, equipment & technical assistance.

Part (2): Ministry of Interior and Municipalities

2.1 General Provisions

The Ministry of Interior and Municipalities is concerned with the affairs of Lebanon's internal policy in terms of preparing, coordinating, implementing, and ensuring the maintenance of order and security.
It supervises the affairs of the governorates, districts, municipalities, mayors, elective councils, and other elected or appointed local councils, villages, inclusive places, parties, associations, and other tasks, as stipulated in Article 1 of the decree. No. 4082 of the 14th of October 2000.

The Ministry of Interior and Municipalities consists of several general directorates, which are defined by Article 2 of the same decree and distributed as follows:

- General Directorate of Personal Status.
- General Directorate of Political Affairs and Refugees.
- General Directorate of Local Administrations and Councils.
- General Directorate of Civil Defense.
- Joint Administrative Directorate.
- General Directorate of Internal Security Forces.

- General Directorate of Public Security.
- Central Internal Security Council.
- The General Inspectorate of the Internal Security Forces.
- Airport Security Service.
- Central Directorate for Drug Control.
- Traffic, Machinery and Vehicles Management Authority.

2.2 Role of the Municipalities in the Maritime Sphere

While the maritime territory is the care of the central authority, the Lebanese legislation was keen to give the decentralized municipal authorities the power to secure public safety requirements for the occupants and users of these properties, including bathers and others, when this occupation or use is in progress within the relevant municipal area.

In this context, Legislative Decree No. 21/L dated 22nd of July 1932, amended by Legislative Decree No. 66 dated 19th of July1943, (related to dangerous, health-damaging and disturbing stores) included the provisions prohibiting the opening of these stores without prior authorization from the Ministry of Health Public or with a written permit from the mayor, and the opinion of the relevant municipal council must be consulted before granting the permit.
In addition, Resolution No. 1716/1 dated 19th of July 1963 issued by the Minister of Works and Transport related to the safety of bathers in marine baths assign the municipalities the power to watch over the safety of marine baths and the safety of those bathing in them.

In the same framework, the regulation of the Beirut Fire Brigade, issued by Resolution No. 1246 dated 16th of August 1957 and its amendments, assigned to the Beirut Fire Department several tasks which includes:

- Providing assistance and first aid to every person in time of danger.
- Monitoring the sea baths and assisting the security forces and the municipal police in cases of emergency and unrest,
- Assisting the Army Command and the Directorate of Civil Defense when circumstances so require.

2.3 General Directorate of Internal Security Forces

A. Internal Security Forces (ISF) Composition

The Internal Security Forces are considered one of the basic facilities, as it entails maintaining internal security by special means that fall within the framework of the administrative control stipulated in the Law number 17 issued on the 6th of September 1990 titled ***"the Organization of the Internal Security Forces".***

Article 1 of the law 17/90 defines the Internal Security Forces as:

"Armed public forces whose powers extend to all Lebanese territory, waters and territorial airspace."

The Internal Security Forces are under the authority of the Minister of Interior as referred to in Article 2 of the law 17/90, and defines its functions, in the administrative control, and judicial control, as well as supporting public authorities in the performance of their functions.

Hence, the Internal Security Forces (ISF) includes the following forces, which are stipulated in Article 4 of the Law 17/90:

- Territorial Gendarmerie.
- Mobile Gendarmerie.
- Police of Beirut.
- Judicial Police.
- Institute of Internal Security Forces.
- Security service of embassies, and public administrations.

Noting that, the General Directorate of the Internal Security Forces consists of the General Director, the Staff and the Central Administration, as well as the presence of a General Inspectorate of the Internal Security Forces.

This Directorate General is headed by a Director-General who reports directly to and is under the authority of the Minister of the Interior (Article 9 and 10 of Law 17/90).

The above-mentioned forces are composed of units, each headed by the unit commander.

As for the Leadership Council, which is directly linked to the Minister of Interior, it consists of all the commanders of the units specified in Article 6 of this Law, in addition to the Inspector General and the General Director as Chairman (Article 18 of Law No. 17/90).

Over and above, Decree No. 1157 of 2nd of May 1991 ***(Determining the Organic Organization of the Internal Security Forces)*** stipulates that each of the heads and commanders of units of the Internal Security Forces is linked to the Director-General and under his direct authority, and each of them is responsible to him for the tasks associated with him (Article 3).
Article (41) of the above-mentioned decree stipulates that the territorial powers of the Gendarmerie Unit cover all territorial territories except Beirut. The regional area is composed under Articles (43) and (45) of the said decree of Regional Company and a Coast Brigade for the territorial area bordering the coast.

The Regional Companies comprise Regional Sections as per Article 46 by officers directly under the authority of the commander of the Regional Company. The Section is directly under the command of the Commander of the Section, which is distributed to regional stations, each supervised by a caporal directly under the authority of the commander of the Section. The regional station is the smallest of the territorial divisions.

Article (48) stipulates that the Coast Brigade regulates the Beaches in the same manner as the above-mentioned regional Section after replacing the designation of regional posts with naval posts.

As for the city of Beirut, which was removed from the territorial scope of the work of the gendarmerie unit by Decree No. 1157 of 2nd of May 1991, it falls within the powers of the Beirut Police, whose organization and functions are similar to those adopted for the gendarmerie unit in terms of the presence of regional assemblies, each of which is divided into Regional Company and the presence of a Coast Brigade.

Decree No. 1460 of the 15th of July 1991 ***(determining the designation of units and the general schedule of personnel in the Internal Security Forces)*** was issued, and stated the below:

i. Territorial Gendarmerie Unit:

a. North Lebanon Region:

- Commandment of North Lebanon.
- Coast of North Lebanon Brigades.
- North Lebanon Inquiry Brigades.

b. Mount Lebanon Region:

- Commandment of Mount Lebanon.
- Central Prison Company.
- Mount Lebanon Coast Brigade.
- Mount Lebanon Inquiry Brigade.

c. South Governorate:

- Commandment of South Lebanon.
- South Lebanon Coast Brigade.
- South Lebanon Inquiry Brigade.

ii. Beirut Police Unit.

- Commandment of Police of Beirut.
- Traffic Bureau.
- Emergency Battalion.
- Beirut Coast Brigade.
- Beirut Inquiry Brigade.

B. Duties and obligations:

The internal security facility is also primary tasks within the framework of the administrative control stipulated in the Law on the Organization of the Internal Security Forces No. 17 issued on 06/09/1990, which also noted the functions of these armed public forces as judicial police.

i. Administrative Control

The tasks of the administrative police include the following provisions of Article (1) of Law No. 17/1990:

- ***"Maintaining order and consolidating security.***
- ***Securing public comfort.***
- ***Protection of persons and property.***
- ***Protection of freedoms within the framework of the law.***
- ***Ensure the implementation of the laws and regulations entrusted to it."***

Administrative control is the use of deterrent means permitted by law to maintain order and security and prevent crimes, to deter any action that endangers persons and property.

In this context, Article 17 of the Penal Code referred, as mentioned earlier, that for the purpose of applying the penal code, Lebanese territory shall be governed by the territorial sea up to twenty kilometers from the shore, starting from the lowest level of the islands, the contiguous zone, the economic exclusion zone, the continental shelf and Lebanese ships. Lebanese penal law applies to foreign ships if the ship is present in Lebanese territorial sea and the crime exceeds its code.

ii. Judicial Police

The Internal Security Forces also perform the functions of the judicial police in accordance with Article 194 of Law No. 17/90, namely the search for, reporting, seizure of evidence, discovery, tracking and handing over of offences to the competent judicial authorities, the execution of costs and letters rogatory issued by those authorities, and the execution of judicial rulings and warrants. It should be noted that the functions of the judicial police are carried out under the supervision of the competent judiciary, in particular the Public Prosecution, and in this regard Article 208 of the same law stipulates the following:

"The judicial authorities forward their correspondence to the commanders, commanders, and heads of units in the Internal Security Forces, who work to carry out what is required of them either personally or through their subordinates, depending on their importance."

iii. Additional tasks

The Internal Security Forces are aimed to the following tasks:

Supporting the public authorities in the performance of their functions so that the Internal Security Forces provide them with armed protection when necessary, and at their request to enable them to perform their functions. In this context, the authorities, under Article 195 of

the same law, along with which the Internal Security Forces operate in implementing laws and regulations, are not entitled to control these forces because they are not hierarchically subject to them, nor are they entitled to interfere in the details of their own service.

On the other hand, it should be noted that the use of the Internal Security Forces should be based on a mandate, which is an express request to use these forces in a legal act within their competence, but its implementation is subject to the request of another (non-security) authority specified by law.

It is also worth mentioning that the International Coordination Division of the General Staff of the Internal Security Forces is responsible for ensuring contact with Arab and international institutions and organizations, in particular the Permanent Council of Arab Ministers of the Interior and Arab Organizations, the International Criminal Police Organization (Interpol) and other police and foreign bodies and agencies.

In the maritime field, Article 63, and Article 91 of Decree No. 1157 dated 2nd of May 1991, defines the functions of the commander of the Beaches Detachment of the Regional Gendarmerie and the Beirut Police Units together with his officers, as follows:

1) Implementing maritime laws and regulations and working to implement their provisions by ships and boats located in territorial waters.
2) Combating crimes committed at sea, particularly smuggling.
3) Combating pollution at sea and acting quickly to prevent its occurrence, especially pollution caused by laboratory waste.
4) Relief of boats threatened with sinking, stricken or piracy, according to the available capabilities.
5) Ensuring the security and safety of citizens in swimming places located on the beaches.
6) Suppressing the encroachments on maritime public property and prevention of sea backfilling in violation of the regulations in force.
7) Combating the extraction of sand and gravel from marine public property without prior licenses.

Article 48 of Decree No. 1157 stipulates that the Coastal Brigade regulates in the same manner as the above-mentioned decree in Article 46 regional Sections after replacing the designation of regional posts with naval posts.

In addition, General Instructions No. 253 of 1992 were issued, and defined the role and functions of Coast Brigade, the boundaries of the territorial waters of the beach detachments (12 nautical miles), the geographical scope of these detachments and their naval posts and their tasks, as well as coordination between the commanders of the Coast Brigade, the Lebanese Army and Customs, with a view to combating smuggling and facing other challenges.

2.4 General Directorate of General Security

A. General Provisions

General Security is a general directorate under the authority of the Minister of Interior and Municipalities and directly linked to him and has been organized by Legislative Decree No. 139 dated 12th of June 1959, which stated in its fourth Article that:

"The General Director secures the leadership of security and the management of its affairs and is concerned with the appointment of commissioners, ranks and individuals and training it exercises for his directorate the same powers and rights exercised by the General Director of the Internal Security Forces and the commanders of units for the Internal Security Forces, except for penalties that exceed the rights of a unit commander in the security forces, which decides it Minister of Interior and Municipalities."

In addition to the Director-General, there is a Leadership Council directly linked to the Minister of Interior and Municipalities, consisting in addition to the General Director of General Security, a president of four general officers or commanders except the reserve, and on the 16th of December 1959, Decree No. 2873 was issued, which expanded the organization of the General Directorate of General Security, where the first Article states:

"The General Directorate of General Security consists of the central administration and the general security departments of the regions."

The second Article detailed the composition of the central administration consisting of:

- Secretariat.
- Administrative Department.
- Investigations Department.
- Department of Aliens.
- Residence Control Department.
- Publications and Registration Control Department.

In addition, there are departments for foreigners and residency control due to their direct relationship to the maritime domain.
As for the regional general security departments specified in Article 9 of the decree, there is the general security departments of Beirut, Mount Lebanon, the port of Beirut, Northern Region, Southern Region.

Article 12 of the aforementioned decree also mentioned the establishment of border posts attached to the general security of the region in accordance with the requirements of public security by a decree adopted by the Council of Ministers on the proposal of the Minister of the Interior and Municipalities based on the termination of the General Director of Public Security.

B. Duties and obligations:

General Security collects information for the benefit of the government, in certain political, economic and social information, and General Security contributes to the judicial investigation within the limits of violations committed against the internal and external security of the State, and contributes in particular to the control of land, air and sea borders, the control of foreigners on Lebanese territory, and the granting of traffic permits (Article 1 of Legislative Decree No. 139/59).

In the maritime field, and in order to implement these tasks, part of which relates mainly to the maritime domain, Decree No. 2873 of the 16th of December 1959 on the organization of the General Directorate of General Security defines the functions of the Foreigners and Residence Control Services, since the maritime domain is one of the main corridors for the entry and exit of individuals into Lebanon, which requires the establishment of the necessary

mechanisms and conditions to control and control it and to regulate exit and entry through and through it through maritime border crossings.

Article 6 of the Decree No. 2873 states that the Department of Foreigners undertakes several tasks, including investigating applications for entry of foreigners before marking their passports, authorizing their temporary or permanent residence and leaving the country, organizing identity cards for them, monitoring their movements and the work they do, as well as granting laissez-passer and organizing permits for categories subject to special conditions for movement in Lebanon and abroad.
The Residence Control Department is primarily responsible for organizing the files of foreigners residing in Lebanon, controlling their residence and informing border posts of the names of persons prohibited from entering or leaving Lebanon by virtue of a decision of the official authorities.

On the other hand, the General Security departments of the regions, are responsible for:

1) Granting permits to enter prohibited air and sea port areas and board ships, in accordance with the standing instructions issued by the Director of Public Security.
2) Monitor foreigners in everything related to their entry and residence.
3) Supervise border posts entrusted with controlling entry and exit from the country and mark passports (Article 11 of Decree No. 2873).

On the other hand, the law of 10th of July 1968 was promulgated, titled "***Regulation the entry, residence and exit from Lebanon***", defining a foreigner as any real person other than the Lebanese national, recalling the applicability of the provisions of international agreements to foreigners residing in Lebanon in addition to the relevant man-made laws.

At the same time, Article 16 of the same Law states that it is permissible to leave the territory only through public security centers.

In application of the provisions of this law, Decree No. 10188 dated 28/08/1968 and the decision of the Minister of Interior and Municipalities No. 320 dated 2nd of August 1962 were issued, Article seven of which allows seafarers to enter and exit Lebanon under their professional passports upon joining their place of residence or ship, as well as for passengers

authorized to visit the country during the docking of their ship in a Lebanese port or upon its change, under temporary leaves granted by the General Security Center at the port.
Article 17 (10188) also stipulates that the person in charge of each ship or aircraft arriving in or leaving Lebanon must submit a statement to the General Security centers with the names of seafarers and their assistants wishing to enter or leave Lebanon. The Center checks the data submitted to it, allows the persons named therein to enter or exit under their professional passports, and takes the necessary measures to ensure the departure of all foreigners.

Each Center shall submit to the General Security Directorate a statement of the names of the navigators who reside in the country for a period of time, the maximum of which shall be appointed by the Director of General Security. Note that any non-Lebanese seafarers who entered with an ordinary travel document and wishes to exit under his professional passport or entered with his professional passport and wishes to exit under an ordinary travel document must ask the General Security Departments to put the necessary visas on the new document at least twenty-four hours before the date of departure. In addition, the seafarers not allowed to leave unless he is accompanied by all the persons who entered with him, unless he proves that they have obtained independent residence permits or provides guarantees for his return within a period of time. Short does not exceed a week.

Defaulters are not given independent residence permits unless they obtain travel documents or independent identity cards.

In this context, professional passports held by seafarers and their assistants shall serve as travel documents if they wish to go to the Syrian Arab Republic for tourism and return to Lebanon while their ship is docking in a Lebanese port or if they wish to enter Lebanon from or exit from the Syrian Arab Republic to join their ship in one of the two countries.

On the other hand, each General Security post at the border must inform the name of the seafarer departing through him to the post from which he entered.

Finally, it should be noted that seafarers coming to or leaving Lebanon during their non-service hours and under their valid professional passports are issued entry or exit cards like every individual entering or leaving Lebanon.

2.5 General Directorate of Civil Defense

The General Directorate of Civil Defense consists of a central administration and civil defense units distributed throughout the Lebanese territory, whose locations are determined by a decision of the Minister of Interior and Municipalities on the proposal of the General Director of Civil Defense, as stipulated in Article 46 of Decree No. 4082 issued on the 14th of October 2000 ***(Organization of the Ministry of Interior and Municipalities).***

Civil defense units in the regions are each headed by a third-category official with the rank of head of department, who may be an officer delegated through by virtue of Decree following the proposal of Army or the Internal Security Forces with the rank of first lieutenant at least.
In this context, Legislative Decree No. 50 issued on the 5th of August 1967 and finally amended by Law No. 289 was also issued on the 30th of April 2014, Article 15 of which specifies the technical organization of the General Directorate of Civil Defense at the Ministry of Interior and Municipalities as follows:

The General Directorate of Civil Defense shall consist of:

- The Bureau Unit.
- Medical Affairs Unit.
- The Equipment, Machinery and Supplies Management Unit is responsible for meeting the needs of equipment and machinery, management and maintenance, fuel, workshops and transportation.
- The technical unit is responsible for shelters, licenses, preparation of specifications and examinations.
- The Service and Operations Unit shall manage and implement field operations and prepare the necessary plans to face the cases stipulated in Article 3.
- The troops and Training Unit is responsible for the affairs of civil defense elements and other employees and workers in the Directorate General, including recruitment, training, file keeping, civil defense school affairs, research, studies and guidance.
- Regional units at the rate of at least one regional unit in each governorate. The number of departments and sections comprising the Bureau and the central units, the number of centers comprising the regional units, their respective tasks, staffing and conditions of appointment therein shall be determined by a decree adopted by the Council of Ministers, upon the

proposal of the Minister of Interior and Municipalities, after a study conducted by the Research and Guidance Department and the approval of the Civil Service Council with regard to its powers.

The locations and scope of the regional centers shall be determined by a decision of the Minister of Interior and Municipalities upon the proposal of the General Director.

The units comprising the Directorate General shall be headed by:

- At least one commanding officer or a civil servant of the second category in respect of the Presidency of the Bureau and the Central or Regional Units.
- An officer or civil servant of the third category in respect of regional departments or centers.

Article 16 of the same Decree states that all civil defense agencies are under the authority of the Minister of the Interior and Municipalities.

Article 18 of the Civil Defense stipulates that they shall consist of:

- ***Officers, ranks, civil defense personnel and civil servants in civil defense.***
- ***Situational taxpayers from the parents when needed.***
- ***Voluntary contributors or volunteers taken for a maximum of two years."***

To complement the provisions of Legislative Decree No. 50 and its amendments, Decree No. 3741 dated the 9th of October 2018 ***(organizing the General Directorate of Civil Defense, determining its staff, and special conditions of appointment in some of its functions)*** was issued, where it was stated in the first Article that the General Directorate of Civil Defense consists of the Bureau Unit, the Medical Affairs Unit, the Equipment and Machinery Unit, the Supplies Department, the Technical Unit, which includes the departments of shelters, public safety, buildings, the technical department, the service unit and operations, which consists of the Operations Division.

The central office, which manages, among other things, an operations room covering all Lebanese territory and territorial waters, as well as special operations divisions, fire experts, and the troops and training unit.

In addition to these units, eight regional units are distributed according to the provinces (Beirut, Mount Lebanon, Bekaa, South Lebanon, Nabatieh, North Lebanon, Akkar and Baalbek-Hermel), with the exception of the provinces of Keserwan-Futouh Jbeil, whose implementing decrees have not yet been issued, noting that each regional unit consists of operations, maintenance and equipment divisions and an administrative section and includes a number of regional centers and sub-centers.

2.6 Supreme Defense Council

A. The Supreme Defense Council

The Supreme Defense Council was established by virtue of the National Defense Law promulgated by Legislative Decree No. 102 dated the 16th of October 1983 under its seventh Article, which stipulates that it consists of:

- ***"President of the Republic - President.***
- ***Prime Minister - Vice-President.***
- ***Minister of National Defense - Member.***
- ***Minister of Foreign Affairs and Emigrants - Member.***
- ***Minister of Finance - Member.***
- ***Minister of Interior and Municipalities - Member.***
- ***Minister of Economy and Trade - Member."***

The second paragraph of the said article indicates that the President of the Supreme Defense Council has the right to subpoena whomever he wants from whom the nature of the Council's work requires their presence.

It is also stated in the fourth paragraph of this article that a decree adopted in the Council of Ministers may add one or more ministers to the Supreme Defense Council as active members.

The Constitution (which was amended on the 21st of September 1990) specified the Supreme Defense Council, in its articles 49 and 64, and stated that the President of the Republic chairs the Supreme Defense Council, and the Prime Minister is a vice president of this Council.

With regard to the organization and functions of this Council, Articles 8, 9 and 10 of the National Defense Law stipulate that the Higher Defense Council decides on the necessary measures for the implementation of defense policies as defined by the Council of Ministers.
The Supreme Defense Council shall be convened by its chairman or at the request of at least one third of its members (Article 9).

The Vice-President of the Supreme Defense Council shall ensure the implementation of the Council's decisions (Article 10, first paragraph). A General Secretariat of the Council shall be attached and directly linked to it, whose duties shall be carried out by a Secretary-General, who shall be a licensed general officer in the staff from among the army officers in active service.

In this context, Decree No. 2791 issued on the 14th of March 1980, which determined the staff of the General Secretariat of the Supreme Defense Council in the Presidency of the Council of Ministers, the conditions of appointment, the principles of work therein, and the powers and responsibilities of the employees.

Article 3 of this Decree No. 2791 stipulates the functions and powers of the Secretary-General of the Council as the direct head of all departments and all military and civilian personnel subordinate to him.

Lastly, it should be noted that the fifth paragraph of Article 7 of the National Defense Law revealed the establishment of a general directorate to be called the "General Directorate of State Security."

B. General Directorate of State Security

i. General Provisions

The General Directorate of State Security shall be under the authority of the Supreme Defense Council and shall report to its President and Vice-President. The General Director of State Security shall be appointed by a decree adopted in the Council of Ministers from among the officers of the armed forces of the rank of colonel and above, or from among the

employees of the three higher grades of the first category, or from among the Lebanese from outside the staff who hold university degrees.

The General Director of State Security shall be assisted by a Deputy General Director who shall be appointed by a decree adopted in the Council of Ministers on the proposal of the Prime Minister and shall replace the General Director in his absence. He exercises the administrative and financial powers of the General Directors in State administrations.

In addition, Decree No. 2661 of the 3rd of September 1985 was issued to organize the General Directorate of State Security, Article 2 of mentioned decree stipulates that the General Directorate of State Security consists of the Director-General, his deputy and the following units:

- Office of the General Director.
- Division of Administration.
- Division of troops.
- Service and Information Division.
- Planning and Organization Division.
- Security Affairs Division

Regional directorates at the rate of at least one directorate for each of the Lebanese governorates to carry out the tasks entrusted to the General Directorate within the regional scope, and the elements of each of these directorates may exceed the boundaries of their areas of work whenever the conditions of service and the speed of intervention so require, provided that the regional director responsible for the region is informed of this and the General Director according to a report (Article 12).

Article 5 of the aforementioned decree notes the nature of the authority of the Director General over the heads of the above-mentioned units, as they are subject to the direct authority of the General Director, and each of them is responsible to them for the tasks entrusted to the unit head.

ii. Duties and Obligations

The fifth paragraph of Article 7 of Legislative Decree No. 102/83 defines the functions of the General Directorate of State Security as follows:

1) Collecting information related to the internal security of the state, through its own networks covering Lebanese territory, investigating external information from existing agencies, verifying, analyzing, classifying, preserving or referring it to the competent authorities.

2) Monitoring foreigners by investigating their actions that affect the security of the state and monitoring the relations of citizens with foreign bodies with regard to state security.

3) Combating espionage and hostile activity in all its forms.

4) Preliminary investigations into acts affecting the internal and external security of the state by the General Director, the Deputy General Director, the basic officers of the General Directorate and the officers assigned to it, and the ranks nominated by the VP of the Supreme Defense Council, where they perform their duties as judicial officer's assistant to the Prosecutor General of Appeal and the Government Commissioner at the Military Court in accordance with the laws in force.

5) Coordination with the rest of the competent security authorities in the General Directorate of Public Security, the Internal Security Forces and the Intelligence Directorate in the army in the affairs of information and exchange of information.

It is clear from the enumeration of these tasks that they are not directly related to the maritime domain, but rather indirectly, especially through the collection and investigation of information related to the internal security of the State, as well as the role entrusted to the General Directorate as a judicial police body.

In this context, and in order to contribute to the fight against corruption, the Directorate of State Security established in 2019 a center in the port of Beirut.

PART 3: Ministry of Finance - Customs

1.1 The Higher Council of Customs

Legislative Decree No. 123 dated 12th of June 1959, stipulates in its ninth Article that the administration of customs is supervised and monitored by an authority linked to the Minister of Finance and composed of a president and two members with the rank of Director General called the Higher Council of Customs. The Higher Council of Customs unanimously, and in the event of disagreement, the disputed case shall be referred to the Minister of Finance, who shall present it to the Council of Ministers for a final decision (Article 12).

As for Article 11 of the same legislative decree, it defined the tasks of the Higher Council of Customs, in which it stipulates that and in addition to the powers conferred on it by the Customs Law (Decree No. 4461 dated 15th of December 2000) and other legislative texts related to customs administration, it undertakes the following tasks:

1) Preparing the customs legislation, including the customs tariff.
2) Issuing regulatory texts for the administration of customs and its employees,
3) Exercising the powers of the Minister with regard to the Public Employee law and the public accounting law, and transferring employees of the second and third categories and officers following the opinion of the Director General, provided that the Higher Council is responsible for its work before the Minister of Finance.

In the same context, Decree No. 2868 dated 16th of December 1959 (*regulating the Ministry of Finance)* noted in its second Article the formation of the Ministry of Finance as including, in addition to the Directorate of Public Finance, the Directorate General of Real Estate Affairs, and the Directorate of National Lottery, the Customs Department.

The Customs Department consists, according to Article 59 of the same decree, of the following authorities:

- Higher Council of Customs
- The General Directorate of Custom.
- The Supreme Council of Customs which consists of a bureau, a control department, and a customs studies department whose apparatus consists of employees subordinate to the staff of the General Customs Directorate.

1.2 General Customs Directorate

Article 64 of Decree No. 2868 referred to the provisions governing the General Customs Directorate, this article stipulate that the General Customs Directorate consists of the Central Administration and the Customs Territories.

The director of the Directorate is appointed as per Article 16 of Legislative Decree No. 123/59 from the staffing of customs officials by a decree taken by the Council of Ministers based on the termination of the Higher Council of Customs and the proposal of the Minister of Finance.

The director of the General Customs Directorate undertakes, in addition to the powers provided for in its own provisions, within the scope of the laws, the following roles:

- Supervising the customs committee from the administrative point of view.
- Transporting the ranks and members of the customs detachments.

On the other hand, the Central Administration in the General Customs Directorate consists of:

- The Bureau.
- The Department of Auditing and Searching for Smuggling.
- The Main Secretariat Department.
- Customs Committee.

According to Article 71 of the same decree, the territory of the Republic of Lebanon was divided into three Customs Territories:

- The First Region, its centre is Beirut, and has dominion over the Governorate of Beirut, Mount Lebanon and South Lebanon.
- The Second Region, its centre is Tripoli, and has dominion over the North Lebanon Governorate.
- The Third Region, located in Chtoura, has dominion over the Beqaa Governorate.

Provided that each of the three customs regions is supervised by an employee in the rank of Head of Department who, in addition to the powers vested in him by the provisions of the customs law and the legislative and regulatory texts related to customs affairs, supervises the work of all units in the region.

A. Beirut-Port Office Department

Article 77 of the above-mentioned Decree stipulates the composition of the Beirut Office Port Authority as follows:

i. Department of Import and Export.
ii. The Accounting department.
iii. Department of Manifest, Customs Warehouses and Public Free Zone.
iv. Department of customs and private warehouses in the free zone.
v. Department of transit and temporary entry.
vi. The Six preview circles.
vii. The Circle of Travelers in the Harbour.

The above-mentioned departments undertake a role in the control on the trade of dangerous goods and counter illegal activities; therefore, it is important to highlight the role of each department:

i. The Import and Export Department:

- Checking declared customs data for goods intended for local consumption, for export, for re-export, for transportation from one vessel to another, or for internal trade, registering them and following up on their payment.
- Registration and payment of import and export licenses (Article 78).

ii. The Accounting Department:

- Maintaining Beirut customs accounting records.
- Securing fund transactions and pledges.
- Retain confiscated and deposited goods
- Insure sale by public auction (Article 79)

iii. The Department of Manifest, Customs Warehouses and Public Free Zone:

- Receiving, recording and paying data of exported or imported cargoes.
- Listing the goods upon import or export and completion of their transactions.
- Monitoring the period of residence of the goods in the customs warehouses.
- Monitoring cars designated for international transit.
- Attaching and compacting the goods (Article 80).

iv. The Customs and Private Warehouses Department in the free zone:

- Maintaining records of real warehouses, private and fake real warehouses, and monitoring the work in them.
- Checking declared customs data for goods intended for the mentioned warehouses, registering them and following up on their payment.
- Checking entry requests to private warehouses in the free zone, registering them, maintaining their records, and monitoring the works in them (Article 81).

v. The Transit and Temporary Entry Department:

- Checking the declared customs declarations for goods intended for regular transit, international transit, temporary entry and temporary import, registering them, and following up on their payment (Article 82).

vi. Inspection departments:

- Examination of goods.
- Ensuring the implementation of restrictions on the imported and exported goods.
- Settlement of due fees.
- Supervising the disclosure of commercial goods in the passenger hall (Article 83).

vii. The Department of Passengers at the Port:

- Inspecting travelers and completing transactions related to them.
- Carrying out import and export transactions for perishable materials and some other materials, within the limits set by the administration (Article 84).

As for the area of the Tripoli office in the second region, it assumes the powers mentioned above that are entrusted to the offices of the first category according to the laws and regulations in force. As for the offices of the second and third categories, they are established, classified and organized by a decision of the Higher Council of Customs based on the recommendation of the Director General of Customs.

1.3 Customs Control

The draft law put into effect by Decree No. 1802 dated February 27, 1979 determined the organization of the Customs Control, defining it in its first Article as an armed public force in the customs administration, subject in this capacity to the authority of the Minister of Finance. It defined the leadership organs in it in its third Article as follows:

- The Higher Council of Customs through an officer of at least the rank of lieutenant colonel attached to the Control Department.
- Director General of Customs through an observer officer attached to the Directorate.
- Heads of customs regions.

A. General Provisions:

The draft Law set into effect by Decree No. 1802 of 27/02/1979 defined the organization of the Customs Control, and stated in its first Article that customs control is:

"Armed public force in the customs administration, as such under the authority of the Minister of Finance."

And the third Article of Decree No. 1802 issued on the 27th of February 1979, it defines the command organs therein as follows:

- The Supreme Council of Customs by means of an officer with the rank of lieutenant colonel attached to the control authority.
- The General Director of Customs through a supervising officer attached to the Directorate.
- Heads of customs regions.

The Customs Control is composed of regional officers, divisions, detachments, technical staff & administrative bodies, and all elements of these forces, whether officers, Corporal or individuals, are called "customs officers", whether officers or personnel (Art. 2).

The regional officer in each customs territory shall be headed by a regional officer with at least the rank of lieutenant colonel who is associated with the head of the region (Article 6). He shall be responsible for the management and command of the forces placed under his command and for the conduct of business in the divisions and detachments subordinate to him (Article 13).

Regional officers shall be established and abolished by a decree adopted by the Council of Ministers on the proposal of the Minister of Finance in the wake of consulting the Supreme Council of Customs (Article 9-2).

The Regional Police comprises a group of divisions, each headed by an officer of the rank of major and below, who is directly linked to the Chief of the Regional Officer (Article 7).

The Division comprises a group of detachments, each headed by a rank of sergeant at least rank, reporting directly to the head of the Division (Article 8). Divisions and detachments shall be established and abolished by a decision of the Supreme Council of Customs in the wake of consulting the General Director of Customs, within the limits of the staffing (Article 9-3).
It would be useful to include the rank scale for non-officers because of the specificity it enjoys, which is defined in article 14 of the same decree as follows:

- Trainee Guard, Trainee Marine Guard, Trainee Technical Guard.
- Guard, Marine Guard, Administrative Guard and Technical Guard.
- Caporal, Marine Caporal, Administrative Caporal, Technical Caporal.
- Sergent, Marine Sergent, Administrative Sergent, Technical Sergent.
- Sergeant-In-Chief, Naval Sergeant-In-Chief, Administrative Sergeant-In-Chief, Technical Sergeant-In-Chief.
- Adjutant, Marine Adjutant, Administrative Adjutant, Technical Adjutant.
- Adjutant-In-Chief, Naval Adjutant-In-Chief, Administrative Adjutant-In-Chief, Technical Adjutant-In-Chief.
- Officer Cadet, Marine Cadet, Administrative Cadet, Technical Cadet.
- First Officer Cadet, Marine First Officer Cadet, Administrative First Officer Cadet, Technical First Officer Cadet.

The chain of officers in the customs police is defined in Article 35 as follows:
Lieutenant → First Lieutenant → Captain → Major → Lieutenant colonel → Colonel.

B. Duties and Obligations

The Customs Control shall assume tasks in direct contact with the maritime domain, the first Article of the Decree No. 1802, stipulates the following:

- ***"Control of land, sea, air and other places subject to customs control, with a view to implementing customs laws and regulations and various provisions dealing with the entry, export and acquisition of goods.***
- ***Investigate and verify smuggling, in accordance with what is stipulated in the Customs Law and other regulations, and erect checkpoints and investigate persons.***
- ***Assisting the administrative corps in customs.***
- ***Supporting all armed public forces and official administrations in accordance with the principles and cases stipulated in the laws in force".***

In order to carry out these tasks, Article 93 of the same decree entails customs officers to be equipped with their regular weapons while performing their duties and are entitled to carry such weapons outside the post in special cases determined by instructions from the General Director of Customs.

Article 94 specifies the conditions for the use of such weapons in the following cases:

1) In the case of a legitimate defense provided for in Article 63 of the Penal Code.
2) When they are unable by any means to prevent their disarming or the defense of the place where they settle, of the centers and persons in their custody, or when their resistance reaches such a level that they can overcome only by force of arms.
3) When they are unable to stop, without the use of weapons, vehicles, boats and other means of transport whose drivers do not comply with the warnings set forth below and the signals that should accompany them. Customs officers may also use other tools or obstacles to stop vehicles whose drivers refuse to give in to the warning.

Customs officers warn people who are trying to flee or escape and order them to stop, or repeat the loud warning more than once "Customs Stop", and when these people refuse to obey the warning, customs officers are allowed to use their weapons. In this case, the escape must have been preceded or accompanied by public or private evidence proving or suggesting their almost certain participation in a felony or an attempt to carry out a smuggling operation.
In this context, customs officers must be calm, composure and humane, and they must strive as much as possible to avoid the use of weapons to the maximum.

The head of the force must personally order the opening of fire, and order a stop after the first shots to determine the result, otherwise order the resumption of fire if it becomes clear to him that the situation so requires.

It should be noted that the authorities alongside whom the customs police forces work in the implementation of laws and regulations are not entitled to control these forces because they are not subject to them "hierarchically" and they are not entitled to interfere in the details of their own service (Article 100).

On the other hand, the customs police force must give their full support to the authorities representing the various ministries, in cases provided for by their own laws and regulations.

1.4 Role of the Customs Administration in the Maritime Navigation and transport

The Customs Administration undertakes specific powers in the field of navigation and transportation of goods, which are precisely defined by the Customs Law promulgated by Decree No. 4461 dated 15th of December 2000 and its amendments.

Article 2 specified the spatial scope of customs activities, so that customs exercise its work on the customs territory that includes Lebanese lands and airspace, territorial waters, and the area adjacent to them. It is also permissible to establish areas and markets within the customs Free zone, isolated from the customs situation and subject to its own provisions, provided that the customs take special measures to control the transport of some types of goods in an area adjacent to the land and sea borders constitutes what is called the customs zone, as Article 338 specified the formation of the Maritime customs zone, which includes the sea area located between the Lebanese shores and the end of the territorial waters, within a distance of twelve miles.

When performing its duties, the Customs Administration adheres to the principles and working methods specified in Article 4 of this Decree, which are as follows:

1) Accepting the cargo data, declaration of goods and all documents and information related thereto electronically.
2) Receiving documents and information related to the goods and reviewing them in advance before the arrival of the imported goods or before receiving the exported goods

3) Adopting the procedures for clearing goods in international practice and in accordance with what was stipulated in the Kyoto Agreement.

4) Authorizing the direct delivery of the incoming goods or authorizing the shipment of the outgoing goods, before paying the duties for them or before completing their procedures within the conditions determined by the customs administration.

5) Examining the goods in a quick, simplified and selective manner, whenever the customs deem a need or benefit from resorting to the inspection.

6) Approving the system of auditing the goods and their documents following their release.

7) Mainstreaming the use of electronic exchange of information and developing customs processes and procedures in an electronic, paperless environment.

8) Simplifying customs declaration forms and following the unified customs declaration system whenever possible.

9) Accepting the organisation of one statement for imported or exported goods, in batches, in a specific period.

10) Permitting the declaration in one statement at the time of import and export, for goods belonging to more than one manifest or to more than one entry from customs warehouse restrictions.

11) Adopting the international facilities in the application of customs regulations related to situations of suspension of duties, export and return export and refund fees.

12) Encouraging the establishment of free zones and customs warehouses in their various aspects in order to stimulate and facilitate commercial and industrial movement for re-export business.

13) Simplifying and facilitating methods of paying customs duties through credit accounts, bank guarantees, other means of payment that will facilitate and stimulate trade movement.

14) It also takes into account, in applying customs procedures, the principle of the necessity of facilitating trade without prejudice to the effective control of customs, and is guided by the modern methods of risk assessment and management.

II. Maritime Transport

PART (1): Ministry of Public Work and Transport

1.1 General Provisions

Decree No. 2872 dated 16th of December 1956 governs the organization of the Ministry of Public Works and Transport.

Article 2 of the aforementioned decree stipulates that the Ministry of Works and Transport consists of the following Directorate:

- Joint Administrative Directorate,
- The General Directorate of Roads,
- Buildings and Urban Planning Directorate,
- General Directorate of Water and Electrical Construction,
- General Directorate of Concession Control & Guardianship of Investment Interests,
- The General Directorate of Land and Maritime Transport.

1.2 The General Directorate of Land and Maritime Transport

On February 19, 2018 Decree No. 2382 was issued regulating the General Directorate of Land and Maritime Transport in the Ministry of Public Works and Transport and defining the conditions for appointment for some technical and administrative positions therein, which implicitly cancelled Decree No. 1611 dated 26th of July 1971.

Article 4 of Decree Law 2382/2018 specifies that the Directorate General of Land and Maritime Transport consists, in addition to the Bureau, of four departments and two units, which are the following:

- Departments of land transport,
- Department of sea transport,
- Department of maritime public property,
- Department of maritime preparation and training,
- The research and strategic planning unit
- The informatics unit.

A. Maritime Transport Authority

Each of the following departments and divisions shall be affiliated to this department in the administrative hierarchy as stipulated in Article 14 of the aforementioned decree:

- Department of Maritime Navigation.
- The Maritime Safety and Security Department, which includes three departments: the Radio Communications and Radar Monitoring Department, the Hydrography Department, and the Search and Rescue Department.
- Beirut Port Presidency.
- Presidency of the Port of Tripoli.
- Presidency of Chekka Port.
- Presidency of Batroun Port.
- Presidency of Jbeil Port.
- Presidency of the Port of Jounieh
- Presidency of the port of Saida.

B. The Maritime Public Property Authority

As for the Maritime Public Property Authority, it is affiliated to it according to Article 20 of Decree 2382/2018:

- Facilities and Maintenance Department
- Maritime public property investment department
- Surveillance and guarding department

C. The Department of Maritime Preparation and Training

Under Article 25 of the aforementioned decree, the Department of Maritime Preparation and Training consists of the following two departments:

- The Departments of Preparation, Maritime Training,
- The Department of Navigators, and License.

This Department is responsible for the preparation and training of the navigators working at sea on board commercial ships, pleasure boats and yachts in accordance with the requirements of international agreements and the relevant Lebanese local laws and regulations in force. In addition, it undertakes the role of determining the requirements of theoretical and practical

courses for all navigators working at sea, including sailors, specialized sailors, officers, marine engineers, tugboat captains, pleasure boat captains, yacht captains, and sailors working on board, as well as those working on marine platforms and marine pilots.

In addition, this Department has an active role in the supervision of the training institutes and centers as it organize the Maritime Training Treaty and propose the establishment of new institutes, supervise the licensed maritime training institutes and centres, ensuring their compliance with the required level of education, and preparing a report on that and submitting it to the Head of the Authority.

The Department of Maritime Preparation and Training may also propose bilateral and collective agreements and/or memorandums of understanding for the mutual recognition of maritime certificates and licenses between Lebanon and other countries.

D. Department of Research and Strategic Planning.

Article 27 of Decree 2382/2018 specified the role undertaking by the Department of Research and Strategic Planning in the field of maritime transport, which extends to following tasks:

1) Studying the reality of the maritime transport sector, proposing a general policy for the maritime transport sector, following up on the implementation of the applied policy, and proposing its updating, in coordination with the various units of the General Directorate.
2) Preparing draft general plans related to organizing and developing the performance of the maritime transport sector, keeping abreast of the sector's conditions, and submitting proposals related to facilitating and activating its work and improving the level of its services.
3) Preparing a draft emergency plan to combat marine pollution in the event of its occurrence, in coordination with the Ministry of Environment and other concerned authorities, including a rapid intervention mechanism to combat marine pollution.
4) Developing the procedures to be taken by the concerned bodies with marine activities and those adjacent to the sea to ensure the avoidance of marine pollution, and following up on adherence to these procedures.
5) Preparing studies of port fees of all kinds, pilotage and towing fees, and all fees related to marine services.

6) Preparing files and studies of international maritime agreements, and drafting texts related to joining them and applying their provisions.
7) Preparing proposals for the necessary amendments to local laws and regulations in accordance with the requirements and provisions of international agreements posterior to joining them
8) Conducting the necessary research related to the maritime transport sector at the local, regional and international levels, and setting the necessary texts in order to activate and develop the Lebanese maritime sector in line with the regional and international developments of this sector and the harmonization of its work on these two levels.

1.3 Investment Departments of the ports of Tripoli, Sidon and Tyre

The following public institutions were established while enjoying moral personality and financial and administrative independence, provided that they are linked to the Ministry of Public Works and Transport and are subject to its administrative tutelage.

A. Tripoli Port Investment Authority

The Tripoli Port Investment Authority was established by virtue of Legislative Decree No. 43 dated 1st of April 1959, and its purpose is to manage and invest the basins, berths, customs warehouses and lands that make up the facilities of the new port in Tripoli. This institution enjoys civil personality and administrative and financial independence in accordance with the provisions of the provisions of this legislative decree and for the legal provisions related to public institutions, as stipulated in the first Article of this decree.

As for the second article, it stipulates that the Authority's board of directors is composed of a chairman and six members:

- The Chairman: appointed by decree based on the proposal of the Minister of Public Works and Transport,
- A member representing the Ministry of Finance.
- A member representing the Ministry of Public Works and Transport.
- Four members with expertise in trade, economics, maritime transport and transit affairs.

The duties of the Board of Directors are detailed in Article 4 of the same legislative decree, which enumerates the matters which falls under the dominion of the Board:

1) Commercial investment, storing goods in customs warehouses and on the sidewalks, guarding them and delivering them to merchants.
2) Establishing tariffs for berthing ships and for storing goods on the berths, on heaped lands, in customs warehouses and real warehouses, and setting handling fees for goods and transporting them into the port and for all services that can be performed by the port Departments.
3) Collecting of the required fees.
4) Managing the port in accordance with a special system drawn up by the Board of Directors and approved by a decision of the Minister of Public Works and Transportation.
5) As for the investment of customs warehouses, it is subject to a special internal system to be developed in agreement with the customs administration**.**
6) Representing the administration before the judiciary in the person of the chairman of the council or any other member authorized by the council to do so.
7) Preparing the budget and what derives from it, such as transferring appropriations, cutting the annual account, and all other financial affairs related to the method of collection and approving the aspects of income and spending.
8) Ownership status.
9) Carrying out maintenance, construction, restoration and repair work in the port equipment.
10) Undertaking the activities of buying, selling and renting.
11) Signing and conducting contracts, agreements, contracting and obligations of all kinds (tenders, auctions or solicitation of offers).

In addition, Article 5 of the same legislative decree regulated the commands of the Chief of the Port of Tripoli, the powers of the Port Police, and the powers of the Port Investment Authority employees, in order to prevent conflicts between the powers of these authorities:

1) The powers of the Chief of the Port of Tripoli: monitor the use of the water space in the port in all matters related to the entry and exit of ships to it and to designate anchoring sites for them and for floating equipment pertaining to the port, in addition to setting the records of violations and imposes fines for each violation of the regulations within his competence.
2) It falls within the powers of the special port police to monitor the berths, heaped lands and their annexes.

3) It falls within the powers of the employees of the Port Investment Authority the services related to the maintenance and investment of the port, the docks and their appurtenances, with the exception of those that are under the jurisdiction of the Customs Administration, the Presidency of the Port, the Special Port Police, and the Lighthouses and Quarantine Department any threat, insult, or assault on the port employees, and every reluctance or riot to obstruct the fulfilment of their mission, exposes the perpetrator to the applicable criminal provisions, in particular to Resolution No. 2143 of 10 October 1928.

The employees of the Port Investment Authority shall take an oath in order to enable them to draw up reports of violations of the provisions of the investment regulations.

B. Sidon Port Investment Authority

Decree No. 5657 issued on 15 September 1994 established a public corporation called "The Port Investment Authority of Sidon", located in Sidon. (Article 1), linked to the Ministry of Public Works and Transport and subject to its administrative tutelage.

According to Article 3 of the aforementioned decree, the Corporation undertakes the management and investment of the basins, water area, lands, docks, customs warehouses, and buildings that make up the existing Sidon port facilities.

C. Tyre Port Investment Authority

Decree No. 5759 issued on 4 October 1994 established a public corporation called the "Tyre Port Investment Authority" with its headquarters in Tyre (Article 1), linked to the Ministry of Public Works and Transport and subject to its administrative tutelage. The Corporation undertakes the management and investment of the basins and the water area in the port of Tyre, the docks, customs warehouses, and the lands that make up the facilities of the aforementioned port, and its powers include the scope of this port within its current borders (Article 3).

1.4 The Interim Committee for the Management and Investment of the Port of Beirut

The port of Beirut was allocated as a public facility during the Ottoman era, specifically by virtue of a decree issued on 6/18/1887, according to which the privilege of establishing a port was granted to an Ottoman company under the name "Beirut Port, berths and Intersection Company."

On the 20th of May 1925 the aforementioned company acquired the French Nationality and on the 13thof April 1960, an agreement was concluded between the Lebanese state and the Beirut Port Investment and Management Company, signed by the Minister of Water and Electricity Resources and the Chairman of the Board of Directors of the company.

The agreement stipulated the transfer of the lands owned by the company and registered in the real estate area of the port to public property owned by the state. The same applies to buildings and warehouses established in the free zone constructed by the company in the aforementioned properties whose ownership is transferred from the company to the state.

In addition, Article 7 of the agreement stipulated that the state would recover the concession dating back to 1887 and assign the aforementioned French company to manage the port. The agreement was ratified by virtue of the law dated 31/05/1960, and an appendix to the aforementioned agreement was later signed between the Lebanese state and the company on the 20th of March 1970. Which was then ratified by virtue of Decree No. 14316 dated 21/04/1970.

Following the termination of this agreement, a decision was issued by the Council of Ministers under No. 1 dated 31st of December 1990, which stipulated the formation of a committee composed of the Minister of Water and Electricity Resources and the Minister of State for Land, Maritime and Air Transport Affairs to receive the port of Beirut from the company, manage it, and invest it temporarily until a final legal system is put in place to sponsor it.

Consequently, the Council of Ministers by its decision No. 1 of 17th of March 1993, formed a temporary committee to manage and invest in the Port of Beirut. A new temporary committee was appointed on the 22nd of April 1997, and in the year 2001, another new temporary committee was appointed, which is still in place to date, provided that it undertakes, under the supervision of the Minister of Public Works and Transport, the follow-up of the management and investment of Beirut Port in accordance with the investment principles and regulations that were followed and applied by the Beirut Port Company which previously managed and invested in the port and enjoyed the same powers as the board of directors of the aforementioned company.

1.5 Role of the Ministry of Transport in the maritime sphere

The Directorate General of Transport undertakes, through the Maritime Transport and Maritime Public Property Departments, broad tasks related to safety within the scope of marine field.

On the one hand, the Maritime Safety and Security Department undertakes the following tasks defined by Article 16 of Decree No. 2382/2018:

1) Preparing a draft general directive plan that defines all steps, programs and projects that must be implemented to ensure securing requirements
2) Maritime safety and maritime security, as stipulated in international agreements and Lebanese local laws, as well as drawing up an action plan the necessary and the timetable for its implementation, and presenting all the foregoing to the Director General in the administrative hierarchy to decide on it.
3) Examining national ships and ensuring their suitability with safety and security standards and applying the obligations of relevant international agreements and local laws and take appropriate measures accordingly.
4) Examine the foreign ships that anchor in the Lebanese ports and ensure that they comply with the standards required in accordance with the international agreements and Lebanese local laws and take appropriate measures accordingly.
5) Preparing certificates for ships holding the Lebanese flag related to their safety, the safety of their sailing, and the safety of life at sea, and other matters as stipulated in international agreements.
6) Managing and handling of shipwrecks and marine remains in the ports, on the beaches and at sea.
7) Supervising the work of beacons and guidance and warning signs on a permanent basis, and ensure that their work is valid continuously.
8) Removing marine obstacles that may hinder marine navigation or affect the safety of sailing.
9) Investigating collisions and marine pollution, preserving the marine environment, and supervising marine search and rescue work.
10) Following up on reports and studies issued by international maritime organizations, particularly the International Maritime Organization (IMO).

11) Extracting international directives with regard to the safety of maritime navigation and maritime security from the decisions and directives issued by the international maritime organizations.
12) Securing wireless communications between the central administration and the port presidencies for the proper management of maritime activities.

On the other hand, some of the tasks of port presidencies as identified by Article 17 of the same decree relate to ensuring safety, are as follows:

1) Monitoring the establishment of boats, inspecting them, and granting them navigation and touring licenses.
2) Carrying out wired and wireless communications with ships to facilitate their missions and ensure their safety in coordination with the Wireless Communications radar monitoring department.
3) Coordinating with the security and administrative agencies whenever the need arises in everything related to the movement of ships and boats and their work.

As for the Maritime Public Properties Authority, it assumes many tasks and powers, which were determined by Article 19 as follows:

1) Preparing a draft general directive plan for the beach aimed at preserving this national wealth and regulating its uses according to its nature is to ensure the preservation of the rights of all citizens and to serve the industrial, tourism, agricultural and fishing sectors, and present it to the general manager for a decision.
2) Establishment, maintenance and development of fishing, harbors and marine engineering installations along the Lebanese coast, as needed.
3) Establishing, equipping and maintaining lighthouses.
4) Identifying and preserving the marine public property, keeping it open to the public, and preserving the unity of the Lebanese coast
5) Facilitating citizens' access to marine public property in accordance with legal principles.
6) Studying applications for licenses to occupy and invest marine public property and preparing the necessary texts for them.
7) Proposing allowances for occupying marine public property and working to update them whenever necessary, and following up on their fulfilment.

8) Establishing free swimming pools for the public according to the general guideline for the beach and supervising them in coordination with the concerned departments.
9) Monitoring the implementation of all works that are carried out on marine public property and ensuring that they comply with the licenses given to them.
10) Monitoring public marine works, including rocky outcrops and offshore islands, and ensuring the preservation and guarding of the maritime resource along the Lebanese coast, facilitating its navigation by all citizens, and controlling infringements on it in accordance with the provisions of the law for the applicable texts.
11) Training the Authority's employees and workers in order to keep pace with global developments and raise their level of performance.

In addition, the Decision No. 1/31 issued 26th of January 1966 by the Minister of Public Work and Transport, defines the conditions and mechanisms required to ensure safety in Lebanese ports.

Article 73 of this decision stipulates the duties of Port Chiefs who is directly linked to the Department of Maritime Transport., which are as follows:

1) Managing of its region in an independent,
2) Implementing all general regulations, and those related to maintaining order on the water surface within its area of jurisdiction.
3) Ensuring that the marine lighthouses are well lit and place legal danger signs on existing obstacles in the navigation routes.
4) Preventing the installation of any lighting device or sound machine that may cause confusion in the lights of beacons or danger signals or obstruct vision or hearing and notify the department of any defect which he detects.
5) Overseeing the state of the internal port, the neighbouring beaches, the depths of the sea, and the conditions of navigation therein, and ensuring their cleanliness and preservation.
6) Organizing the entry and exit of ships to harbors, docks and bays and supervising their movements within and through their entrances.
7) Determining the places of their berthing, including warships, when they visit the port, and in exceptional and emergency cases, take all necessary measures to maintain public safety and notify the head of the Maritime Transport Department of every emergency incident of concern to the Department.

8) Requesting, when necessary, all seafarers and persons to carry out actions that guarantee public safety.
9) Ensuring the freedom of movement on the surface of the sea and in its marine area in order to prevent any obstruction affecting the movement of ships and good and the people in it.
10) Monitoring unloading and loading operations, filling or throwing “ballast” and preventing ships, boats and vessels from shipping quantities of the goods are in excess of their capacity and ensure that the goods are covered with the necessary tarpaulins to preserve them, and to prevent theft of goods and damages
11) Receiving permits for establishing ships, marking them, and referring them to the Department of Maritime Transport.
12) Monitoring the construction of ships, lifting them to land, returning them to the sea, and repairing them.
13) Monitoring dangerous goods on ships and docks while taking the necessary measures to maintain public safety.
14) Managing relief and rescue work when emergencies occur and preserving the rescued items.
15) Securing the collection of fees, controlling records, and organizing the schedules stipulated in the instructions and regulations in force.
16) Inspecting small boats subject to administrative inspection and granting them navigation licenses.
17) Receiving requests for sand and gravel extraction from marine public property, inspecting the extraction sites and referring them to the Maritime transport.
18) Granting annual licenses to sailors and workers, organizing movement books, property deeds, and roaming licenses.
19) Monitoring fishing boats, their numbers, and markings, and ensuring that they meet the navigation conditions.
20) Supervising contracts for the employment of seafarers and work to settle disputes between seafarers and captains in accordance with the Maritime Trade Law.
21) Recording daily weather and marine conditions according to his observations.
22) Securing the collection, preservation and sale of marine debris by mutual consent, following the approval of the Execution Department and the Maritime Transport Department.

23) Preparing and submitting monthly and quarterly statistics data to the department.
24) Ensuring the safety of ships and monitor the application of related regulations.
25) Visiting ships anchored in his area, recommending that repairs be made, renewal of equipment, and banning or postponing travel until the implementation of these recommendations.
26) Preventing ships from traveling or delaying their sailing if it is proved to him that they are in bad condition, lost their balance, or have poor cargo.
27) Watching over the use of legal lights at night by ships, boats and flakes.

In case of a maritime emergency, the Port Chief acts in the capacity of a judicial police officer and exercises the following powers:

1) Organizing seizure warrants (محضر ضبط) against anyone who appropriates or attempts to appropriate or hide items issued by the docked ship.
2) Investigating violations related to these cases.
3) Inspecting of homes, houses and other shops suspected of containing items issued by the marine emergency.
4) Carrying out the necessary investigations and organize records of administrative statements within the legal period.
5) The head of the port shall reside permanently, even days off, at the department, and shall not be absent from it except with a special permission from his superiors.
6) The head of the port shall immediately inform the head of the Maritime Transport Department of every emergency or accident occurring in his area and he shall immediately go to the scene of the accident, and provides all assistance that circumstances require.
7) In the event that one of the ship's captains refuses to abide by the orders of the Port chief in terms of leaving an unauthorized anchorage site, the Port chief has the right to notifying him three times, orally and in writing, letting go or cutting the ship's mooring straps and moving it to another place at the expense and responsibility of the violator and his employers (Article 74).

The aforementioned decision specified in detail the conditions for the entry and anchoring of ships in the port and the unloading and transportation of goods in accordance with the requirements of the port.

Part (2): Ministry of Economy and Trade

The Ministry of Economy and Trade was established by virtue of Decree No. 2896 dated 16th of December 1959.

The tasks of the Ministry of Economy and Trade, were defined according to the law which was put into effect by Decree No. 6821 dated 28th of December 1973.

The first Article of the decree referred to the tasks of the Ministry of Economy and Trade which includes the following:

1) Coordinate with the relevant ministries to develop the country's economic facilities and national wealth.
2) Take the necessary measures to promote trade and address supply and consumer protection issues through a general policy that maintains economic balance through preparation, coordination and implementation.
3) Track the economic developments and taking the necessary measures to benefit from them in the country's trade, supply and consumption conditions.
4) Work to secure the country's basic consumer needs, taking into account the relevant legal provisions.
5) Fighting monopoly and taking measures that secure commercial competition on the widest scale in order to secure the general economic interest, particularly consumer protection.

The Ministry of Economy and Trade consists of (4) main Directorates:

- General Directorate of Economy and Trade.
- General Directorate of Grains and Sugar Beets.
- Supreme Council of Economy.
- National Council of Warranty Bodies.

Our research will be limited to the activities of these Directorate in the maritime field:

2.1 The General Directorate of Economy and Trade

The Directorate General of Economy and Trade consists of a Central Administration and Regional Units. The Central Administration, in turn, consists of the Consumer Protection Directorate, the Israel Boycott Office, the Department of the Bureau (الديوان) and Trade, Insurance Companies Affairs, and Intellectual Property Protection.

A. Consumer Protection Directorate

The Consumer Protection Directorate, in coordination with official and private agencies, implements laws and regulations related to consumer protection, particularly:

1) Verify the quality and safety of services and merchandises, especially food, and carry out the necessary examination in this regard.
2) Monitor prices and their movement.
3) Prepare documents and pamphlets for consumer awareness and guidance (Article 8).
4) And to complete these tasks, Decree No. 841 dated 6th of December 2008 which regulates the Consumer Protection Directorate, whose first Article specified the necessary work which must be done by the Directorate in order to complete its tasks, which includes the following:
   - Develop a strategic plan and annual work programs to be developed in coordination with the General Directorate of Economy and Trade.
   - Complete the necessary procedures to implement some provisions of the Consumer Protection Law.
   - Identify, survey and classify activity centers covered by the Consumer Protection Law.
   - Provide studies, information and suggestions to the Minister of Economy and Trade in his capacity as Chairman of the National Council for Consumer Protection.
   - Ensure internal and external coordination.
   - Develop the auditor's guide to include the definition of oversight and its types, rights and duties, the rules of the auditor's work and powers, the means of work available to him and other matters involved in the oversight operations.
   - Follow up on consumer protection operations, monitor developments in their practices, evaluate them, and submit reports thereon.
   - Work on the development and development of the control department.
   - Any other actions that lead to achieving the goals it seeks.

Furthermore, the decree details the provisions governing the two departments which constitutes this Directorate, including those related to the Control Department as it relates to the maritime domain. The Control Department consists of the Investigation Department and the Control Design Department.

i. The Investigation Department undertakes the following duties:

- Receives complaints from consumers, records them, investigates them, or refers them to the competent reference, takes appropriate measures, and informs stakeholders of the results.

- Developing complaint forms and including the required information to facilitate investigation.
- Conducts investigations in matters that fall within its competence exclusively, and in coordination with the concerned authorities in the Consumer Protection Directorate.
- Follow up the progress of complaints until completion and report on their results (Art. 8).

ii. The Control Design Department undertakes the following duties:

- Develop a comprehensive plan for control operations during a full year and monthly and weekly work programs implemented through flexible daily costs commensurate with the number of observers and refer them to the head of department.
- Take into account the data available to it, work to obtain the additional information it needs, coordinate with other units, and abide by the instructions and directives set.
- Develop contingency plans or plans to complement the ongoing supervision (Article 9).

B. Israel Boycott Office

Lebanon is in a state of armed conflict with the "Israeli entity" and is bound by the decisions of the League of Arab States. Accordingly, the Boycott of Israel Law was issued on the 10th of June 1959, which prohibited in its first Article any natural or legal person from concluding, in person or through an intermediary, an agreement with bodies or persons residing in Israel, or those belonging to it by their nationality, or working for it or for its interest, when the subject of the agreement is commercial deals, financial operations, or any other transaction of any nature.

The National and foreign companies and institutions that have factories, branches, or general agencies in Israel are deemed to be bodies and persons with whom dealing is prohibited, as decided by the Council of Ministers by a decision to be published in the Official Gazette.

Article 2 also prohibited the entry of Israeli goods, produces, and products of all kinds into Lebanon, and their exchange or trade, and financial bonds and other Israeli movable values.

Goods and produces manufactured in Israel or whose manufacture is part of whatsoever percentage of Israeli products of all kinds, whether they are imported from Israel directly or indirectly, are considered Israeli. Produces and products re-shipped from Israel or manufactured outside Israel with the intention of exporting them for their own account or for the account of one of the above-mentioned persons or organizations shall be considered as Israeli goods.

Article 7 of the aforementioned law stipulates criminal penalties for violating its provisions.

In implementation of the provisions of this law, Decree No. 12562 on 19/04/1963 was issued, which organized the Office of the Boycott of Israel in Lebanon. It indicated that this office handles the affairs of the boycott under the supervision of the Minister of Economy and Trade, including collecting the necessary information, preparing studies, proposing the procedures to be taken, and implementing the decisions taken by the relevant Authorities and ensure their application by the competent authorities and persons, and ensure regular communication with the Head quarts Office of the Boycott of Israel located in at the headquarters of the League of Arab States in Cairo since the 2011 and with the regional offices of the Arab countries.

C. Trade Department

The Trade Department, according to Article 7 of the law put into effect by Decree No. 6821 of 28th of December 1973, consists of:

- Department of Foreign Trade.
- Companies Department.
- Department of Exhibitions and Markets.
- Property Protection Department.

2.2 General Directorate of Grains and Sugar Beets

Legislative Decree No. 143 dated June 12, 1959 ***(System of Directorate General of Grains and Sugar Beet)*** was issued, defining the office as a first-class department linked to the Minister of Economy and Trade and enjoying special administrative and financial powers defined by the aforementioned legislative decree.

Article 3 of this decree defined the purpose of the Grains and Sugar Beet Office as follows:

1. Concentrating the conditions of supply of bread on bases that guarantee its safety & quality.
2. Work to develop the production of grains and sugar beets and secure their sale at promotional prices without harming the consumer's interest.

In implementation of these tasks, the Grain and Sugar Beet Office is in charge of many things, including working to secure storehouses found the silo facility located in the Beirut port and grain harvesting the grains in the port in compliance with a harvesting system which will be decided by this Office in accordance with the International and Internal Safety and Security measures in addition to securing the waste and set a tariff by decree for the various operations that it conducts by waste for the account of others.

The Minister of Economy and Trade determined in its decision No. 52/h. issued on 25/09/2012, the role of this Office, towards the concerned party, the operations of receiving grain materials, transferring them to silos or external warehouses, storing them, and delivering them, whether for local consumption, re-export, or transit, , as well as sterilization, ventilation (transportation), purification (screening), weighing, and packing or emptying bags, in accordance with the provisions of laws and regulations in force (the Customs, port regulations and tariffs).

Part (3): Ministry of Communications – OGERO

Law No. 21 dated 27th of December 1972 established the Commission for the management and investment of the facilities and equipment of Radio Orian Company ("Organisme de Gestion et d' Exploitation de l'ex Radio Orient" Ogero).
This authority enjoys moral personality and financial and administrative independence and exercises its functions under the tutelage of the Minister of Communications.

3.1 Role in the maritime sphere

Decree No. 3269 dated 19th of June 2018 was issued based on the decisions issued by the Council of Ministers to assign the Ogero Corporation with the necessary connections to the telephone networks belonging to the Ministry of Post and Telecommunications, the implementation of the work of expanding the local fixed telephone networks, the expansion of marine cables, the purchase of international capacities, and participation in the IMEWE submarine cable and the DSL fast internet project.

Factually, this authority must adhere to the rules induced by the IMO, especially in the execution of the Law No. 20 of 4th of April 1968, to establish a submarine cable between Beirut and Marseilles, which authorized contracting with the French government to establish this cable. For this purpose, the aforementioned law provided for the establishment of a mixed Lebanese-French corporation in the form of a joint stock company, whose mission is to establish and invest this cable, provided that this corporation is subject to the tutelage of the Minister of Post, Telegraph and Telephone at the time regarding the applicability of its business to the regulations related to it.

III. Maritime Resources

Part (1): Ministry of Energy and Water

The Ministry of Energy and Water was established under Article 1 of Law No. 247 dated 7th of August 2000.This ministry consists of the General Directorate of Water and Electricity Resources, the General Directorate of Investment, and the General Directorate of Oil.
On the other hand, the Petroleum Administration was established in 2010. These bodies, with the exception of the General Directorate of Investment, have a role in the maritime field, so we will review their organization.

1.1 General Directorate of Water and Electricity Resources

Law No. 66/20 dated 29/03/1966 stated that the General Directorate of Water and Electricity Resources includes several directorates and departments, including the Water Directorate whose activity is concerned with the marine field.
Decree No. 5469 issued on 7/09/1966 (organizing the Ministry of Water & Electricity and defining its staff) states that the Water Directorate consists of (1) the Design & Studies department, (2) the Groundwater & Geological Department, and (3) the Implementation department.

In addition, Article 15 of the same Decree stipulates that the Department of Design and studies consists of:
(1) Design Department, (2) Department of Planning & studies, (3) Department of Technical Facilities, which jointly with the competent departments undertakes the necessary local studies to draw up maps and design calculations for technical installations related to water intakes on rivers, springs, etc., and for water treatment and pumping centres, and prepares details of technical facilities in addition to organizing the special book of conditions and the outsourcing file, as well as studying the existing facilities in order to suggest their maintenance or modification.

As for the Groundwater and Geological Department (Article 20), this department consists of the Geotechnical, Petrography, Geophysics, and Micropaleontology Departments (Article 22).
The Geotechnical Department, among other things, is responsible for providing assistance for all preliminary works to establish technical foundations or major projects (bridges, dams, ports...) (Article 23).

As for the Department of Execution, it undertakes, according to Article 25, the following:

- Implementation and monitoring of water works carried out by the state.
- Maintenance, monitoring and restoration of water installations belonging to the state, in order to hand over these constructions to the departments or other agencies charged with investing them.

1.2 General Directorate of Oil

The tasks of the "General Directorate of Oil" affiliated to the Ministry of Industry and Oil, were determined by Decree No. 6821 dated 28th of December 1973, this General Directorate was a department of the Ministry of Oil, which was established by Law No. 9/73.
Finally, the Ministry of Oil was abolished and the General Directorate of Oil was affiliated to the Ministry of Energy and Water according to Article 7 of Law No. 247 dated 7/08/2000.

According to Article 27 of Decree No. 6821, the General Directorate of Oil undertakes the oil and mineral affairs and matters, in particular:

1) Ensure the implementation of agreements, laws and regulations related to oil and its derivatives of all kinds, particularly the import of crude oil, its passage through Lebanese territory and its refining locally, the distribution, storage and pricing of gas and liquid fuels, the manufacture of petroleum materials, the import and export of petrochemical products, and the exploration for oil on Lebanese soil and in territorial waters.
2) Monitor private establishments that deal with oil exploration, pumping and transporting crude oil, refining it, distributing oil products, auditing its accounts, and controlling the cost of producing liquid fuels or other petroleum products, in accordance with the provisions of the law and agreements.
3) Take the necessary measures to secure the country's need for liquid fuels.

4) Review and study the legal texts, laws, regulations and agreements with private institutions related to oil affairs in terms of economic, technical and financial aspects, in preparation for introducing the necessary amendments to them, cancelling them, or developing new texts.
5) Carry out studies and technical research or supervising them in the field of oil exploration and in the field of petrochemical industries and granting licenses related to that.
6) Collect statistical information on the production, import, export and consumption of petroleum products and preparing the necessary economic studies to draw up the state's policy related to oil affairs, to set long-term plans for the oil industry, to supply the country with liquid fuels, and to grant licenses to import or export refined petroleum products and its derivatives, and petrochemical products.
7) Take care of environmental pollution issues with oil and its derivatives, in cooperation with the necessary authorities.

According to Article 28, the General Directorate of Oil is composed of:

- The Bureau.
- Department of Economic and Financial Affairs.
- Department of Technical Affairs.

Article 30 of the same decree stipulates that the Department of Economic and Financial Affairs consists of:

- Department of Studies, Research and Statistics.
- Department of Financial Control and Corporate Accounting.
- Department of Supply and Distribution.

As for the Technical Affairs Department, it consists, according to Article 31, of:

- Crude oil transportation and storage department.
- Refining and Manufacturing Department.
- Oil and Mineral Exploration Department.

Article 3 of the legislative Decree No.79 issued on the 27th of June 1977 which established several departments in the Directorate, stipulates that these departments operate in accordance with the rules applicable in commerce and industry and are subject to the supervision of the Audit Bureau.

In addition, and contrary to the provisions of the Public Accounting Law, the General Directorate of Oil exercises, on a temporary basis and in accordance with the principles in force in commerce and industry, the management of oil installations on Lebanese territory and the management of all financial, economic and organizational issues related to them and all transactions of buying, selling, exporting and importing crude oil derivatives, until the competent agencies are established for the aforementioned purpose (Article 4).

1.3 The Petroleum Administration

The Petroleum Administration Authority was established pursuant to Article 10 of Law No. 132 dated 24th of August 2010 (***Petroleum Resources in Offshore Waters***). This authority enjoys financial and administrative independence and is linked to the Minister of Energy and Water, who exercises guardianship over it.

In accordance with the provision of Article 1 of Dec. No. 7968 on 07/04/2012, (***the Petroleum Administration***), the Board of Directors of the Petroleum Administration consists of 6 full-time members, who are appointed for a period of six years, renewable for one time, based on the proposal of the Minister of Energy and Water by a decree issued by the Council of Ministers.

The Authority has established six administrative units under Article 8 of the same decree, which are the following:

- Strategic Planning Unit.
- Technical and Engineering Affairs Unit.
- Geology and Geophysics Unit.
- Legal Affairs Unit.
- Economic and Financial Affairs Unit.
- Quality, Health, Safety and Environment QHSE Unit.

Provided that coordination between these units is carried out by their heads and under the supervision of the Chairman of the Board of Directors of the Administration.
Article 17 of the Decree law exclusively enumerates the decisions of the Board of Directors of the Authority, which are subject to the approval of the Minister of Energy and Water, and they are as follows:

- Travelling abroad.
- Financial decisions related to the management of the Commission's funds included in Chapter Two of its budget approved by the Commission's Board of Directors, whose value exceeds thirty million Lebanese pounds.
- Decisions related to contracting or terminating the contractor's service.
- Decisions related to media appearances and statements to the media and conferences.

Part (2): Ministry of Agriculture

The tasks of the Ministry of Agriculture were determined by Legislative Decree No. 31 dated 18th of January 1955 which was amended by Legislative Decree No. 130 of 12th of June 1959. In implementation of the above, Decree No. 5246 dated 20th of June 1994 was issued (***organizing the Ministry of Agriculture, defining its staff, conditions for appointment in some of the positions of this staff, and the ranks and salaries of its technical staff***).

According to the Art. (1) of the aforementioned decree, the Ministry of Agriculture consists of:

- General Directorate of the Ministry of Agriculture.
- Coordination and Planning Authority.
- The Supreme Agricultural Council.

The Directorate General of the Ministry of Agriculture, in turn, consists of a central administration consisting of five units, including the Directorate of Agricultural Resources, the Directorate of Livestock and the Directorate of Rural Development, Natural Resources and Regional Department (Article 3).

2.1 Directorate of Agricultural Wealth

The Directorate of Agricultural Wealth consists of several units, including the Department of Export, Import and Quarantine Control, which is responsible for the implementation of the regulations in force and the technical health conditions for the export and import of plant products and their derivatives (Article 60).

The Agricultural Quarantine Department, according to Article 63 of the aforementioned decree, undertakes the following tasks:

1) Applying the regulations, laws and technical conditions in effect related to plant quarantine on fresh, processed or transformed plant exports and imports, and applying compulsory control over them at the international airport and Beirut port centres, and in all plant quarantine centres.
2) Issuing health certificates in accordance with the applicable regulations, taking into account the regional and international regulations related to this subject.
3) Developing the rehabilitation and equipment of these centres and improving and activating the means of work in them.
4) All other plant quarantine matters.

2.2 Directorate of Animal Wealth

The Directorate of Animal Wealth consists of several departments, including the Department of Export, Import and Quarantine Control, which is responsible for the implementation of the applicable regulations and health and technical conditions for the export and import of meat, animal products and their derivatives, and directly supervises work in all border posts in coordination with regional departments (Article 89).

This department consists of the departments of export, import and veterinary quarantine, which undertake the following tasks:

1) Ensuring the implementation of the regulations, laws, and technical conditions in effect related to quarantine on fresh, processed, or transformed animal exports and imports, and apply compulsory control over them at the international airport and Beirut port centres, and in all veterinary quarantine centres.
2) Issuing health certificates in accordance with the regulations in force, taking into account the regional and international regulations related to this subject.
3) Developing the rehabilitation and equipment of these centres and improving and activating the means of work in them.
4) All other veterinary quarantine matters (Article 92).

2.3 Directorate of Rural Development and Natural Resources

The Directorate of Rural Development and Natural Resources, according to Article 94 of the aforementioned decree, consists of:

- Administrative Department.
- The Department of forests and natural wealth.
- Rural Engineering Department.
- The Department of agricultural industries

In this context, the Department of Forestry and Natural Resources undertakes the affairs of establishing public gardens, afforestation and decorating the gardens of official buildings, afforestation works in all state lands, communal and private lands, providing assistance in carrying out afforestation works, soil maintenance, water conservation and investment, investment and maintenance of the communal princely forests, improving pastures, applying the laws of water and wild hunting, and carrying out Fish-related research and implementation of the regulations in force (Article 96).

In order to achieve these tasks, the Department of Forestry and Natural Resources consists of three departments, among which we mention the Department of Land and Marine Fishing, which undertakes, among others, in partnership with the competent central and regional departments, the following tasks:

1) Taking care of the affairs of sea, river and wild fishing and applied research related to aquaculture and establishing educational and training centres in these fields in the regions and in the Institute of Marine Sciences and Fishing in Batroun affiliated to the Ministry of Agriculture.
2) Giving licenses and licenses for marine fishing and aquaculture.
3) Modernizing and establishing fishing ports and fisheries jointly, and by the competent regional units, in coordination with the Ministry of Public Works and Transport.
4) Improving the conditions of fishermen by including them in cooperatives and unions to provide health and social guarantees.
5) Regulating water fishing, determining the times of permission and prohibition, defining protected areas, organizing underwater diving and water fishing associations and clubs, and guarded fishing areas, by a decision of the Minister of Agriculture.

6) Paying attention to applied research and aquatic biology, developing and modernizing fishing methods, applying scientific methods in this field, and training and teaching the principles of investing in boats and ships specialized in fishing.
7) Preparing and implementing training and extension programs.
8) Hatching and distributing appropriate fish and conducting experiments and tests on local and introduced fish, by the competent regional units.
9) Ensuring the implementation of the laws and regulations of natural, water and terrestrial resources, in particular the implementation of Decree No. 6349 dated 16th of March 1961 (Organizing the technical team to monitor forests, hunting and fish).
10) All water and wild fishing affairs (Article 100).

The Ministry of Agriculture, like many ministries, is represented in every governorate, by a regional department that undertakes the implementation of the tasks entrusted to it according to the laws and regulations in force.

Each regional authority consists of several units, including the Department of Rural Development and Natural Resources, which, according to Article 115 of Decree No. 5246/94, undertakes, among other things, the implementation of the tasks assigned to it in the Central Hunting Department and the implementation of the regulations, laws and texts in force, especially the laws of hunting and the protection of natural, agricultural and animal resources and beneficial birds especially the implementation of Resolution No. 70/L.R. dated of 5th of May 1937 (the coastal marine fishing system) and its amendments.

2.4 Institute of Marine Sciences and Fishing:

A decision was issued by the Minister of Agriculture under No. 129/1 dated 23rd of October 1991, stipulating in its first Article the establishment of a national marine preserve (حمى بحري وطني) at the Institute of Marine Science and Fishing in Batroun, where it became the headquarters of the Institute of Marine Sciences and Fishing.

This preserve includes, in addition to the coast, the adjacent territorial waters. Provided that the Institute of Marine Sciences and Fishing consists of the marine laboratories building “Marine Land” and the spiral-shaped building that contains an aquarium and a museum. (Article 2)

The mission of the institute is to conduct research in marine sciences, fishing and aquaculture. It is a scientific mission that aims to improve the productivity of Marine Corps based on basic research and to conduct technical tests. Therefore, research programs have multiple objectives, including:

1) Extending the data related to the biosphere of the Lebanese coast, the distribution of species, their reproduction and migration, and the development of fishing methods and the marketing of marine products.
2) Aiding to strengthen Lebanon's cultural position by graduating specialists in marine sciences and aquatic life, as well as strengthening the resource of fish and all other wild and aquatic life in the country with the studies that it will carry out to make work in it based on sound scientific bases, by exploring the beaches, the sea, rivers and lakes, by studying the migration of fish and birds and making a general assessment These natural resources, then take on the task of surveying and assisting in the follow-up of long-term research, preserving collections of fish, herbs, aquatic life, and other things of interest to researchers, writing books and scientific references, sheltering foreign students and researchers, and receiving research and science missions.
3) Preserving the marine species through breeding in sufficient size due to the gradual lack of marine wealth.
4) Seeking to find work teams to carry out the necessary research, each of which includes researchers and three technicians. As for the competence of these teams, (Article 4).

Based on the results of this research, fishing methods and marketing methods can be improved, and it is also possible to know the insufficiently exploited fishing areas and other more exploited areas. This research will also include the problems resulting from water pollution, which lead to the destruction of aquatic wealth, and the results of this research will help in aquaculture (Article 6).

Further to the aforesaid decision, two centres were established in the Institute of Marine Sciences and fishing, by virtue of Decree No. 398/1 issued by the Minister of Agriculture on the 28th of November 1997.

Finally, it should be noted that the powers of the Director of the Institute of Marine Sciences and Fishing in Batroun were determined according to the decision issued by the Minister of Agriculture No. 115/1 dated 23rd of June1998 as follows:

- Management and implementation of all the activities of this institute specified in Resolution No. 381/1 of 25th of November 1997.
- Supervision, organization and control of all experiments and research in the marine environment of this institute.

Part (3): Ministry of Environment

Law No. 690 on 26/08/2005 defined the tasks and organization of the Ministry of Environment. This ministry is concerned with all the affairs of the environment sector, and its specialization therefore includes the marine field.

Article 2 of the aforementioned law indicated several tasks it undertakes, including:

1) Setting a general policy and short, medium and long-term projects and plans in everything related to the safety of the environment and the sustainability of natural resources and proposing operational steps to implement and monitor their implementation.
2) Setting the strategy, work plans, programs, projects, activities and studies that must be followed to preserve the environment, sustain natural resources and combat pollution, whatever its source.
3) Preparing legislation, specifications and standards, and defining the standards and indicators necessary to ensure the safety of the environment and the sustainability of natural resources, and how to deal with emergency and chronic risks affecting it.
4) Participate in the development of preventive plans to confront disasters, fires, damages or all forms of pollution that may result from natural factors, occur by human action or else.
5) Participation in the preparation of local, regional and international treaties, agreements, protocols and programs related to the environment sector, directly or indirectly.
6) Participation in all bodies, councils and committees formed in public administrations and institutions whose work and tasks are related to the environment sector.
7) Determining the environmental conditions for licensing the establishment and investment of classified institutions of all categories, and other development projects that have an impact on the safety of the environment and the sustainability of natural resources.

8) Determining the environmental conditions for the general and detailed directive plans for the classification of different types of areas in cooperation with the Ministry of Public Works and Transport.
9) Developing strategies, action plans, programs and studies to maintain the balance of ecosystems and sustainable management of natural resources.
10) Determining the environmental conditions for the protection of sea beaches, riverbeds, springs, lakes, swamps and valleys to ensure the safety of the environment and the sustainability of natural resources.
11) Determining the appropriate natural sites for the establishment of natural reserves and the conditions that must be met in these reserves, and drafting laws and regulations necessary for their management and investment.
12) Determining the chemicals that endanger the safety of the environment and the sustainability of natural resources, and determine the conditions for their import, use and disposal in cooperation with the concerned authorities.
13) Conducting periodic laboratory tests and analyses to determine the percentage of air, soil and water pollution, and suggesting and following up the implementation of the measures taken by the concerned authorities.

The law stipulates that the Ministry of Environment includes a general directorate, the General Directorate of Environment, which consists of a central administration and regional departments (Article 4).

The central administration consists of the following departments:

- The Bureau
- Environmental Guidance Department.
- The Residential Environment Department
- Department of Natural Resources.
- Environmental Technology Department.
- Department of Planning and Programming.
- Department of the Regional Departments and the Environmental Police (Article 5).

  - *The Residential Environment Department* is in charge of supervising the environmental conditions for licensing the establishment and investment of classified institutions, the

classification of industrial zones, the application of conditions related to the general and detailed guidelines for land classification, the proposal to establish gardens, parks, public swimming pools, landfills, and everything related to the connection of the residential environment with the safety of the environment, and supervising the application of technical conditions for the treatment of non-hazardous solid waste Whether it was liquid, domestic or industrial.

- The *Department* of Natural Resources is responsible for supervising the application of environmental conditions for activities and projects related to the extraction and use of natural resources and regulating how to use lands, including communal lands, protecting sea beaches, rivers, springs, lakes, swamps and valleys, protecting ecosystems, including biodiversity, identifying endangered species of animals and plants, how to protect them, and establishing and the protection and management of nature reserves (Article 6, paragraph 4).

- *The Department of the Regional Departments and the Environmental Police* is in charge of supervising the regional departments and the environmental police that are subject to their administrative oversight, checking their work, ensuring coordination and cooperation between them and the administrative units working in the ministry, and assisting the General Directorate of Environment in implementing its plans and programs, and ensuring that the regional departments and the environmental police apply the provisions of laws and regulations related to the environment sector. (Article 6 Paragraph 7). And in application of the provisions of Law No. 690/2005, Dec. No. 2275 on 15/06/2009 was issued (regulating the units affiliated to the Ministry of Environment, defining their tasks and staffing, and special appointment conditions for some of their jobs), which stipulated the following:

- *The Residential Environment Department in the General Directorate of Environment* consists of the Residential Environment Protection Department and the Pollution Control Department.

- *The Department of Natural Resources* consists of the Natural Resources Protection Department and the Ecosystems Department.

- *The Department of Natural Resources Protection* undertakes the below specific duties:
  - Protecting non-living terrestrial natural resources in ecosystems such as mountain peaks, springs sanctuaries, lakes, swamps, valleys, riverbeds, sea beaches, surface and groundwater, including regional waters, from all sources of pollution
  - Determining the binding environmental conditions, according to a decision issued by the Minister of Environment based on a proposal by the Director General of the Environment and after consulting the Shura Council of the State, in regulating the purpose of using lands of all types and ownerships in relation to the management of non-living terrestrial natural resources, such as mountain peaks, springs, lakes and swamps, valleys, riverbeds and sea beaches, and inform them to the concerned authorities to act accordingly and follow up on their proper implementation.
  - Setting limit values related to water quality in springs, lakes, swamps, medicines, riverbeds and sea beaches, according to a decision issued by the Minister of Environment based on a proposal by the Director General of the Environment and after consulting the State Council (Article 20).

- *The Department of Ecosystems* shall, among other things, identify and classify natural areas suitable for protection of all kinds, such as natural reserves and natural sites, and the conditions that must be met in these protected areas and how to protect, manage and invest them, according to a decision issued by the Minister of Environment based on a proposal by the Director General of the Environment and after consulting the Council Consulting the state and proposing special regulations for declaring a site or a natural landscape subject to the protection of the Ministry of Environment or for the creation of a natural reserve (Article 12, paragraphs 4 and 5).

- The Department of the Regional Departments and the Environmental Police, it consists of regional departments and an environmental police officer (Article 30).

The Environmental Police was established under Law No. 251 dated 15th of April 2014, Article 2 of the same decree stipulates that the Environmental Police has the capacity of a judicial police in relation to environmental crimes, and in this capacity, it undertakes:

1) Controlling environmental crimes specified in the applicable laws, especially Law 444/2002, Law 690/2005 and Law 251/2014, according to control reports, with a special form is drawn up according to a decision issued by the Minister of Environment.
2) Implementation of costs and judicial representations in the prosecution of perpetrators of environmental crimes.
3) Implementation of judgments and judicial warrants issued against perpetrators of environmental crimes, provided that the judicial authorities, according to Article 9 of the same decree, direct their correspondence to the head of the regional departments and the environmental police in the central administration and to the heads of departments in the governorates, according to the spatial jurisdiction, who refer these correspondences without delay to Control staff listed for implementation.
4) The environmental observers in the environmental control conduct their role based on advance costs issued by the Environmental Public Advocate (Article 10).

IV. Maritime Tourism:

Part (1): Ministry of Tourism

The Ministry of Tourism was established pursuant to Law No. 21 dated 29th of Match 1966, in accordance with the provision of Article 1, the following tasks:

- Developing tourism and organizing, coordinating and monitoring tourism professions, associations and private bodies working in the field of tourism as well overseas advertising and hospitality, implementation of tourism projects directly or indirectly and facilitating and simplifying transactions related to such projects, and the application of laws and regulations pertaining to tourism, hotels and amusement parks.
- Protecting sites and landscapes and applying laws and regulations related to them.

In implementation of this law, Dec. No. 5743 on 22/09/1966 (organizing Ministry of Tourism and determining its owners) amended by Dec. No. 8209 which stipulates that the General Directorate of Tourism Affairs in the Ministry of Tourism consists of the following units:

- The Bureau.

- Department of Research, Studies and Documentation.
- Tourism Development Department.
- Tourism Equipment Department.
- Investment Department.
- Tourist Police Department.

1.1 Tourism Equipment Department

According to Article 5 of the aforementioned decree, the Tourism Equipment Department is composed of the Department of Hotels and Accommodation Establishments, and the Department of Restaurants, Amusement parks and travel agencies and guides.

Decree No. 10339 dated 23rd of May 1975 determined the powers of the departments of this authority, as Article 9 assigned the Hotels Department

The accommodation establishments are as follows:

1) Studying the applications for licensing the establishment and investment of establishments designed to accommodate guests (hotel establishments) and establishments intended for tourism collective and social, except for the centres of automatic locomotives.
2) Classifying these institutions and determining their prices.
3) Studying the means of developing this sector and raising its level.
4) Encouraging and revitalizing these institutions, especially by proposing the distribution of aid approved by the state for this sector, and by giving an opinion on the loans granted to some institutions, in coordination with Department of Research, Studies & Documentation.

1.2 The Tourism Police Department

The Tourism Police Department is in charge of monitoring the investment of tourism establishments that are subject to a license from the Ministry of Tourism, this department supervise and manage the work of the Tourist Police Detachment (Article 12).

The Tourism Police Department is formed according to Article 13 of Decree No. 10339/1975 amended by Decree No. 6442 dated 6th of September 2011.

This department consists of four sub-departments and an office, including:

- The Quality Control and Evaluation Department,
- The Department of Tourism Establishments,
- The Complaints Department

The Tourist Police Office: This body was established by virtue of Decree No. 9449 dated 7th of June 1955, as a special itinerant at the Police Directorate, headed by a commissioner general and police personnel, assigned by a decision of the Minister of Interior. This authority undertakes the following tasks:

1) Carrying out the tasks undertaken by the tourist police as one of the internal security sectors, according to the laws and regulations in force at the General Directorate of Internal Security Forces, provided that the office undertakes:
2) Assisting the oversight department in the oversight mission.
3) Ensuring the protection of tourists, providing them with the necessary assistance, receiving and investigating their complaints.
4) Providing tourists with the required information.
5) Supporting tourism, reception and information offices inside Lebanon.

Part (2): Ministry of Culture.

The Ministry of Culture was established according to Law No. 215 of 2nd of April 1993. This law affiliated the General Directorate of Antiquities of the Ministry of Tourism to the Ministry of Culture, which now consists, in addition to the aforementioned directorate, of the General Directorate of Cultural Affairs and Joint Administrative Department in accordance with the provisions of Article 4 of Law No. 35 dated 16th of October 2008.

And in implementation of the aforementioned law, Decree No. 624 of 18th of September 2014 was issued, (organizing the General Directorate of Antiquities in the Ministry of Culture and defining the tasks of its affiliated units, their owners, and the conditions for appointment in their jobs) and which indicates in its first Article that the General Directorate of Antiquities consists of the following units:

- Department of the Court.
- Directorate of Archaeological Establishments and Building Heritage.
- Directorate of Archaeological Excavations.
- Directorate of Movable Antiquities.
- Regional offices.

2.1 Directorate of Archaeological Establishments and Built Heritage

The Directorate of Antiquities and Built Heritage, according to Article 7 of the aforementioned decree, carries out the necessary work to complete its tasks which are entrusted to it by the laws and regulations in force, especially in terms of sites, facilities, monuments, edifices and buildings spread over all Lebanese lands, in their interiors, and in the territorial waters, which have an archaeological character, or heritage or historical value in terms of urban, engineering, artistic, scientific and symbolic or previous use thereof.

The Directorate of Antiquities and Built Heritage consists of:

- Department of Archaeological and Heritage Establishments.
- Department of Restoration and Studies.
- Site Rehabilitation and Management Department (Article 8).

2.2 Directorate of Archaeological Excavations

The Directorate of Archaeological Excavations, according to Article 15 of the aforementioned decree, carries out the necessary work to complete its tasks assigned to it by the laws and the regulations in force, particularly with regard to cultural property that is considered antiquities or antiquities-like objects scattered throughout the Lebanese territory, in their interiors, and in the territorial waters.

According to Art. 16 of same decree, the Directorate of Archaeological Excavations consists of:

- Excavations and Archaeological Research Department.
- Precautionary Archaeological Excavations Department.
- The Underwater Antiquities Department, which, in cooperation with the concerned departments in this directorate, undertakes the task of conducting the underwater investigations, monitoring, documentation and preservation works, especially through:
  1) Conducting field surveys of the inevitability effects, identifying them, inventorying them, documenting them, and making statements about them.
  2) Carrying out research, excavation, and detection of underwater effects, and organizing and programming them on the scientific and practical levels.
  3) Examining license applications submitted by local and foreign bodies wishing to carry out underwater archaeological works, and proposing to grant them or block it.
  4) Following-up and controlling research, excavation and discovery of underground antiquities carried out by local and foreign archaeological missions.

5) Receiving the underwater antiquities extracted as a result of various archaeological works and handing them over to the competent department.
6) Examining and evaluating various relevant scientific aspects, intervention methodologies and techniques.
7) Conducting research on underground archaeological excavations and studying them from all relevant scientific aspects, and following up on the archaeological missions conducted by scientific institutions and specialists are involved in this field.
8) Issuing and publishing the scientific results of research and studies related to the appropriate methods and means.
9) Preparing a map of the underground archaeological sites and updating their database.
10) Suggesting the inclusion of the inevitable monuments in the list of the general inventory of historical buildings or registering them in one of the two lists of cultural properties, recognized or classified, and keeping records for that.
11) Defining a protection zone for the underground archaeological sites.
12) Monitoring all private or public development projects, ongoing or under study, with regard to coastal and port areas.
13) Carrying out an emergency preliminary treatment of the underwater antiquities extracted from their discovery site.
14) Proposing draft laws, regulations, measures, standards and specifications related to the protection and preservation of inevitability effects and their use for the public good, and their application (Article 21).

2.3 Movable Antiquities Directorate

The Directorate of Movable Antiquities, according to Article 23 of Decree No. 624/2014, carries out the necessary work to carry out its tasks assigned to it by virtue of the laws and regulations in force, especially with regard to movable antiquities and movable objects similar to antiquities scattered on the Lebanese territories and in the territorial waters, and those that were manufactured in Lebanon or found in its territory or in its interior or in the Lebanese territorial waters. The Movable Antiquities Directorate consists of three departments:

- Inventory and Conservation Department.
- Monitoring and Display Department.
- Laboratory Department. (Article 24)

V. Private non-governmental bodies operating in the maritime field.

Part (1): The Lebanese Company for Development of the North Coast of Beirut – Lenour

Following the issuance of Decree No. 7309 dated 25th of September 1995 (approving the general directive design for the land use destination required for the development of the North Coast), Decree 8937 dated 9th of August 1996 was issued establishing an anonymous Lebanese real estate company s.a.l. under the name "The Lebanese Company for the Development of the Northern Coast of the City of Beirut, "Lenour", The articles of association of the company include the provisions related to its establishment and liquidation, its tasks and workflow and the distribution of powers among its agencies.

The aforementioned company has been granted the authority to carry out backfilling, prepare the land for development, and build tourism and other facilities on it under the condition that the state retain a share of the land dumped in the sea as public property, especially in accordance with Decree No. 7510 dated 30th of November 1995.

Part (2): The Real Estate Company for the Development of the Coast of Sidon

A Lebanese joint-stock real estate company was established under the name of the "Lebanese Company for the Development of the Coast of Sidon" pursuant to Decree No. 8938 dated 9th of August 1996.

The company's main duty is to undertake the filling of parts of the sea in the assigned sites as per the provision of the agreement drawn up by the Council for Development and Reconstruction, which is ratified by a decree taken by the Council of Ministers based on the proposal of the Minister of Finance and the Minister of Public Works and Transport according to a duly approved design and directive system, provided that the duration of the company is Fifty years from the date of the final incorporation.

SECTION 4: Existing laws, regulations, legislations, policies, decrees, orders and Bilateral and Multilateral Agreements

The Lebanese Maritime history has been marked by numerous incidents; the most recent incident was the Beirut Port Explosion in 2020.

This explosion raised several questions on the national and international levels mainly relating to the identification of the stakeholders/ authorities which must be held liable for this explosion.

The Lebanese Maritime sphere thus became the main focus of several international organization specialized in the Maritime Affairs.

However; this incidence did not intervene with the Maritime Boarder delimitation, a matter which is governed by the provisions of the United Nations Convention on the Law of the Sea, which specify the technical procedures to the delimitation of the maritime territory of each state.

According to the provisions of the UNCLOS, the maritime territory extends to the territorial sea; which is limited by the breadth of the territorial sea, the normal baseline, the reefs, the straight baselines, the internal waters, the mouths of rivers, the bays, the ports, the roadsteads; in addition to the Exclusive Economic Zone, the Contiguous Zone and the Continental Shelf.

Each state exercises its sovereignty over its maritime territory in application with the national and international legislation.

Throughout the thorough research which was conducted for the purpose of this report, by the Senior Legal Expert and his legal team, in order to identify the laws, regulations, decrees, decisions related to the Lebanese maritime sphere in order to identify the Legal and regulatory framework relating to the security and safety in the Lebanese maritime sphere, they were able to identify several national and international texts, ratified by the Lebanese Government to ensure the maritime security and safety; all of which relate to the fields of maritime transportation and navigation, maritime environment, and maritime security; as detailed below:

I. National Laws, Legislations, Decrees & Decisions in Maritime

In spite of the lack of concrete legislations relating directly to the Lebanese maritime affairs and more specifically maritime security and safety, there appears to be various regulatory texts pertaining to Lebanese Maritime Field.

The following represents the main regulatory texts governing the Lebanese maritime field. These regulatory texts may be segmented into (4) main categories:

1) Existing Laws.
2) Existing Decrees.
3) Legislative Decrees.
4) Ministerial decisions.

Part (1): National Laws & Legislations

A. Maritime Trade Law (MTL)

Issued on 18 February 1947, the Maritime Trade Law was amended by the following laws: Law 61/64 issued on 21/12/1954, Law 66/11 dated 12/02/1966, and Law No. 280 dated 15/12/1993 and Law 107 dated 23/07/1999:

This law regulates the legal framework of "ship" as defined in the first article of the Law. In addition, the MTL specify the legal framework of the several maritime contracts, some of wish are the Charter Agreement, Transport Agreement.

B. The Lebanese Penal Law

Issued by Decree Law No. 340 dated 01/03/1943, specified the maritime territory in its article 17 as follows:

"***1. The territorial sea to a distance of twenty kilometers from the coast, starting from the lowest level of the islands.***

2. The airspace covering the territorial sea.

3. Lebanese ships and air vehicles.

5. The contiguous zone, the economic barrier zone, the continental shelf of Lebanon, and the fixed platforms in this continental shelf, in application of the provisions of the United Nations Convention on the Law of the Sea signed on 10/12/1982 in Montgobaye (Jamaica), which was ratified by the Lebanese Government under Law No. 29 of 22/02/1994"

In addition, articles 597 and 641 of the aforementioned Law regulates the crime of:

- Unlawfully seizing by any means an anchored ship or ferry or the goods it transports,
- Practicing any operation of maritime fraud or piracy,
- Taking control of the ship or controlled its command or forced its captain or captain to change its course by threat or violence.
- Unlawfully seizing, by any means, a fixed platform on the continental shelf, or controlled it by threat or violence,
- Unlawfully and intentionally committing any of the following acts that endanger the safety of the ship's navigation, the safety of maritime navigation, or the safety of the fixed platform on the continental shelf:
  1) Destroying the ship or causing severe damage to it or its cargo.
  2) Placing or causing others to place a device or material on a ship or on a fixed platform by any means whatsoever, and that would expose the ship or fixed platform to destruction or damage to the ship, its cargo, or the fixed platform.
  3) Causing severe damage to a port used for marine navigation, installations, equipment, or marine navigation services, or seriously obstructing its work.
  4) Reporting information knowing that it is incorrect
- Destroying or malfunctioning signaling machines or using false signals or any other special means with the intent of sinking a ship or bringing down an aircraft.

C. Laws related to the Armed Forces

The laws governing the Lebanese armed forces, regulates the security in the maritime field, each authority is governed special provisions, whereby these texts are as follows:

- ***National Defense Law:***

  This Law was promulgated by Legislative Decree No. 102 of 16th of September 1983, it enumerates the different armed forces in Lebanon, in addition to specifying the hierarchy of the armed forces and specify the legal framework of the armed forces especially the tasks of the Army.

- ***General Organization of the Internal Security Forces Law:***

  This Law was promulgated by Legislative Decree No.17 issued on the 6th of September 1990, this law stipulates the legal framework of the Internal Security Forces, as well as defining its functions, the administrative control, and judicial control.

D. Customs Law

This Law was promulgated by Legislative Decree No. 4461 dated 15th of December 2000. The Customs Law stipulate the powers, roles and duties of the Customs Departments specifically the role of the Port Custom Department and their major role in the protection of the maritime safety and security.

E. Law executed by Decree No. 1802 dated 27th of February 1979

This legal text governs the organisation of Customs Control, and its powers and duties; the Customs Control is an authority established to ensure the compliance with the national and international regulations relating to the maritime trade, transportation of goods across the maritime field.

F. Law executed by Decree No. 6821 dated 28th of December 1973

This Legal text determines the functions and cadres of the Ministries of Economy and Trade, Industry and Oil, in addition to detailing the tasks of the General Directorate of Oil.

The first Article of the decree referred to the tasks of the Ministry of Economy and Trade which includes the following:

i. Coordinate with the relevant ministries to develop the country's economic facilities and national wealth.
ii. Take the necessary measures to promote trade and address supply and consumer protection issues through a general policy that maintains economic balance through preparation, coordination and implementation.
iii. Track the economic developments and taking the necessary measures to benefit from them in the country's trade, supply and consumption conditions.
iv. Work to secure the country's basic consumer needs, taking into account the relevant legal provisions.
v. Fighting monopoly and taking measures that secure commercial competition on the widest scale in order to secure the general economic interest, particularly consumer protection.

G. Law No. 20 dated 4th of April 1968

This Legal text stipulates the process of establishing a submarine cable between Beirut and Marseilles. This law stipulates the establishment of a mixed Lebanese-French corporation in the

form of a joint stock company, whose mission is to establish and invest this cable, provided that this corporation is subject to the tutelage of the Minister of Post, Telegraph and Telephone at the time regarding the applicability of its business to the regulations related to it.

H. Law No. 247 dated 7th of August 2000

This Legal text regulates the establishing of the Ministry of Energy and Water in addition to the merge, abolishment and establishment of other ministries and councils.

I. Law No. 20 dated 29th of March 1966

This Legal text governs the establishing of the Ministry of Energy and Water Resources, this ministry enjoys an essential role in the maritime field through several of its Departments mainly the General Directorate of Oil, the General Directorate for water resources and the Petroleum Administration, operating in compliance with the national laws and international laws relating to the protection of the Maritime environment.

J. Law No. 132 dated 24th of August 2010

This Legal text regulates the affairs related to Petroleum Resources in Offshore Waters, this authority is divided into several Unites which operates under the supervision of the Minister of Energy and Water.

K. Law No. 251 dated 15th of April 2014

This Legal text allocates full-time public defenders and investigating judges for environmental affairs, in addition, this law established the Environmental Police; an authority responsible for controlling the environmental crimes specified in national and international texts.

L. Law No. 690 dated 26th of August 2005

This Legal text specifies the tasks of the Ministry of Environment, article 2 of this law enumerates the tasks which are undertaken by the Ministry of Environment. Some of the tasks undertaken by the Ministry are as follows: the developing strategies, action plans, programs and studies to maintain the balance of ecosystems and sustainable management of natural resources in addition to determining the environmental conditions for the protection of sea beaches, riverbeds, springs, lakes, swamps and valleys to ensure the safety of the environment and the sustainability of natural resources.

M. Law No. 444 dated 28th of July 2002

This Legal text stipulates the provisions of the Environment Protection Law, in addition to organizing the procedures of protecting the environmental spheres and specifying the liabilities for any violation to its provisions.

N. Law No. 21 dated 29th of Match 1966

This Legal text governs the establishing of the Ministry of Tourism, article 1 of this law specified the tasks undertaken by the Ministry of Tourism as follows:

Developing tourism and organizing, coordinating and monitoring tourism professions, associations and private bodies working in the field of tourism as well overseas advertising and hospitality, implementation of tourism projects directly or indirectly and facilitating and simplifying transactions related to such projects, and the application of laws and regulations pertaining to tourism, hotels and amusement parks. Protecting sites and landscapes and applying laws and regulations related to them.

O. Law No. 215 dated 2nd of April 1993

This Legal text governs the establishing of the Ministry of Culture and Higher Education, this law affiliated the General Directorate of Antiquities of the Ministry of Tourism to the Ministry of Culture.

P. Law No. 35 dated 16th of October 2008

This Legal text governs the organisation of the Ministry of Culture, in addition to the organisation of the Ministry, as it states in its article 4 the Departments of the Ministry which are the Directorate General of Cultural Affairs, the General Directorate of Antiquities and the Joint Administrative Department, in addition this law details the tasks of each department affiliated to the Ministry.

Part (2): National Decrees:

A. Decree No.6433 dated 1st of November 2011

This Decree was issued in accordance with the Lebanese Constitution, the United Nations Convention on the Law of the Sea (UNCLOS) and Law No. 163 dated 18 August 2011 (Delineation and declaration of the maritime regions of the Republic of Lebanon) and, in particular, articles 6, 7, 16 and 17; delineating the boundaries of the Exclusive Economic Zone of Lebanon.

B. Decree No. 3771/1981

This Decree defines the organization of the army, its staff, the principles of its work, the powers and responsibilities of commanders and presidents in addition it confirms that the army commander prepares the army for the tasks entrusted to him in accordance with the laws in force. In his duties, he has the powers and responsibilities of a General Director and all units are under his direct authority, most notably the Directorate of Intelligence.

C. Decree No. 4147/198

This Decree determines the no-man's land around military installations and the personal rights of real estate owners; in order to delimitate the territory of operations of the naval military.

D. Decree No.4082 dated 14th of October 2000

This Decree determines the organisation of the Ministry of Interior and Municipalities, in addition it stipulates in its article 1the duties and powers of the Ministry of Interior and Municipalities.

E. Decree No. 1157 dated 2nd of May 1991

This Decree regulates the Organization of the Internal Security Forces, in addition it stipulates that each of the heads and commanders of units of the Internal Security Forces is linked to the Director-General and under his direct authority, and each of them is responsible to him for the tasks associated with him (Article 3). In addition, this decree determines the perimeters of the territory governed by each Unit of the Internal Security Forces.

F. Decree No. 1460 dated 15th of July 1991

This Decree regulates the designation of units and the general schedule of personnel in the Internal Security Forces.

G. Decree No. 2873 dated 16th of December 1959

This Decree organizes the General Security Directorate, in addition it defines the functions of the Foreigners and Residence Control Services, since the maritime domain is one of the main passages for the entry and exit of individuals into Lebanon, which requires the establishment of the necessary mechanisms and conditions to control and control it and to regulate exit and entry through and through it through maritime border crossings.

H. Decree No. 10188 dated 28th of September 1968

This Decree regulates the entry, residency and exit from the Lebanese Territory, and stipulates the tasks of the relevant authorities to ensure the application of the Lebanese Laws and Regulations relating to the entry, residency and exist from Lebanon.

I. Decree No. 3741 dated 9th of October 2018

Decree defines the organizing the General Directorate of Civil Defence, determining its staff, and the conditions of appointment for some of its functions. It states in its first Article that the General Directorate of Civil Defense consists of the Bureau Unit, the Medical Affairs Unit, the Equipment and Machinery Unit, the Supplies Department, the Technical Unit, which includes the departments of shelters, public safety, buildings, the technical department, the service unit and operations, which consists of the Operations Division

J. Decree No. 2791 dated 14th of March 1980

This Decree governs the appointment of the staff of the General Secretariat of the Supreme Defense Council in the Presidency of the Council of Ministers, the conditions of appointment, the principles of work therein, and the powers and responsibilities of employees and stipulates the functions and powers of the Secretary-General of the Council as the direct head of all departments and all military and civilian personnel subordinate to him.

K. Decree No. 2661 dated 3rd of September 1985

This Decree specifies the organization of the General Directorate of State Security, in addition article 2 of this decree stipulates that the General Directorate of State Security consists of the Director-General, his deputy and the following units:

- Office of the General Director.
- Division of Administration.
- Division of troops.
- Service and Information Division.
- Planning and Organization Division.
- Security Affairs Division.
- Regional directorates at the rate of at least one directorate for each of the Lebanese governorates to carry out the tasks entrusted to the General Directorate within the regional scope, and the elements of each of these directorates may exceed the boundaries of their areas of work whenever the conditions of service and the speed of intervention so require, provided that the regional director responsible for the region is informed of this and the General Director according to a report.

Furthermore, this Decree specified the powers of the General Directorate of State Security.

L. Decree No.2868 dated 16th of December 1959

This Decree defines the organization of the Ministry of Finance, moreover, it detailed in its second Article the formation of the Ministry of Finance as including, in addition to the Directorate of Public Finance, the Directorate General of Real Estate Affairs, and the Directorate of National Lottery, the Customs Department.

M. Decree No. 2872 dated 16th of December 1956

This Decree regulates the Organization of the Ministry of Public Works and Transport,

N. Decree No. 2382 dated 19th of February 2018

This Decree regulates the General Directorate of Land and Maritime Transport at the Ministry of Public Work and Transport, specifically this Decree outlines the organization of the General Directorate of Land and Maritime Transport in the Ministry of Public Works and Transport and defines the conditions for appointment for some technical and administrative position.

O. Decree No. 5657 dated 15th of September 1994

This Decree stipulates the Establishing of a public corporation under the name "The Investment Authority of Sidon Port".

P. Decree No. 5759 dated 4th of October 1994

This Decree stipulates the Establishing of a public corporation under the name "The Investment Authority of Tyre Port".

Q. Decree No. 14316 dated 21st of April 1970

This Decree stipulates the ratification of the appendix to the agreement of 13/4/1960 concluded between the Lebanese State and the Beirut Port Investment and Management Company.

R. Decree No. 841 dated 6th of December 2008

This Decree regulates the Consumer Protection Directorate, it specify its tasks, duties and organisation.

S. Decree No. 12562 dated 19th of April 1963

This Decree stipulates the organization of the Office of the Boycott of Israel in Lebanon. Additionally, it indicates that this office handles the affairs of the boycott under the supervision of the Minister of Economy and Trade.

T. Decree No. 143 dated 12th of June 1959

This Decree regulates the System of the Directorate General of Grains Office.

U. Decree No. 3269 dated 19th of June 2018

This Decree specifies the assignment of the personnel and organizes the departments of the Management and Investment Authority of the former Radio Orian Company (Ogero) to operate, maintain, modernize and expand facilities and equipment and collect bills for the Ministry of Communications.

V. Decree No. 5469 dated 7th of September 1966

This Decree determines the organization the Ministry of Water and Electricity and defining its staff, moreover this decree states that the Water Directorate consists of (1) the design and studies department, (2) the groundwater and geological department, and (3) the implementation department.

W. Decree No. 7968 dated 7th of April 2012

This Decree determine the establishment of a Petroleum Administration Authority, its organization and tasks. Article 8 of this Decree established that this Authority is divided into six administrative units, which are the following:

- Strategic Planning Unit.
- Technical and Engineering Affairs Unit.
- Geology and Geophysics Unit.
- Legal Affairs Unit.
- Economic and Financial Affairs Unit.
- Quality, Health, Safety and Environment QHSE Unit.

X. Decree No. 5246 dated 20th of June 1994

This Decree determine organizing the Ministry of Agriculture, defining its staff, conditions for appointment in some of the positions of this staff, and the ranks and salaries of its technical staff. According to the first Article of the aforementioned decree, the Ministry of Agriculture consists of:

- General Directorate of the Ministry of Agriculture.
- Coordination and Planning Authority.
- The Supreme Agricultural Council.

Y. Decree No. 2275 dated 15th of June 2009

This Decree regulates the units affiliated to the Ministry of Environment, defining their tasks and staffing, and special appointment conditions for some of their jobs.

Z. Decree No. 10339 dated 23rd of May 1975

This Decree defines the powers of the powers of the Departments of the General Directorate of Touristic Affairs in the Ministry of Tourism.

AA. Decree No. 6442 dated 6th of September 2011;

This Decree abolished the Control Department, and created new departments in the Tourism Police Department in addition to establishing the Tourism Police Office.

BB. Decree No. 9449 dated 7th of June 1955;

This Decree established a special mobile police unit attached to the Tourism and Summer Commission and details the powers and tasks of this unit.

CC. Decree No. 624 dated 18th of September 2014;

This Decree organize the General Directorate of Antiquities in the Ministry of Culture and defining the tasks of its affiliated units, their owners, and the conditions for appointment in their jobs. It indicates in its first Article that the General Directorate of Antiquities consists of the following units:

- Department of the Court.
- Directorate of Archaeological Establishments and Building Heritage.
- Directorate of Archaeological Excavations.
- Directorate of Movable Antiquities.
- Regional offices.

DD. Decree No. 7309 dated 25th of September 1995;

This Decree organizes the General Directorate of Antiquities in the Ministry of Culture and defining the tasks of its affiliated units, their owners, and the conditions for appointment in their jobs.

EE. Decree No. 8938 dated 9th of August 1996.

This Decree established a Lebanese real estate company s.a.l. in the name of the Lebanese Company for the Development of the Coast of Saida City and ratifying its articles of association.

Part (3): National Legislative Decrees

A. Legislative Decree No. 138 dated 16th of September 1983

This Legislative Decree delimits the Lebanese Territorial waters and sea areas, according to its first article the width of (Lebanon's) territorial waters is hereby fixed at 12 nautical miles from the seashore, starting from the lowest level of ebb tide.

B. Legislative Decree No. 139 dated 12th of June 1959

This Legislative Decree stipulates the general organization of the General Security Directorate.

C. Legislative Decree No. 123 dated 12th of June 1959

This Decree efines the special provisions of the Ministry of Finance, it stipulates the duties and organisation of the Higher Council of Customs, and the General Customs Directorate.

D. Legislative Decree No. 43 dated 1st of April 1959

This Legislative Decree stipulate the Establishment of a Port Investment Authority in Tripoli and determined the duties, organisation of this authority.

E. Legislative Decree No. 31 dated 18th of January 1955:

This Decree regulates the organization of the Ministry of Agriculture and defines its tasks.

Part (4): National Ministerial Decisions

A. Decision No. 52/h. issued on the 25th of September 2012:

This Decision was issued by the Minister of Economy, defining and detailing the investment system for grain harvesting in the port of Beirut Trade.

B. Decision No. 38 / H.S. dated 14th of November 2017:

Decision issued by the Minister of Economy, it restricted the unloading of wheat trucks that come to the port of Beirut to the port's silos, in order to preserve the safety of food Trade.

C. Decision 129/1 dated 23rd of October 1991:

Decision issued by the Minister of the Minister of Agriculture, establishing the Institute of Marine Science and Fishing. Additionally, this decision stipulates in its first Article the establishment of a national marine preserve (حمى بحري وطني) at the Institute of Marine Science and Fishing in Batroun, where it became the headquarters of the Institute of Marine Sciences and Fishing.

II. International Legislation: Multilateral & Bilateral Agreements

Part (1): Bilateral Maritime Agreements

A. Introduction:

In principle, maritime bilateral agreements are essential because they promote cooperation and collaboration between two countries in areas related to maritime activities. These agreements help to establish a framework for joint efforts in areas such as maritime security, maritime trade, and environmental protection. They can also help to resolve disputes and enhance communication and information-sharing between countries. Overall, maritime bilateral agreements are critical for promoting peace and prosperity in the maritime domain.

Lebanon has a rich maritime history, and it has entered into several bilateral agreements related to maritime activities over the years. One notable agreement is the 2007 Lebanon-Cyprus Delimitation Agreement, which established the maritime boundary between the two countries in the Eastern Mediterranean.

Another important agreement is the 2010 Lebanon-Syria Maritime Agreement, which delineated the maritime boundary between Lebanon and Syria in the Eastern Mediterranean.

Additionally, Lebanon has signed several cooperation agreements with countries such as Greece, Italy, and France to promote joint efforts in marine research, exploration, and trade.

Overall, these maritime bilateral agreements play a crucial role in shaping Lebanon's relationship with its neighbors and promoting economic development through maritime activities.

Nevertheless, there is still a need for Lebanon to engage in further bilateral agreements to order to better shape the cooperations with neighboring countries with vast experience in the field.

B. List / Table of Bilateral Agreements related to the maritime filed:

	Title	Parties	Signature Date	Ratification Date	Territory
1.	**Lebanon-Syria Maritime Agreement**	Syria	2010		Arab
2.	**The Delimitation of the Exclusive Economic Zone Agreement between the Republic of Cyprus and the Lebanese Republic.**	Cyprus	17.01.2011	--	Non-Arab
3.	**Memorandum of Understanding regarding mutual recognition of marine certificates of competency for seafarers issued by the Lebanese Republic and the Hashemite Kingdom of Jordan, signed on 19.03.2010.**	Jordan	19.03.2010	24.10.2010	Arab
4.	**MoU between the Lebanese Government and the Turkish Government regarding mutual recognition of certificates of competency for seafarers in accordance with Regulation 1/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers for year 1978.**	Turkey	11.01.2010	13.02.2010	Non-Arab
5.	**MoU between the Lebanese Customs Administration and the Department of Foreign Affairs and International Trade of Canada regarding the contribution of training and equipment for the maritime customs team and acceptance of the donation signed in Beirut on 16/11/2007 and in Ottawa on 27.11.2007.**	Canada	Signed in Beirut on 16.11.2007 Signed in Canada on 27.11.2007	20.06.2009	Non-Arab

6.	**Agreement of Cooperation in the Field of Maritime Transport and Maritime Affairs between the government of the Lebanese Republic and the government of the Republic of Yemen signed in Sana' on 28.07.2004.**	Yemen	28.07.2004	15.05.2006	Arab
7.	**Maritime agreement between the government of the Lebanese Republic and the government of the Republic of Turkey.**	Turkey	04.03.1994	20.10.2003	Non-Arab
8.	**Agreement of Cooperation between the Lebanese government and the Arab Republic of Egypt Government regarding Cooperation in the field of Maritime Education and Training.**	Egypt	10.10.2002	26.11.2002	Arab
9.	**Agreement between the Lebanese Republic and the Syrian Arab Republic for the Sharing of Water from the Southern Litani River Basin and the Construction of a Joint Dam on the Main Stream of the River.**	Syria	20.04.2002	29.08.2002	Arab
10.	**Cooperation Agreement in the field of maritime transport between the government of the Lebanese Republic and the government of the Kingdom of Morocco.**	Morocco	24.12.2001	05.06.2002	Arab
11.	**Commercial Maritime Navigation Agreement between the Lebanese Republic and the Republic of Bulgaria.**	Bulgaria	20.03.2001	05.06.2002	Non-Arab
12.	**The Commercial Maritime Navigation Agreement signed between Lebanon and Iran on October 27, 199.**	Iran	27.10.1997	05.11.1998	Non-Arab

13.	**Agreement for Cooperation in the Field of Commercial Shipping and Ports between Lebanon and Jordan of 1998.**	Jordan	09.03.1997	16.03.1998	Non-Arab
14.	**The Maritime Transport Agreement between the government of the Lebanese Republic and the government of the People's Republic of China.**	China	12.06.1995	06.06.1996	Non-Arab
15.	**Agreement between the government of the Republic of Lebanon and the government of Romania in the field of maritime transportation.**	Romania	28.06.1995	06.06.1996	Non-Arab
16.	**Agreement on Economic and Trade Cooperation between Lebanon and Poland.**	Poland	May 1993	April 1994	Non-Arab
17.	**The Agreement for Commercial and Economic Cooperation between the government of the Lebanese Republic and the government of Romania.**	Romania	October 1994	December 1995	Non-Arab
18.	**The establishment of a submarine cable between Beirut and Marseille between Lebanon and France.**	France	04.04.1968	04.04.1968	Non-Arab
19.	**The Economic Treaty of 1967 between Lebanon and Iraq.**	Iraq	April 1967	June 1967	Arab
20.	**The Trade Treaty between Cameroon and Lebanon.**	Cameroon	October 1962	February 1964	Non-Arab
21.	**Agreement concluded with the Syrian government regarding equality in rights and treatment between Syrian and Lebanese sailors on the basis of reciprocity.**	Syria			Arab

C. Summary of above listed Bilateral Agreements:

1. *The delimitation of the Exclusive Economic Zone between the **Republic of Cyprus** and the Lebanese Republic was signed on 17.01.2011.*

   The aim of the Delimitation of the Exclusive Economic Zone agreement between the Republic of Cyprus and the Lebanese Republic was to establish the maritime boundaries between the two countries in the Eastern Mediterranean. This agreement ensures that both countries have defined their respective Exclusive Economic Zones ("**EEZ**") and have clear boundaries that will allow them to explore and exploit the natural resources within their maritime jurisdiction. The delimitation of the EEZs helps to avoid disputes and provides a framework for cooperation on issues related to fisheries, the environment, and maritime security.

2. *Memorandum of Understanding regarding mutual recognition of marine certificates of competency for seafarers issued by the Lebanese Republic and the **Hashemite Kingdom of Jordan**, signed on 19.03.2010.*

   The purpose of the Memorandum of Understanding ("**MoU**") is to establish mutual recognition of marine certificates of competency for seafarers issued by the Lebanese Republic and the Hashemite Kingdom of Jordan. This means that seafarers who have been issued certificates of competency by either country will have their certifications recognized by the other country, allowing them to work as seafarers on vessels registered in either country. This MoU aims to facilitate the mobility of seafarers and promote cooperation between the two countries in the maritime sector.

3. *Memorandum of Understanding between the Lebanese Government and **the Turkish government** regarding mutual recognition of certificates of competency for seafarers in accordance with Regulation 1/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers for year 1978.*

   The Memorandum of Understanding between the Lebanese government and the Turkish government regarding mutual recognition of certificates of competency for seafarers is valid for (1) year and aims to ensure the safety and effectiveness of the maritime industry in

accordance with international standards. This agreement, which is in line with Regulation 1/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, allows seafarers who hold valid certificates of competency issued by one country to be recognized and accepted by the other country without the need for additional training or certification. This helps to streamline the process of hiring seafarers and enhances the efficiency of maritime operations.

4. *Memorandum of Understanding between the Lebanese Customs Administration and the Department of Foreign Affairs and* ***International Trade of Canada*** *regarding the contribution of training and equipment for the maritime customs team and acceptance of the donation signed in Beirut on 16.11.2007 and in Ottawa on 27.11.2007.*

   The Memorandum of Understanding signed between the Lebanese Customs Administration and the Department of Foreign Affairs and International Trade of Canada ("MoU") is very important as it outlines the terms of a valuable contribution of training and equipment for the maritime customs team in Lebanon. This agreement is significant because it helps to strengthen the capacity and capabilities of the Lebanese Customs Administration, which is crucial to ensuring the efficient and effective management of customs operations and the prevention of illegal activities such as smuggling and trafficking. The training and equipment provided by Canada also help to promote international trade and cooperation between Lebanon and Canada, which is beneficial for both countries. Overall, this Memorandum of Understanding is an important step towards enhancing the capacity and capabilities of the Lebanese Customs Administration and promoting stronger ties between Lebanon and Canada However this MoU remains a preliminary agreement that set out the framework for future cooperation, and not a formal agreement that establish legally binding obligations between the parties involved such as conventions and treaties. It is possible that an agreement was later negotiated and signed, but no definitive information on the issue was detected.

5. *Agreement of Cooperation in the Field of Maritime Transport and Maritime Affairs between the government of the Lebanese Republic and the* ***government of the Republic of Yemen*** *signed in Sana' on 28.07.2004.*

The purpose of this agreement is to develop and regulate the various aspects of cooperation in the field of maritime affairs between Lebanon and Yemen, as well as to coordinate in the areas of inspection and illegal migration on board ships, combating pollution and protecting the marine environment, and cooperating in the field of marine scientific research, exchanging information and advice in order to provide the best possible safety measures for the maritime and shipping sector in both brotherly countries. This agreement also aims to develop and enhance the commercial and economic relations between the two countries and remove the barriers that hinder the development of trade between them. This agreement applies to the transportation of passengers and goods of all kinds by the ships of the two contracting parties, except for warships and other non-commercial ships."

6. *Maritime agreement between the government of the Lebanese Republic and the government of the* ***Republic of Turkey.***

Within the principles of equality, benefit, and mutual assistance, and the desire to support and develop their relations and continuously enhance cooperation in resolving maritime relations, the Lebanese government signed in Ankara on 04.03.1994 the Maritime Agreement with the government of the Republic of Turkey.

This agreement aims to (i) Develop maritime relations between the contracting parties, (ii) Emphasize the best ways to coordinate maritime and enhance maritime safety, and prevent marine pollution (iii) Avoid standards that harm the development of maritime transport., (iv) Contribute generally to the development of trade and economic relations between the two countries and (v) Cooperate in the field of shipbuilding and repair.
The provisions of this agreement apply to any commercial ship registered in the maritime records of the contracting party and bearing its flag, and shall be applicable to all Turkish and Lebanese territorial waters and exclusive economic zones.

However, it shall not apply to coastal navigation or to activities in coastal matters or to activities in matters reserved under the laws of each contracting party, especially in matters relating to port services, ship measurement, maritime guidance, maritime rescue and assistance, and fishing operations carried out in the territorial waters of each contracting party, and to navigation in inland waters.

7. Agreement of Cooperation between the Lebanese government and **the Arab Republic of Egypt Government** regarding Cooperation in the field of Maritime Education and Training.

   The Agreement of Cooperation between the Lebanese government and the Arab Republic of Egypt government regarding Cooperation in the field of Maritime Education and Training 2002 is important for several reasons and mainly since:

   (i) It enhances the cooperation between the two countries in the field of maritime education and training, which can lead to the exchange of experiences and knowledge. This can improve the quality of education and training programs in both countries and ultimately contribute to the development of the maritime industry.

   (ii) It may help to strengthen the ties between the two countries. The agreement demonstrates a shared commitment to cooperation and can help to build trust and understanding between Lebanon and Egypt.

   (iii) It may have economic benefits. A well-trained maritime workforce can increase the competitiveness of the maritime industry in both countries and can lead to the creation of new job opportunities. This can ultimately contribute to the economic growth of both countries.

8. Agreement between the Lebanese Republic and the **Syrian Arab Republic** for the Sharing of Water from the Southern Litani River Basin and the Construction of a Joint Dam on the Main Stream of the River.

   Under this agreement, the Lebanese Republic and the Syrian Arab Republic share the waters of the southern Great River Basin at a ratio of 60% for Syria and 40% for Lebanon of all their annual water imports. These percentages apply to the sharing of river basin water imports in all circumstances, whether in a wet, normal, or dry year.

   Considering the annual volume of water imports for the river basin and the multi-purpose water needs (drinking, irrigation, and industry) in both countries, the two states have decided to establish a joint dam at Edlin-Nura Al-Tahata site with a total storage capacity of approximately 70 million cubic meters according to the technical and economic feasibility studies. Syria and Lebanon shall bear all the necessary costs equally for the study and construction of the joint dam, and both sides shall seek to secure the necessary funding from internal or external sources.

This agreement is important for several reasons which include the following:

(i) It helps to ensure that both countries have access to a reliable and sustainable source of water, which is crucial for agriculture, industry, and other sectors of the economy.

(ii) It promotes cooperation and peaceful relations between the two countries, which have a history of conflict and tension.

(iii) The joint dam constructed as part of the agreement provides additional benefits such as flood control, hydroelectric power generation, and recreational opportunities for the people of both countries.

9. Cooperation Agreement in the field of maritime transport between the government of the Lebanese Republic and the government of the **Kingdom of Morocco.**

The Cooperation agreement in the field of maritime transport between the government of the Lebanese Republic and the government of the Kingdom of Morocco is entered in the context of the desire of both the Lebanese Republic and the Kingdom of Morocco to enhance cooperation in the field of maritime transport between and through their territories with the aim of removing obstacles and everything that hinders the development of trade exchange within the framework of the applicable laws and regulations in both countries and the provisions of United Nations organizations agreements in this regard.

According to the agreement, each one of the contracting parties (i) guarantees that the treatment of ships of the other contracting party is the same as that applied to its own national ships in accordance with the legislation in force at that contracting party and (ii) shall take all necessary measures to ensure the safety and security of ships, crew members, passengers, travelers, and various items on board the other contracting party's ships during the vessel's presence in its territorial waters or ports, whether at berth or at sea.

This cooperation agreement in the field of maritime transport between the government of the Lebanese Republic and the government of the Kingdom of Morocco is of essence since it establishes a framework for cooperation and coordination between the two countries in the areas of maritime transport and related activities. This includes the exchange of information and expertise, the promotion of maritime trade and investment, and the development of joint

projects in the maritime sector. By working together, Lebanon & Morocco can enhance their respective maritime industries and strengthen their economic ties, which benefits both countries & promote regional stability.

10. Commercial Maritime Navigation Agreement between the Lebanese Republic and the **Republic of Bulgaria.**

    The Commercial Maritime Navigation Agreement between the Lebanese Republic and the Republic of Bulgaria falls within the framework of the desire of both Lebanon and Bulgaria to confirm their desire to develop maritime commerce based on equal rights, mutual benefit, the principle of freedom of maritime navigation, and recognition of national sovereignty.

    According to the agreement, each of the contracting parties shall (i) grant ships of the other party engaged in international maritime transport the same treatment granted to its own ships and (ii) take all necessary measures to facilitate and expedite maritime transport by simplifying customs and administrative procedures applied in their ports, within the framework of their national legislation.

    This agreement is crucial since (i) it establishes a framework for cooperation and mutual benefit in the field of maritime transportation (ii) allows for the exchange of goods and services between the two countries, which can lead to economic growth and development (iii) may help to strengthen diplomatic ties between the two nations and promote cultural exchange and (iv) outlines the rights and responsibilities of each party, ensuring that maritime transportation is carried out in a safe and efficient manner.

    Overall, this Commercial Maritime Navigation Agreement is an important step towards closer cooperation and partnership between these two countries as it helps to strengthen economic ties and foster closer cooperation between the two countries, which is essential for promoting regional stability and prosperity.

11. The Commercial Maritime Navigation Agreement signed between Lebanon and **Iran** on October 27, 1997

The Commercial Maritime Navigation Agreement signed between Lebanon and Iran on October 27, 1997 aims to support and develop the relations between Lebanon and Iran, and to continuously enhance cooperation in the field of commercial maritime navigation, within the principles of equality and mutual benefit. As stipulated, each contracting party shall refrain, in accordance with its laws and regulations, from taking discriminatory measures against the ships of the other contracting party with regards to the approved services between the two countries. Furthermore, the contracting parties shall exchange the most-favored-nation treatment for the ships of the contracting parties in open ports of foreign countries, with respect to the laws and regulations applicable on the territory of each contracting party.

According to this agreement, a joint committee shall be established to impose effective monitoring of the implementation of the provisions of this agreement and to promote mutual cooperation. This committee shall meet at the request of either of the contracting parties and shall focus on enhancing the cooperation between the two countries in the field of maritime transportation and trade.

This agreement aimed to enhance the competitiveness of the two countries' shipping industries by promoting joint ventures and cooperation in shipbuilding, repair, and maintenance. Overall, the agreement was seen as a positive development for both countries, as it promised to increase trade and economic cooperation between them.

12. Agreement for Cooperation in the Field of Commercial Shipping and Ports between Lebanon and **Jordan** of 1998.

The Agreement for Cooperation in the Field of Commercial Shipping and Ports between Lebanon and Jordan of 1998 falls within the context of the desire of both Lebanon and Jordan to enhance their economic and commercial relations and establish the foundations of joint cooperation in the maritime council.

The aim of this agreement is to develop, facilitate, and regulate maritime transport between the two countries and to use their national ports and fleets to achieve common development

that serves the interests of both countries. The agreement stipulates the coordination of positions between the parties in organizations, bodies, unions, regional and international conferences, and events related to maritime navigation and the maritime transport industry. According to the agreement, coordination between the parties should occur upon joining agreements and treaties related to this matter.

Following the signature of the agreement, a joint maritime committee consisting of representatives from both parties was established; however, it only functioned until 2005. The main purpose of this committee was to promote the principles of consultation, dialogue, and the establishment of technical cooperation, as well as the development and monitoring of joint work programs, exchange of information, documents, and periodic statistics.

Despite the fact that the joint committee has not been active in recent years for an undetected reason; nonetheless, both countries continue to cooperate in the field of commercial shipping & ports.

13. The Maritime Transport Agreement between the government of the Lebanese Republic and the **government of the People's Republic of China.**

China constitutes a growing global economic power and a source of good quality, competitively priced products and a potential consumer market for some Lebanese products, providing great opportunities for the development of trade exchanges and thus transportation between the two countries.

The Maritime Transport Agreement between the government of the Lebanese Republic and the government of the People's Republic of China which was ratified in 1996 was a result of growing bilateral relations between the two countries. The agreement aimed to promote and enhance maritime transport between Lebanon and China, facilitating the movement of goods and people, and creating opportunities for trade and investment.

The agreement also aimed to (i) strengthen cultural and economic ties between the two countries and (ii) develop friendly relations between Lebanon and China, (iii) encourage

economic and trade exchanges between them, and (iv) enhance their cooperation in the field of maritime transport within the framework of equality and common interests, through a range of effective measures such as providing facilitation and port services, and granting each party the most favored nation treatment in the areas of taxes, the fees, customs transactions, quarantine requirements, inspection procedures, port procedures, mooring, loading and unloading of goods.

It should be noted that the procedures and measures provided for in this agreement shall be implemented in accordance with the laws and regulations applicable in both countries, without prejudice to the powers of their competent authorities to refuse entry to individuals from the crews of the other party's ships and to take any other legal action.

Overall, the agreement was designed to promote economic and cultural exchange between Lebanon and China through the development of maritime transport.

14. Agreement between the government of the Republic of Lebanon and the **government of Romania** in the field of maritime transportation.

This agreement reflects the desire of both Lebanon and Romania to develop their economic and trade relations within the framework of a set of agreements in various fields, in order to benefit from the promising opportunities offered by each party to the other, given the ongoing economic transformations in each country. The purpose of this agreement is to enhance bilateral cooperation in the maritime transport and trade exchange, based on the common interests of both countries and on equal footing, through a series of practical measures. These measures include granting each other the most-favored-nation treatment in all matters related to maritime transport, freedom to transfer money, and maritime security. Under this agreement, a joint committee is established to supervise its implementation and address any disputes that may arise, as well as to facilitate and develop maritime trade between the two countries and consult on issues of common interest related to maritime transport. As stated in this agreement, its provisions shall be applied by the competent authorities in both countries in accordance with the relevant laws and regulations of each country. Neither of these authorities shall be prevented from taking appropriate measures in the event of a breach of any of its provisions by any of the parties subject to its provisions, belonging to either party.

15. Agreement on Economic and Trade Cooperation between Lebanon and **Poland.**

The Agreement on Economic and Trade Cooperation between Lebanon and Poland was ratified in April 1994 after a period of negotiations between the two countries. The agreement does not specifically relate to the maritime field but includes provisions related to the exchange of goods and services between the two countries. The aim of the Agreement was to promote and develop economic and commercial relations between the two countries, and to strengthen cooperation in various fields such as industry, agriculture, tourism, and transportation. This agreement was signed in the context of Lebanon's efforts to diversify its economic and trade relations with other countries, and to reduce its reliance on a few key trading partners. It was also part of Poland's efforts to expand its trade relations and investments in the Middle East region. Overall, the agreement was seen as a positive step towards strengthening the economic ties between Lebanon and Poland, and creating opportunities for businesses and investors in both countries.

16. The Agreement for Commercial and Economic Cooperation between the government of the Lebanese Republic and the **government of Romania.**

The Agreement for Commercial & Economic Cooperation between the Lebanese government and Romanian government was ratified in Dec 1995 and was a result of the desire of both countries to strengthen their economic ties and promote mutual trade and investment. It was signed to (i) facilitate the exchange of goods, services, technology, and investment opportunities between the two countries, (ii) create a favorable environment for business and commerce, (iii) boost economic growth, and (iv) enhance the welfare of their citizens. This agreement covered various sectors, including agriculture, industry, energy, tourism, and transportation. It also established a joint committee that would meet periodically to review the progress of the agreement's implementation and identify new areas of cooperation. The joint committee established under this agreement was responsible for promoting and enhancing trade, investment, and economic cooperation between the two countries. It meets regularly to discuss and implement initiatives that will benefit both nations. While this agreement did not have a specific focus on the maritime field. However, the agreement covered various sectors, including transportation, which includes maritime transportation.

17. Establishment of a submarine cable between Beirut & Marseille between Lebanon & **France**.

The Lebanese government obtained a license to contract with the French Government for the establishment of a submarine cable between Beirut and Marseille. This cable, which was completed in 1969, was a significant development for telecommunications between Lebanon and Europe, as it allowed for faster and more reliable communication. The cable was a joint effort between the governments of Lebanon and France, and it marked an important moment in the history of telecommunications in the region. This license is a legal document that outlines the terms and conditions of the agreement between the parties involved. It would have contained details such as the scope of the project, the timelines, the payment terms, and the legal obligations of each party.

18. The Economic Treaty of 1967 between Lebanon and **Iraq**

This Treaty was signed as a result of both countries seeking to strengthen their economic ties and promote mutual prosperity. At the time, both Lebanon and Iraq were interested in expanding their trade and investment opportunities, and this treaty helped to facilitate closer cooperation between the two nations in various fields, including agriculture, industry, and transportation. The treaty also helped to create new opportunities for cultural exchange and collaboration, and it was seen as an important step towards building stronger regional ties in the Middle East. The Lebanon-Iraq Economic Treaty of 1967 was mainly focused on promoting economic cooperation and trade between Iraq and Lebanon.

This treaty aimed to promote safe and efficient maritime trade between Iraq and Lebanon, while also ensuring the protection of the marine environment.

19. The Trade Treaty between **Cameroon** and Lebanon.

The Trade Treaty between Cameroon and Lebanon was a result of the growing economic ties between the two countries. At the time, Cameroon was seeking to expand its trade relations beyond its traditional European partners, while Lebanon was looking to diversify its trade partners as well. The negotiations for the treaty likely involved discussions around tariff reductions, market access, and other trade-related issues. This treaty outlines rules and regulations regarding maritime transportation of goods and products, including the handling of dangerous or hazardous materials. Overall, it has significant implications on

maritime law and commerce between Cameroon and Lebanon, and an important reference point for businesses and individuals involved in shipping & trade in the region. This aspect of the treaty is important for resolving any potential disputes over maritime boundaries and promoting peaceful and cooperative relations between Cameroon & Lebanon.

20. Agreement concluded with the **Syrian government** regarding equality in rights and treatment between Syrian and Lebanese sailors on the basis of reciprocity.

    This agreement ratified in 1950 between Lebanon and Syria aimed to establish equality in rights and treatment between Syrian and Lebanese sailors on the basis of reciprocity. This meant that sailors from both countries would be entitled to the same rights and benefits, such as fair wages and working conditions, while working on ships registered in either country. The agreement was an important step towards promoting cooperation and mutual respect between Lebanon and Syria in the maritime industry.

Part (2): Multilateral Agreements & Conventions in the Maritime Field

A. Introduction:

Multilateral agreements are essential because they promote cooperation and collaboration between three or more countries in areas related to maritime activities. These agreements help to establish a framework for joint efforts in areas such as maritime security, maritime trade, and environmental protection. They can also help to resolve disputes and enhance communication and information-sharing between countries. Overall, maritime multilateral agreements are critical for promoting peace and prosperity in the maritime domain on a supranational level.

Lebanon has a rich maritime history, and it has entered into, joined and ratified a large number of multilateral agreements related to maritime activities over the years.

Lebanon is an active participant in various maritime conventions and ratified several international conventions related to maritime safety, security, and environmental protection, including the International Convention for the Safety of Life at Sea (SOLAS), the International Convention on Maritime Search and Rescue (SAR), the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC), and others. Lebanon is also a member of the International Maritime Organization (IMO), the UN agency responsible for

promoting safe, secure, and efficient shipping and preventing pollution from ships. However, it did not ratify (i) the Convention on the Limitation of Liability for Maritime Claims which entered into force on 13.5.2004 and which provides a framework for determining the maximum amount of compensation that may be paid by ship owners and other parties in the event of maritime claims and (ii) the Convention relating to Civil Liability in the field of Maritime Carriage of Nuclear Material which entered into force on 15.7.1971 which is a significant international agreement outlining the liability of nuclear ship-owners in the event of a nuclear incident during maritime transport and sets forth the provisions for compensation for damages that may occur in the event of a nuclear accident during transportation of nuclear materials.

Overall, Lebanon may have prioritized certain conventions over others based on its specific needs and resources and challenges that Lebanon might face in the implementation and enforcement of certain conventions due to factors such as limited funding or capacity.

However, a large number of such conventions are had not been effective and thus requires revision.

B. List / Table of the Multilateral Agreements and conventions:

B.1) List of Maritime Navigation Conventions:

No	Title	Signature Date	Ratification Date
1.	**Convention on the International Hydrographic Organization (IHO), 8 November 2016.**	N/A	7/12/ 2020
2.	**International Convention for the Control and Management of Ships' Ballast water and Sediments (BWM), 13 February 2004 entered into force globally on 8 September 2017.**	15/12/2011	8/9/2017
3.	**International Convention on The Control of Harmful Anti-Fouling Systems on Ships, London, 5 October 2001, entered into force on 17 September 2008.**	2/12/2010	2/3/2011
4.	**International Convention on Maritime Search and Rescue (SAR)- 27th of April 1979 Hamburg, entered into force on 22 June 1985.**	15/4/2009	15/5/2009

5.	**International Convention on preventing the collisions at sea- COLREG, London 20 October 1972, entered into force on 15 July 1977.**	10/11/2008	10/11/2008
6.	**Memorandum of Understanding on Maritime Transport Cooperation between Arab Countries. Damascus, 9 May 2005**	9/5/2005	29/12/2005
7.	**International Convention for Safe Containers (CSC), Genève on 2 December 1972, entered into force on 6 September 1977.**	19/7/2001	19/7/2002
8.	**Convention on Facilitation of International Maritime Traffic 1965, London 9 April 1965, entered into force on 5 March 1967.**	20/1/1998	21/3/1998
9.	**Convention for the Suppression Of Unlawful Acts Against The Safety Of Maritime Navigation (SUA), Rome, 10 March 1988, entered into force 1 March 1992.**	16/12/1994	16/3/1995
10.	**International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW), London 7 July 1978, entered into force 28 April 1984.**	5/12/1994	5/3/1995
11.	**International Convention for the Safety of Life at Sea (SOLAS), London on 1 November 1974, entered into force on 25 May 1980.**	29/11/1983	29/2/1984
12.	**Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974 – London on 17 February 1978**	29/10/1983	29/2/1984
13.	**Convention of a Code of Conduct of Liner Conferences- Genève on 6 April 1974.**	N/A	30/4/1982
14.	**Convention on the International Maritime Organisation (IMO), 6 March 1948, entered into force on 17 March 1958.**	6/3/1948	3/5/1966

B.2) List of Maritime Transportation Conventions:

No.	Title	Signature Date	Ratification Date
1.	**International Convention on the control of harmful anti-fouling systems on ships, London 2001.**	02/12/2010	02/03/2011
2.	**International Convention For Safe Containers (CSC), Genève on 2 December 1972, entered into force on 6 September 1977.**	17/07/2001	17/01/2002
3.	**Convention For The Suppression Of Unlawful Acts Against The Safety Of Maritime Navigation (SUA), Rome, 10 March 1988, entered into force 1 March 1992.**	16/12/1994	16/03/1995
4.	**United Nations Convention on the Carriage of Goods by Sea, Hamburg 1978.**	04/04/1983	01/11/1992
5.	**International Convention on Load Lines, London 1966.**	07/07/1970	07/10/1970

B.3) List of Maritime Pollution Conventions

No	Title	Signature Date	Ratification Date
1.	**Paris Agreement**	22/04/2016	05/02/2020
2.	**Minamata Convention on Mercury**	N.A	13/10/2017
3.	**Nagoya Protocol**	01/02/2012	13/10/2017
4.	**International Convention for the control and management of ship's ballast water and sediments (BWM)**	15/12/2011	08/09/2017
5.	**International Convention on Oil Pollution Preparedness, Response and Co-Operation, 1990 (OPRC 1990)**	30/03/2005	30/06/2005
6.	**Convention on Biological Diversity**	12/06/1992	15/12/1994
7.	**Protocol for the Protection of the Mediterranean Sea against Pollution from Land-Based Sources**	17/05/1980	27/12/1994
8.	**Basel Convention on the Control of Transboundary Movements of Hazardous Wastes**	22/03/1989	21/12/1994

9.	**Protocol concerning cooperation in preventing pollution from ships and, in cases of emergency combating pollution of the Mediterranean Sea**	08/07/1977	17/02/1978
10.	**Convention on the prohibition of military or any other hostile use of environmental modification techniques**	18/05/1977	
11.	**Barcelona Convention**	16/02/1976	8/10/1977
12.	**International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969**	5/06/1975	3/9/1975
13.	**International Convention for the Prevention of Pollution of the Sea by Oil (OILPOL)**	31/05/1967	31/08/1967
14.	**International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997 (MARPOL)**	18/07/1983	01/10/1983

C. Summary of Multilateral Agreements:

1. Maritime Navigation Agreements

1.1 Convention on the International Hydrographic Organization (IHO):

The international Hydrographic Organization is an intergovernmental organization whose members are the governments of coastal States.

Established in 1921, governed by an international convention which has been signed by 98 Member States. The mission of the IHO is to ensure the provision of adequate and timely hydrographic information for worldwide marine navigation and other purposes, through the co-ordination of the endeavours of national hydrographic offices.

The Objectives of the IHO are set down in Article II of the Convention as amended; these objectives can be summarized as follows:

"(*a) To promote the use of hydrography for the safety of navigation and all other marine purposes and to raise global awareness of the importance of hydrography;*

(b) To improve global coverage, availability and quality of hydrographic data, information, products and services and to facilitate access to such data, information, products and services;

(c) To improve global hydrographic capability, capacity, training, science and techniques;

(d) To establish and enhance the development of international standards for hydrographic data, information, products, services and techniques and to achieve the greatest possible uniformity in the use of these standards;

(e) To give authoritative and timely guidance on all hydrographic matters to States and international organizations;

(f) To facilitate coordination of hydrographic activities among the Member States;

(g) To enhance cooperation on hydrographic activities among States on a regional basis."

The Lebanese Government, more specifically the Lebanese Navy provides Hydrographic Services, this office was established on the 1st of February 2014 by a Ministerial Decision number 20 dated on the 23rd of December 2014. This office is responsible of ensuring the application of the provisions of the Convention on the International Hydrographic Organization the main principle function of the office is to Hydrographic and oceanographic data collection and processing, Nautical Charts Production and update Maritime safety Information, in addition to providing several services to assist the safe and efficient navigation of ships, some of which are the provision of nautical information, including nautical charts, Notices to Mariners, sailing directions, data for integrated navigation systems and other products and services. The provision of accurate and up to date charts offers significant economic and commercial benefits through facilitation of maritime trade and other marine activities. It also helps to prevent accidents which may result in the loss of life and property and in pollution of the marine environment.

1.2 International Convention for the Control and Management of Ships' Ballast water and Sediments (BWM):

The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention), entered into force globally on 8 September 2017, this is a treaty adopted by the International Maritime Organization (IMO) in order to help prevent the spread of potentially harmful aquatic organisms and pathogens in ships' ballast water.

"*The Ballast Water Management Convention, adopted in 2004, aims to prevent the spread of harmful aquatic organisms from one region to another, by establishing standards and procedures for the management and control of ships' ballast water and sediments*

Under the Convention, all ships in international traffic are required to manage their ballast water and sediments to a certain standard, according to a ship-specific ballast water management plan. All ships will also have to carry a ballast water record book and an international ballast water management certificate. The ballast water management standards will be phased in over a period of time. As an intermediate solution, ships should exchange ballast water mid-ocean. However, eventually most ships will need to install an on-board ballast water treatment system.

A number of guidelines have been developed to facilitate the implementation of the Convention.

The Convention will require all ships to implement a Ballast Water and Sediments Management Plan. All ships will have to carry a Ballast Water Record Book and will be required to carry out ballast water management procedures to a given standard. Existing ships will be required to do the same, but after a phase-in period.

Parties to the Convention are given the option to take additional measures which are subject to criteria set out in the Convention and to IMO guidelines.

Under Article 2 General Obligations Parties undertake to give full and complete effect to the provisions of the Convention and the Annex in order to prevent, minimize and ultimately eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments.

Parties are given the right to take, individually or jointly with other Parties, more stringent measures with respect to the prevention, reduction or elimination of the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments, consistent with international law. Parties should ensure that ballast water management practices do not cause greater harm than they prevent to their environment, human health, property or resources, or those of other States."

1.3 International Convention on The Control Of Harmful Anti-Fouling Systems On Ships:

"The Convention prohibits the use of harmful organotins in anti-fouling paints used on ships and establishes a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems.

Anti-fouling paints are used to coat the bottoms of ships to prevent sea life such as algae and molluscs attaching themselves to the hull – thereby slowing down the ship and increasing fuel consumption.

Under the terms of the AFS Convention, Parties to the Convention are required to prohibit and/or restrict the use of harmful anti-fouling systems on ships flying their flag, as well as ships not entitled to fly their flag but which operate under their authority and all ships that enter a port, shipyard or offshore terminal of a Party.

Anti-fouling systems to be prohibited or controlled are listed in an annex to the Convention, which will be updated as and when necessary.

The Convention includes a clause which states that a ship shall be entitled to compensation if it is unduly detained or delayed while undergoing inspection for possible violations of the Convention.

In 2021, the MEPC adopted amendments to include controls on the biocide cybutryne. The amendments enter into force on 1 January 2023. Ships shall not apply or re-apply anti-fouling systems containing this substance from 1 January 2023. Ships shall remove or apply a coating to AFS with this substance at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne."

1.4 *International Convention on Maritime Search and Rescue (SAR):*

The 1979 Convention, adopted at a Conference in Hamburg, was aimed at developing an international SAR plan, so that, no matter where an accident occurs, the rescue of persons in distress at sea will be co-ordinated by a SAR organization and, when necessary, by co-operation between neighbouring SAR organizations.

Although the obligation of ships to go to the assistance of vessels in distress was enshrined both in tradition and in international treaties (such as the International Convention for the Safety of Life at Sea (SOLAS), 1974), there was, until the adoption of the SAR Convention, no international system covering search and rescue operations. In some areas there was a well-established organization able to provide assistance promptly and efficiently, in others there was nothing at all.

Following the adoption of the 1979 SAR Convention, IMO's Maritime Safety Committee divided the world's oceans into 13 search and rescue areas, in each of which the countries concerned have delimited search and rescue regions for which they are responsible.
Provisional search and rescue plans for all of these areas were completed when plans for the Indian Ocean were finalized at a conference held in Fremantle, Western Australia in September 1998.

Chapter 2 of the convention defines the responsibilities of Governments. It requires Parties, either individually or in co-operation with other States, to establish basic elements of a search and rescue service, to include:

- Legal framework;
- Assignment of a responsible authority;
- Organization of available resources;
- Communication facilities;
- Co-ordination and operational functions; and
- processes to improve the service including planning, domestic and international co-operative relationships and training.

In addition, Chapters 3 and 4 of the convention regulates the rescue operation and the co-operation between states."

1.5 Internationale Convention on preventing the collisions at sea- COLREG, London 20 October 1972:

"The 1972 Convention was designed to update and replace the Collision Regulations of 1960 which were adopted at the same time as the 1960 SOLAS Convention.
One of the most important innovations in the 1972 COLREGs was the recognition given to traffic separation schemes - Rule 10 gives guidance in determining safe speed, the risk of collision and the conduct of vessels operating in or near traffic separation schemes.
The first such traffic separation scheme was established in the Dover Strait in 1967. It was operated on a voluntary basis at first but in 1971 the IMO Assembly adopted a resolution stating that that observance of all traffic separation schemes be made mandatory - and the COLREGs make this obligation clear. COLREGs include 41 rules divided into six sections:

Part A - General; Part B - Steering and Sailing; Part C - Lights and Shapes; Part D - Sound and Light signals; Part E - Exemptions; and Part F - Verification of compliance with the provisions of the Convention. There are also four Annexes containing technical requirements concerning lights and shapes and their positioning; sound signalling appliances; additional signals for fishing vessels when operating in close proximity, and international distress signals."

1.6 MoU on Maritime Transport Cooperation between Arab Countries.

The Memorandum of Understanding on Maritime Transport Cooperation in the Arab Mashreq is an endeavour to establish cooperation and integration between members of ESCWA in the Arab Mashreq region. This Memorandum recognizes that maritime transport plays an important role in strengthening intraregional and foreign trade and promotes the economic and social integration of the ESCWA region and the Arab region in general. In this context, the parties to this Memorandum of Understanding have agreed on 22 articles, which are believed to ensure the systematic development of the national merchant fleets of the region and the balanced development of maritime transport and seaports.

1.7 International Convention for Safe Containers (CSC):

In 1967, IMO undertook to study the safety of containerization in marine transport. The container itself emerged as the most important aspect to be considered. IMO, in co-operation with the Economic Commission for Europe, developed a draft convention and in 1972 the finalized Convention was adopted at a conference jointly convened by the UN and IMO.

The 1972 Convention for Safe Containers has two goals: the first is to maintain a high level of safety of human life in the transport and handling of containers by providing generally acceptable test procedures and related strength requirements and the second is to facilitate the international transport of containers by providing uniform international safety regulations, equally applicable to all modes of surface transport. In this way, proliferation of divergent national safety regulations can be avoided.

The requirements of the Convention apply to the great majority of freight containers used internationally, except those designed especially for carriage by air. As it was not intended that all containers or reusable packing boxes should be affected, the scope of the Convention is limited to containers of a prescribed minimum size having corner fittings - devices which permit handling, securing or stacking."

1.8 Convention on Facilitation of International Maritime Traffic 1965, (FAL):

"The Convention's main objectives are to prevent unnecessary delays in maritime traffic, to aid co-operation between Governments, and to secure the highest practicable degree of uniformity in formalities and other procedures. In particular, the Convention reduces the number of declarations which can be required by public authorities.

The Convention defines standards as internationally-agreed measures which are "necessary and practicable in order to facilitate international maritime traffic" and recommended practices as measures the application of which is "desirable".

The Convention provides that any Contracting Government which finds it impracticable to comply with any international standard, or deems it necessary to adopt differing regulations, must inform the Secretary-General of IMO of the "differences" between its own practices and the standards in question. The same procedure applies to new or amended standards.

In the case of recommended practices, Contracting Governments are urged to adjust their laws accordingly but are only required to notify the Secretary-General when they have brought their own formalities, documentary requirements and procedures into full accord.

This flexible concept of standards and recommended practices, coupled with the other provisions, allows continuing progress to be made towards the formulation and adoption of uniform measures in the facilitation of international maritime traffic."

1.9 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA):

The main purpose of the Convention is to ensure that appropriate action is taken against persons committing unlawful acts against ships. These include the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy or damage it.

The Convention obliges Contracting Governments either to extradite or prosecute alleged offenders.

Important amendments to the 1988 Convention and its related Protocol, were adopted by the Diplomatic Conference on the Revision of the SUA Treaties held from 10 to 14 October 2005. The amendments were adopted in the form of Protocols to the SUA treaties (the 2005 Protocols).

Among the unlawful acts covered by the SUA Convention in Article 3 are the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy or damage it.

The 2005 Protocol to the SUA Convention adds a new Article 3bis which states that a person commits an offence within the meaning of the Convention. Under the new instrument, a person commits an offence within the meaning of the Convention if that person unlawfully and intentionally transports another person on board a ship knowing that the person has committed an act that constitutes an offence under the SUA Convention or an offence set forth in any treaty listed in the Annex. The Annex lists nine such treaties.1

The new instrument also makes it an offence to unlawfully and intentionally injure or kill any person in connection with the commission of any of the offences in the Convention; to attempt to commit an offence; to participate as an accomplice; to organize or direct others to commit an offence; or to contribute to the commissioning of an offence.

A new Article requires Parties to take necessary measures to enable a legal entity (this could be a company or organization, for example) to be made liable and to face sanctions when a person responsible for management of control of that legal entity has, that capacity, committed an offence under the Convention."

1.10 International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW):

"The 1978 STCW Convention was the first to establish basic requirements on training, certification and watch-keeping for seafarers on an international level. Previously the standards of training, certification and watch-keeping of officers and ratings were established by individual governments, usually without reference to practices in other countries. As a result standards and procedures varied widely, even though shipping is the most international of all industries.

The Convention prescribes minimum standards relating to training, certification and watch-keeping for seafarers which countries are obliged to meet or exceed.

The 1995 amendments, adopted by a Conference, represented a major revision of the Convention, in response to a recognized need to bring the Convention up to date and to respond to critics who pointed out the many vague phrases, such as "to the satisfaction of the

Administration", which resulted in different interpretations being made. A major change was the requirement for Parties to the Convention are required to provide detailed information to IMO concerning administrative measures taken to ensure compliance with the Convention. This represented the first time that IMO had been called upon to act in relation to compliance and implementation - generally, implementation is down to the flag States, while port State control also acts to ensure compliance.

The Manila amendments to the STCW Convention and Code were adopted on 25 June 2010, marking a major revision of the STCW Convention and Code. The 2010 amendments entered into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code up to date with developments since they were initially adopted and to enable them to address issues that are anticipated to emerge in the foreseeable future.

Amongst the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention);
- Revised requirements on working and resting hours and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
- New certification requirements for able seafarers;
- New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
- New requirements for marine environment awareness training and training in leadership and teamwork;
- New training and certification requirements for electro-technical officers;
- Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
- Introduction of modern training methodology including distance learning/web-based learning;
- New training guidance for personnel serving on board ships operating in polar waters;
- New training guidance for personnel operating Dynamic Positioning Systems.”

1.11 International Convention for the Safety of Life at Sea (SOLAS), London on 1 November 1974

"The SOLAS Convention in its successive forms is generally regarded as the most important of all international treaties concerning the safety of merchant ships.

The first version was adopted in 1914, in response to the Titanic disaster, the second in 1929, the third in 1948, and the fourth in 1960. The 1974 version includes the tacit acceptance procedure - which provides that an amendment shall enter into force on a specified date unless, before that date, objections to the amendment are received from an agreed number of Parties.

The main objective of the SOLAS Convention is to specify minimum standards for the construction, equipment and operation of ships, compatible with their safety. Flag States are responsible for ensuring that ships under their flag comply with its requirements, and a number of certificates are prescribed in the Convention as proof that this has been done. Control provisions also allow Contracting Governments to inspect ships of other Contracting States if there are clear grounds for believing that the ship and its equipment do not substantially comply with the requirements of the Convention - this procedure is known as port State control. The current SOLAS Convention includes Articles setting out general obligations, amendment procedure and so on, followed by an Annex divided into 14 Chapters.

It Includes regulations concerning the survey of the various types of ships and the issuing of documents signifying that the ship meets the requirements of the Convention. The Chapter also includes provisions for the control of ships in ports of other Contracting Governments."

1.12 Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974 – London on 17 February 1978

The Protocol was adopted under the SOLAS Convention in the framework of the International Maritime Organisation (IMO). Regulations of Chapter I are amended to provide for, inter alia, inspections and surveys of ships and passenger ships, surveys of life-saving appliances and other equipment of cargo ships for the purpose of ensuring that they comply fully with the requirements of the Convention and the Protocol and, where applicable, the International Regulations for Preventing Collision at Sea in force, surveys of hull, machinery and equipment of cargo ships, including intermediate surveys of tankers of ten years of age and over, and maintenance of conditions after surveys. Regulations of Chapter II are amended to, inter alia, add definitions, apply regulations relating to machinery and electrical installations to tankers,

and modify existing fire safety measures and cargo tank protection measures to include "new tankers" as defined in the Protocol. Finally, Chapter V is amended to modify provisions relating to ship borne navigational equipment, use of the automatic pilot, operation of steering gear in areas where navigation demands special caution, and steering gear for testing and drilling.

1.13 Convention of a Code of Conduct of Liner Conferences- Genève on 6 April 1974.

This convention recognizes the need for a universally acceptable code of conduct for liner conference. It aims to facilitate the expansion of world sea-borne trade, to stimulate the development of regular and efficient liner services, to ensure a balance of interests between suppliers and users of liner shipping services.

This convention deals with the group of vessel-operating carriers providing international liner services for the carriage of cargo on particular routes (art.1). They are binding by an agreement of which they operate under common freight (art.7). This conference are composed of member lines, they shared trade between national shipping lines and practices a preferential freight between members (art.12-15).

A procedure of conciliation (an international mandatory conciliation: art.28) is instituted at the request of one of the parties to the dispute relating to membership of conference, to general freight-rate increase, or to surcharges.

1.14 Convention on the International Maritime Organisation (IMO), 6 March 1948, entered into force on 17 March 1958.

This organisation is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships, with the following purposes as stated in Article 1 of the Convention:

"(a) To provide machinery for co-operation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade, and to encourage the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships; and to deal with administrative and legal matters related to the purposes set out in this Article.

(b) To encourage the removal of discriminatory action and unnecessary restrictions by Governments affecting shipping engaged in international trade so as to promote the availability of shipping services to the commerce of the world without discrimination; assistance and encouragement given by a Government for the development of its national shipping and for purposes of security does not in itself constitute discrimination, provided that such assistance and encouragement is not based on measures designed to restrict the freedom of shipping of all flags to take part in international trade;

(c) To provide for the consideration by the Organization of matters concerning unfair restrictive practices by shipping concerns in accordance with Part II;

(d) To provide for the consideration by the Organization of any matters concerning shipping that may be referred to it by any organ or specialized agency of the United Nations;

(e) To provide for the exchange of information among Governments on matters under consideration by the Organization."

2 Maritime Transportation Conventions

2.1 International Convention on the control of harmful anti-fouling systems on ships, London 2001

Concern about unlawful acts which threaten the safety of ships and the security of their passengers and crews grew during the 1980s, with reports of crews being kidnapped, ships being hi-jacked, deliberately run aground or blown up by explosives. Passengers were threatened and sometimes killed.

In November 1985 the problem was considered by IMO's 14th Assembly and a proposal by the United States that measures to prevent such unlawful acts should be developed by IMO was supported.

The Assembly adopted resolution A.584 (14) Measures to prevent unlawful acts which threaten the safety of ships and the security of their passengers and crew, then in 1986 the Maritime Safety Committee (MSC) issued a Circular (MSC/Circ.443) on Measures to prevent unlawful acts against passengers and crews on board ships.

In November 1986 the Governments of Austria, Egypt and Italy proposed that IMO prepare a convention on the subject of unlawful acts against the safety of maritime navigation 'to provide for a comprehensive suppression of unlawful acts committed against the safety of maritime navigation which endanger innocent human lives, jeopardize the safety of persons and property, seriously affect the operation of maritime services and thus are of grave concern to the international community as a whole."

In March 1988 a conference in Rome adopted the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation. The main purpose of the Convention is to ensure that appropriate action is taken against persons committing unlawful acts against ships. These include the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy or damage it.

The Convention obliges Contracting Governments either to extradite or prosecute alleged offenders.

2.2 International Convention for Safe Containers (CSC):

In 1967, IMO undertook to study the safety of containerization in marine transport. The container itself emerged as the most important aspect to be considered. IMO, in co-operation with the Economic Commission for Europe, developed a draft convention and in 1972 the finalized Convention was adopted at a conference jointly convened by the United Nations and IMO.

The 1972 Convention for Safe Containers has two goals: the first is to maintain a high level of safety of human life in the transport and handling of containers by providing generally acceptable test procedures and related strength requirements and the second is to facilitate the international transport of containers by providing uniform international safety regulations, equally applicable to all modes of surface transport. In this way, proliferation of divergent national safety regulations can be avoided.

The requirements of the Convention apply to the great majority of freight containers used internationally, except those designed specially for carriage by air. As it was not intended that all containers or reusable packing boxes should be affected, the scope of the Convention is limited to containers of a prescribed minimum size having corner fittings - devices which permit handling, securing or stacking."

2.3 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA):

The main purpose of the Convention is to ensure that appropriate action is taken against persons committing unlawful acts against ships. These include the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy or damage it.

The Convention obliges Contracting Governments either to extradite or prosecute alleged offenders.

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The new instrument also makes it an offence to unlawfully and intentionally injure or kill any person in connection with the commission of any of the offences in the Convention; to attempt to commit an offence; to participate as an accomplice; to organize or direct others to commit an offence; or to contribute to the commissioning of an offence.

A new Article requires Parties to take necessary measures to enable a legal entity (this could be a company or organization, for example) to be made liable and to face sanctions when a person responsible for management of control of that legal entity has, that capacity, committed an offence under the Convention."

2.4 United Nations Convention on the Carriage of Goods by Sea, Hamburg 1978

The Hamburg Rules is a set of rules governing the international shipment of goods, resulting from the United Nations International Convention on the Carriage of Goods by Sea adopted in Hamburg on 31 March 1978. The Convention was an attempt to form a uniform legal base for the transportation of goods on oceangoing ships. A driving force behind the convention was the attempt by developing countries to provide all participants a fair and equal chance of succeeding.

2.5 International Convention on Load Lines, London 1966.

It has long been recognized that limitations on the draught to which a ship may be loaded make a significant contribution to her safety. These limits are given in the form of freeboards, which constitute, besides external weather tight and watertight integrity, the main objective of the Convention.

The first International Convention on Load Lines, adopted in 1930, was based on the principle of reserve buoyancy, although it was recognized then that the freeboard should also ensure adequate stability and avoid excessive stress on the ship's hull as a result of overloading.

In the 1966 Load Lines convention, adopted by IMO, provisions are made for determining the freeboard of ships by subdivision and damage stability calculations.

The regulations take into account the potential hazards present in different zones and different seasons. The technical annex contains several additional safety measures concerning doors, freeing ports, hatchways and other items. The main purpose of these measures is to ensure the watertight integrity of ships' hulls below the freeboard deck.

All assigned load lines must be marked amidships on each side of the ship, together with the deck line. Ships intended for the carriage of timber deck cargo are assigned a smaller freeboard as the deck cargo provides protection against the impact of waves.

3 Maritime Pollution Conventions

3.1 Paris Agreement

The Paris Agreement is a **legally binding international treaty on climate change**. It was adopted by 196 Parties at the UN Climate Change Conference (COP21) in Paris, France, on 12 December 2015. It entered into force on 4 November 2016. It aims to help countries adapt to climate change effects, and mobilize enough finance. Under the agreement, each country must determine, plan, and regularly report on its contributions. No mechanism forces a country to set specific emissions targets, but each target should go beyond previous targets.

As for Lebanon it has been signed on 22 April 2016 and ratified on 5 February 2020.

3.2 Minamata Convention on Mercury

The Minamata Convention on Mercury is the most recent global agreement on environment and health, adopted in 2013.

The Convention draws attention to a global and ubiquitous metal that, while naturally occurring, has broad uses in everyday objects and is released to the atmosphere, soil and water from a variety of sources. Controlling the anthropogenic releases of mercury throughout its lifecycle has been a key factor in shaping the obligations under the convention.

As for Lebanon it has been ratified on 13 October 2017.

3.3 Nagoya Protocol on Access to Genetic Resources and the Fair and Equitable Sharing of Benefits Arising from their Utilization to the Convention on Biological Diversity

Nagoya, 29 October 2010

The Nagoya Protocol is a 2010 supplementary agreement to the 1992 Convention on Biological Diversity (CBD). Its aim is the implementation of one of the three objectives of the CBD: the fair and equitable sharing of benefits arising out of the utilization of genetic resources, thereby contributing to the conservation and sustainable use of biodiversity. It sets out obligations for its contracting parties to take measures in relation to access to genetic resources, benefit-sharing and compliance. The protocol was adopted on 29 October 2010 in Nagoya, Japan, at the tenth meeting of the Conference of the Parties, held from 18 to 29 October 2010 and entered into force on 12 October 2014.

As for Lebanon it has been signed on 1 February 2012 and ratified on 13 October 2017.

3.4 International Convention for the control and management of ship's ballast water and sediments (BWM)

Adoption: 13 February 2004; Entry into force: 8 September 2017

The Ballast Water Management Convention, adopted in 2004, aims to prevent the spread of harmful aquatic organisms from one region to another, by establishing standards and procedures for the management and control of ships' ballast water and sediments

Under the Convention, all ships in international traffic are required to manage their ballast water and sediments to a certain standard, according to a ship-specific ballast water management plan. All ships will also have to carry a ballast water record book and an international ballast water management certificate.

As for Lebanon it has been signed on 15 December 2011 and ratified on 08 September 2017.

3.5 Int'l Convention on Oil Pollution Preparedness, Response & Co-operation (OPRC)

Adoption: 30 November 1990; Entry into force: 13 May 1995

In July 1989, a conference of leading industrial nations in Paris called upon IMO to develop further measures to prevent pollution from ships. This call was endorsed by the IMO Assembly in November of the same year and work began on a draft convention aimed at providing a global framework for international co-operation in combating major incidents or threats of marine pollution. Parties to the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) are required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries.

3.6 Convention on Biological Diversity

The Convention on Biological Diversity (CBD) is the international legal instrument for "the conservation of biological diversity, the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources" that has been ratified by 196 nations. The Convention on Biological Diversity covers biodiversity at all levels: ecosystems, species and genetic resources. It also covers biotechnology, including through the Cartagena Protocol on Biosafety. In fact, it covers all possible domains that are directly or indirectly related to biodiversity and its role in development, ranging from science, politics and education to agriculture, business, culture and much more.

As for Lebanon it has been signed on 12 June 1992 and ratified on 15 December 1994.

3.7 Protocol for the Protection of the Mediterranean Sea against Pollution from Land-Based Sources

The Protocol for the Protection of the Mediterranean Sea against Pollution from Land-Based Sources was adopted in 1980 and entered into force in 1983. In 1996, the LBS Protocol was amended and renamed Protocol for the Protection of the Mediterranean Sea against Pollution from Land-Based Sources and Activities. The amendments to the LBS Protocol entered into force in 2008. As for Lebanon it has been signed on 17/05/1980 and ratified on 27/12/1994.

3.8 Basel Convention on the Control of Transboundary Movements of Hazardous Wastes

The Basel Convention was adopted in 1989 and it came into force in 1992. It is the most comprehensive global environmental agreement on hazardous wastes and other wastes. With 175 Parties (as at 31 March 2011), it has nearly universal membership. The Convention aims to protect human health and the environment against the adverse effects resulting from the generation, transboundary movements and management of hazardous wastes and other wastes. The Basel Convention regulates the transboundary movements of hazardous wastes and other wastes and obliges its Parties to ensure that such wastes are managed and disposed of in an environmentally sound manner. Lebanon signed on 22/03/1989 and ratified 21/12/1994.

3.9 Protocol concerning cooperation in preventing pollution from ships and, in cases of emergency combating pollution of the Mediterranean Sea (Jan 2002)

The Contracting Parties undertake to cooperate in implementing international regulations to prevent, reduce and control pollution of the marine environment from ships and take the necessary measures in cases of pollution incidents (art. 3.1). In so doing, the Parties agree to take into account as appropriate the participation of local authorities, non-governmental organizations and socio-economic actors (art.3.2). Inter alia, Contracting Parties agree to endeavor to maintain and promote contingency plans and other means of preventing and combating pollution incidents (art. 4). They undertake to apply monitoring activities to prevent, detect and combat pollution and to ensure compliance with applicable international regulations (art. 5). Further they agree to cooperate as far as practicable in the salvage of hazardous and noxious substances in packaged form so as to prevent or reduce the danger to the marine and coastal environment (art. 6). Procedures for communication of information and reporting of incidents are provided under articles 8 and 9. The Parties are also to assess the environmental

risks of the recognized routes used in maritime traffic and take the appropriate measures aimed at reducing the risks of accidents or the environmental consequences thereof (art. 15)
As for Lebanon it has been signed on 08 July 1977 and ratified on 17 February 1978.

3.10 Convention on the prohibition of military or any other hostile use of environmental modification techniques

New York, 10 December 1976

"The States Parties to this Convention,

Guided by the interest of consolidating peace, and wishing to contribute to the cause of halting the arms race, and of bringing about general and complete disarmament under strict and effective international control, and of saving mankind from the danger of using new means of warfare, determined to continue negotiations with a view to achieving effective progress towards further measures in the field of disarmament, Recognizing that scientific and technical advances may open new possibilities with respect to modification of the environment,

Recalling the Declaration of the United Nations Conference on the Human Environment, adopted at Stockholm on 16 June 1972. Realizing that the use of environmental modification techniques for peaceful purposes could improve the interrelationship of man and nature and contribute to the preservation and improvement of the environment for the benefit of present and future generations, Recognizing, however, that military or any other hostile use of such techniques could have effects extremely harmful to human welfare. Desiring to prohibit effectively military or any other hostile use of environmental modification techniques in order to eliminate the dangers to mankind from such use, and affirming their willingness to work towards the achievement of this objective. Desiring also to contribute to the strengthening of trust among nations and to the further improvement of the international situation in accordance with the purposes and principles of the Charter of the United Nations,"

Lebanon signed this treaty on 18 May 1977.

3.11 The Convention for the Protection of the Mediterranean Sea Against Pollution

(Barcelona Convention). Adopted on 16/2/1976 in Barcelona, entered into force in 1978. The Barcelona Convention was amended in 1995 and renamed as the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean. The amendments to the Barcelona Convention entered into force in 2004.

The Barcelona Convention and its seven Protocols adopted in the framework of the Mediterranean Action Plan (MAP) constitute the principal regional legally binding Multilateral Environmental Agreement (MEA) in the Mediterranean.

As for Lebanon it has been signed on 16 February 1976 and ratified on 8 November 1977.

3.12 International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969

Adoption: 29 November 1969; Entry into force: 6 May 1975

The Convention affirms the right of a coastal State to take such measures on the high seas as may be necessary to prevent, mitigate or eliminate danger to its coastline or related interests from pollution by oil or the threat thereof, following upon a maritime casualty.

The coastal State is, however, empowered to take only such action as is necessary, and after due consultations with appropriate interests including, in particular, the flag State or States of the ship or ships involved, the owners of the ships or cargoes in question and, where circumstances permit, independent experts appointed for this purpose.

As for Lebanon it has been signed on 5Juin 1975 and ratified on 3 September 1975.

3.13 International Convention for the Prevention of Pollution of the Sea by Oil (OILPOL)

The **International Convention for the Prevention of Pollution of the Sea by Oil** (OILPOL) was an International Treaty signed in London on 12 May 1954 (OILPOL 54).

It was updated in 1962 (OILPOL 62), 1969 (OILPOL 69), and 1971 (OILPOL 71).

OILPOL was subsumed by the International Convention for the Prevention of Pollution from Ships (MARPOL) in 1973.

As for Lebanon it has been signed on 31 May 1967 and ratified on 31August 1967.

3.14 International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997 (MARPOL)

The International Convention for the Prevention of Pollution from Ships (MARPOL) is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. The Convention includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations - and currently includes six technical Annexes. Special Areas with strict controls on operational discharges are included in most Annexes.

SECTION 5: Final Conclusion & Recommendations

I. Final Conclusion

Due to the fact that this report is of a factual nature since it provides the reader with a comprehensive outlook on the regulatory, organizational, economic, administrative and technical status of Lebanese maritime sector with emphasis on the legal, legislative and regulatory sphere, the need for an analytical conclusion does not rise.

Nevertheless, it is important to point out that the research conducted and conveyed in this report and in spite of being inclusive of most involved sectors and entities, there remains a necessity to produce another report related to the needs of regulatory change and legislative amendments in addition to introducing new progressive legislations in coherence with global and surrounding developments.

Furthermore, such legal and regulatory progression would also be complemented in the revamping of all bilateral and multilateral agreements, which would be better scoped in forms of recommendations, followed by suggestions of proper implementation.

On a more thematic front, and from a macro scale perspective, the research conducted has revealed that despite the existence of a solid legal framework for maritime in Lebanon, the anomaly manifests in the unorganized implementation of the regulations and legal texts. Another vivid problem which has surfaced is the inadequate coordination which results in continuous authority(s) overlap situations based on the diversity of public key players and stakeholders in the maritime field in Lebanon.

While the establishment of the Joint Maritime Operation Chamber (JMOC) aimed to bridge the coordination gap, the different layers of formation and dismantling of the committee has created a drawback for the committee’s work, and has paved the way for various governmental players to act solely on many levels and away from coordinative and collaborative structures.

Such findings create an unequivocal need to construct a more robust and comprehensive coordination body and furnish it with wide authorities away from usual political interventions, with a clear hierarchy and reporting system.

The weakness on the legislative advancement level which exists in Lebanon in all sectors, is also clearly present in the maritime filed, and this is clearly manifested in the lack of continuous regulatory and legal review, and the insufficient legal specialization required.

On the regional and international coordination level, and while the number of bilateral and multilateral agreements is considerably substantial, the problem remains in the actual implementation of such agreements on one hand, and the lack of existence of other agreements with key countries on another hand, whereby the research clearly revealed that Lebanon has not performed the exercise of gathering all the existing agreements in order to classify them to explore the ones in implementation.

In addition, the Lebanese Government has not exerted the required efforts to revamp the bilateral agreements and perform the required amendments in collaboration with the governments on the other end of the agreement(s).

Moreover, the Lebanese Government has not effectively formulated a method to ensure that the country joins all multilateral agreements and conventions, to guarantee that Lebanon takes advantage of all existing measures to safeguard its maritime field.

The elements of safety and security in the maritime filed remain as the vital factors to be catered for on the governmental level, and evolvement of such factors would only take place through further collaboration amongst all key players and stakeholders, in addition to coordination with neighboring countries to work hand in hand to preserve and further develop safety and security factors, as well as proper harmonization with global key players from both public and private sectors in order to make the multilateral conventions in place work in a better organized manner.

The author of this report trusts that the factual information provided herein can play as a reference for any interested party in the fields addressed.

II. Recommendations

Part (1): Recommendations related to Section 3 (Main National Stakeholders and Key Players in the Maritime Filed):

1.1 General Recommendations:

The text of Lebanese Laws, which were listed and specified in this Report, provide descriptions for the role of each authority operating in the maritime field in Lebanon. Each authority, at least on paper, operates in a clear structure and conducts its duties without overlapping with the duties and obligations of the other authorities. There is a distinct cooperation between the authorities/stakeholders in the matters related to the maritime safety and maritime security as the operations of each are carried out in a manner where it is a prerequisite to cooperate with other stakeholders/authorities in order for each to execute its duties and obligations without any hinderance or delay. Nevertheless, the fact remains, and through inspection, that the overlap between authorities exists due to miscoordination, which may lead in most of cases to anomalies and delays in implementation.

Although, JMOC's main goal is a coordinative one, my suggestion is to either create an executive body which main aim is to coordinate between all authorities and validate all decisions, or expand and develop the JMOC. This new body, or the expanded JMOC, should report immediately to the President of the Republic or the Prime Minister in order for its decisions to have the sufficient executionary powers.

In the same context, and as a general recommendation related to the above one concerning the necessity to create an executive body; I exceedingly advise the creation of a common standard of operations in which the cooperation between the main stakeholders operating in the maritime domain must be materialized by specifying the bindings of each authority at a strategical, operational and tactical level.

This model of common standards aims to allow the authorities/shareholders through the executive body to (1) exchange information, (2) exchange best practices, (3) improve interoperability, (4) establish a system for data sharing & management, and (5) remove any overlapping activities.

1.2 Specific Recommendations related JMOC:

One of the authorities operating in the maritime domain is the Joint Maritime Operations Chamber/Group (JMOC), established by a Ministerial Decree issued in 1984, which contains all the Authorities operating in the Maritime Sphere, whereby it is composed of the subsequent authorities:

- General Directorate of Customs,
- General Directorate of Internal Security Forces,
- General Directorate of General Security,
- General Directorate of Lebanese Civil Defense,
- General Directorate of Maritime Transport at the Ministry of Public Works and Transport,
- Ministry of Agriculture,
- Ministry of Environment.

In addition, other authorities may be engaged at the request of the Commander of JMOG which will submitted to the Commander of the Army.

The main objective of the JMOG is to monitor territorial waters, beaches, ports, seaports and ships, to control violations of all kinds, specifically to control the movement of ships and boats in territorial waters, which requires monitoring the specified shipping lines, verifying the legality of sailing ships, controlling violations and arresting violators.

JMOG is a structure involving all the main stakeholders operating in the Maritime Field; nonetheless there is a lack in the data relating to this Authority, therefore and in my capacity as the Senior Legal Expert, suggest the following long-term recommendations:

1. The issuance of a new Decree establishing a more detailed and organised structure of the Joint Maritime Operation Chamber/Group; whereby this Decree must be issued according to the request of the Minister of Defense based on the request of the Commander of the Lebanese Army.

2. In addition to expanding JMOC's role and members to include every singly stakeholder and authority and even potential ones, as deemed necessary by the Minister of Defence and the Commander of the Arny after consulting all involved parties which include external bodies and countries which Lebanon has bilateral agreements with, the Decree must include the Standard Operating Procedures of the Joint Maritime Operation Chamber/Group; which may be detailed as follows:

   Organizing of the Joint Maritime Operations Chamber/Group:

   - The JMOC Commander Authority and Responsibilities;
   - The JMOC Commander Staff, Organization and Duties;
   - Task Organization of the Subordinate Forces;
   - The Organization of the Cooperation between JMOG and UNIFEL;

3. The JMOC Group must operate in accordance to national laws and regulation and in accordance to the International Laws of the Seas and any other relevant regional and international regulations. In addition, the bylaws administering the JMOC must be volatile and flexible to cohere with all developments.

However, the above step must be preceded by the following:

i. Coordinating with the active Joint Maritime Operation Chamber/Group in order to acquire the existing Standard Operating Procedures;

ii. Conduct the relevant exercise to identify all the stakeholders and authorities which should join JMOC.

iii. Conduct the necessary study of the existing SoPs in order to identify any loopholes and identify the existing structure of the JMOC and develop a solid set of SoP and policies & Procedures;

iv. Proceed with the preparation of the Draft to amend the Decree which established the Joint Maritime Operation Group.

Part (2): Recommendations related to Section 4 (Existing Laws, regulations, policies, degrees, orders and Bilateral & Multilateral Agreements):

1.1 Recommendations concerning the Bilateral Maritime Agreements:

A. Recommendations related thematically to bilateral agreements:

Majority of Bilateral Agreements signed by Lebanon are outdated since Lebanon has not entered into any recent bilateral agreements in the maritime field, due to a series of political and economic challenges that Lebanon has been facing in recent years, which can only be resolved once the country is politically stable and economically certain. As a result, the following is recommended from both short- and long-term angles:

i. The Lebanese Government must renegotiate the terms of these agreements since the maritime domain is constantly changing, expanding and evolving; in addition to signing new Bilateral Agreements.

ii. Being located geographically on the coastline the Mediterranean Sea, Lebanon should initiate negotiating and signing bilateral maritime agreements with other countries on the Mediterranean coastline. This would include, but not limited to: Cyprus, Greece, Italy, Spain, France, Turkey, Egypt, Jordan and Syria, based on the fact that these countries have shared interests in maritime security, fisheries management, and environmental protection in the Mediterranean. They could also promote tourism and cultural exchange along their respective coasts.

iii. Based on the fact that the majority of the ratified Bilateral Agreements are short term agreements, they should be utilized to be part of a larger diplomatic effort to maintain positive relations between countries, and allow more flexibility to adapt to new regulations, however; short-term agreements may not allow the full development of potential cooperation between countries, as both parties may be hesitant to make significant commitments without the assurance of a longer-term partnership. The short-term nature of these agreements can also limit the impact of joint initiatives in areas such as fisheries management, maritime security and environmental protection.

In addition, and from a legal perspective, short-term agreements may not provide the necessary legal and regulatory framework to resolve disputes that may arise between the parties. Overall, while short-term agreements can be useful in certain circumstances, they may not be the most effective means of promoting sustainable cooperation in the maritime field, a matter which should be resolved by extending the term of such agreements.

B. Recommendations related to the development of the maritime sector in Lebanon:

Lebanon's maritime industry may not be as developed as other countries in the region, which may limit its ability to participate in certain types of agreements. However, and in my opinion the following steps may be applied in order to strengthen the Lebanese maritime domain which include:

i. Develop the infrastructure of the ports whereby the Lebanese Government invests in its ports and harbors to improve their capacity and efficiency, this can include building new facilities, upgrading existing infrastructure,

ii. Promote trade by improving its trade relations with other countries to increase the volume of goods passing through ports. However, due to the explosion of the Port of Beirut on August 4th 2020, the trade flows through the port (which was one of the country's main economic gateways) were disrupted, and significant delays in shipments were caused. Damage to the port's infrastructure also hindered the port's ability to handle cargo. Overall, the Port explosion did not only have a negative economic impact, but also highlighted long standing issues with safety and regulation in Lebanon's maritime field.

iii. Sign new bilateral trade agreements to reduce trade barriers with key trading partners.

iv. Encourage new investment whereby the Lebanese Government may provide incentives for private sector investment in the maritime sector.

v. Enhance the security whereby the Lebanese Government should focus on investing in surveillance technology to protect its ports and shipping lanes from threats of any type.

i. Strengthen the applicable laws and regulations whereby the Lebanese Government should update its laws and regulations to reflect international best practices and increase the enforcement of existing regulations.

1.2 Recommendations concerning the Multilateral Agreements & Conventions:

Based on the conducted research, it was established that Lebanon has ratified and signed 32 Maritime International Agreements and conventions related to (1) Maritime Navigation, (2) maritime Transportation and (3) Maritime Pollution.

Lebanon has ratified the most important international maritime treaties according to the classification of the International Maritime Organization (IMO), which are the following:

1. International Convention for the Safety of Life at Sea (SOLAS),
2. MARPOL Convention,
3. STCW Convention.

A. Long Term Recommendation:

However, and following the Beirut Port Explosion, it has become of high importance to revisit every International Treaty which was ratified by Lebanon in the domain of the maritime field in order to identify the missing treaties which must be ratified by Lebanon in the field of Maritime Transport and Safety namely the Transport of any bio-chemical material or hazardous materials in order to identify the stance of the International Committee on the transportation of such material by virtue of maritime transportation. In addition, there rises a need to revisit the archive of the International Maritime Treaties in order to identify the ratification of any of the amendments of the ratified International Treaties and Conventions.

B. Short-term recommendation:

In order to be able to achieve the above, I recommend the Ministry of Foreign Affairs to assign the relevant departments to conduct the following tasks:

i. Revisit the ratified International Maritime Treaties/Conventions in order to identify the need to ratify the amendments of any of the previously ratified Conventions,
ii. Coordinate with the relevant authority in order to identify new treaties/ conventions related to the Maritime safety and security which were issued in the last (10) years.
iii. Coordinating with the relevant Authorities in order to initiate the process of ratifying the necessary treaties.

The above-mentioned tasks are essential to ensure that the Lebanese Government is in compliance with all the international legislation relating to the maritime field, more explicitly the international legislation relating to the maritime safety and security.

SECTION 6: Research References

6.1 Research Reference Table related to Authorities and Legal Texts:

Ref No.	Law/ Decree	Title	Weblink
R 1	IMO publication	Code of Practice on Security in Ports	Microsoft Word - MESSHP-COP-2003-09-0337-1-EN.Doc (imo.org)
R 2	Decree No. 102 of 16th of Sep. 1983	National Defense Law	الجامعة اللبنانية | التشريعات | الدفاع الوطني(ul.edu.lb)
R 3	Decree No. 3771/81	The organization of the army, its staff, the principles of its work, the powers and responsibilities of commanders and presidents.	الجامعة اللبنانية | التشريعات | تنظيم الجيش وملاكاته واصول العمل به وصلاحيات ومسؤوليات القادة والرؤساء
R 4	Decree No. 4147/1981	Determining the no-man's land around military installations and the personal rights of real estate owners.	الجامعة اللبنانية | التشريعات | تحديد منطقة الحرام حول المنشآت العسكرية والحقوق الشخصية العائدة لاصحاب العقارات
R 5	Decree No. 4082 of the 14th of October 2000	Organisation of the Ministry of Interior and Municipalities	الجامعة اللبنانية | التشريعات | تنظيم وزارة الداخلية والبلديات(ul.edu.lb)
R 6	Decree Law No. 66 dated 19th of July 1943	Related to dangerous, health-damaging and disturbing stores	الجامعة اللبنانية | التشريعات | تعديل المرسوم الاشتراعي رقم 21-ل تاريخ 1932-7-22 المتعلق بالشروط الصحية المطلوبة في المؤسسات الصناعية(ul.edu.lb)
R 7	Law number 17 issued on the 6th of September 1990	General Organization of the Internal Security Forces	الجامعة اللبنانية | التشريعات | تنظيم قوى الامن الداخلي(ul.edu.lb)
R 8	Decree No. 1157 of 2nd of May 1991	Regulate the Organic Organization of the Internal Security Forces	ISF - Internal Security Forces ; Internal Security Forces - Official Website Decree No. 1157
R 9	Decree No. 1460 of the 15th of July 1991	Regulate the designation of units and the general schedule of personnel in the Internal Security Forces.	الجامعة اللبنانية | التشريعات | تعديل المرسوم رقم /1460/ تاريخ 1991/7/15(تحديد تسمية القطعات وجدول العديد العام في قوى الأمن الداخلي) لجهة استحداث فصيلة عرمون في سرية عاليه(ul.edu.lb)

R 10	Legislative Decree No. 139 dated 12th of June 1959	General Organization of the General Security Directorate	::الجامعة اللبنانية - مركز المعلوماتية القانونية :: التشريعات تعديل بعض احكام المرسوم الاشتراعي رقم 139 تاريخ 1959/06/12 (تنظيم المديرية العامة للامن العام)(ul.edu.lb)
R 11	Decree No. 2873 issued on the 16th of December 1959	Organization of the General Security Directorate	::الجامعة اللبنانية - مركز المعلوماتية القانونية :: التشريعات تنظيم مديرية الأمن العام(ul.edu.lb)
R 12	Decree No. 10188 dated 28th of September 1968	Related to the entry, residency and exit from Lebanese Territory.	::الجامعة اللبنانية - مركز المعلوماتية القانونية :: التشريعات تطبيق القانون الصادر في 10 تموز سنة 1962 المتعلق بالدخول الى لبنان والاقامة فيه والخروج منه(ul.edu.lb)
R 13	Decree No. 3741 dated the 9th of October 2018	Organizing the General Directorate of Civil Defence, determining its staff, and the conditions of appointment for some of its functions	::الجامعة اللبنانية - مركز المعلوماتية القانونية :: التشريعات تنظيم المديرية العامة للدفاع المدني وتحديد ملاكها وشروط التعيين الخاصة ببعض وظائفها(ul.edu.lb)
R 14	Decree No. 2791 issued on the 14th of March 1980	Determining the staff of the General Secretariat of the Supreme Defence Council in the Presidency of the Council of Ministers, the conditions of appointment, the principles of work therein, and the powers and responsibilities of employees	::الجامعة اللبنانية - مركز المعلوماتية القانونية :: التشريعات تحديد ملاك الامانة العامة للمجلس الاعلى للدفاع في رئاسة مجلس الوزراء وشروط التعيين واصول العمل فيها وصلاحيات الموظفين ومسؤولياتهم(ul.edu.lb)
R 15	Decree No. 2661 of the 3rd of September 1985	Organizing of the General Directorate of State Security	الجامعة اللبنانية	التشريعات	تنظيم المديرية العامة لامن الدولة (ul.edu.lb)
R 16	Legislative Decree No. 123 dated 12th of June 1959	Defining the special provisions of the Ministry of Finance	الجمارك اللبنانية (customs.gov.lb)
R 17	Decree No. 4461 dated 15th of December 2000	Customs Law	الجامعة اللبنانية	التشريعات	قانون الجمارك(ul.edu.lb)
R 18	Decree No.2868 dated 16th of December 1959	Organization of the Ministry of Finance	::الجامعة اللبنانية - مركز المعلوماتية القانونية :: التشريعات تنظيم وزارة المالية(ul.edu.lb)

R 19	Law executed by Decree No. 1802 dated 27th of February 1979	Organization of customs control.	الجامعة اللبنانية | التشريعات | تنظيم الضابطة الجمركية(ul.edu.lb)
R 20	Decree No. 2872 dated 16th of December 1956	Organization of the Ministry of Public Works and Transport	الجامعة اللبنانية | التشريعات | تنظيم وزارة الاشغال العامة والنقل
R 21	Decree No. 2382 issued on the 19th of February 2018	Regulating the General Directorate of Land and Maritime Transport at the Ministry of Public Work and Transport	مرسوم-رقم-2382-تاريخ-2018-2-19-تنظيم-المديرية-العامة-للنقل-البري-والبحري-في-وزارة-الاشغال-العامة-والنقل(mopw.gov.lb).pdf
R 22	Legislative Decree No. 43 dated 1st of April 1959	Establishing The Tripoli Port Investment Authority	الجامعة اللبنانية | التشريعات | انشاء مصلحة استثمار مرفأ طرابلس (ul.edu.lb)
R 23	Decree No. 5657 issued on 15 September 1994	Establishing a public corporation under the name "The Investment Authority of Sidon Port"	الجامعة اللبنانية | التشريعات | انشاء مصلحة استثمار "مؤسسة عامة تدعى "مرفأ صيدا (ul.edu.lb)
R 24	Decree No. 5759 issued on 4 October 1994	Establishing a public corporation under the name "The Investment Authority of Tyre Port"	الجامعة اللبنانية | التشريعات | انشاء مؤسسة عامة تدعى "مصلحة استثمار مرفأ صور (ul.edu.lb) "
R 25	Decree No. 14316 dated 21st of April 1970.	Ratification of the appendix to the agreement of 13/4/1960 concluded between the Lebanese State and the Beirut Port Investment and Management Company.	::الجامعة اللبنانية - مركز المعلوماتية القانونية :: التشريعات تصديق ملحق اتفاق 13-4-1960 المعقود بين الدولة اللبنانية وشركة ادارة واستثمار مرفأ بيروت(ul.edu.lb)
R 26	Decree No. 2896 dated 16th of December 1959.	Organization the Ministry of Economy and Trade	الجامعة اللبنانية | التشريعات | تنظيم وزارة الاقتصاد والتجارة (ul.edu.lb)
R 27	Law executed by Decree No. 6821 dated 28th of December 1973	Determine the functions and cadres of the Ministries of Economy and Trade, Industry and Oil	الجامعة اللبنانية | التشريعات | تحديد مهام وملاكات وزارتي الاقتصاد والتجارة والصناعة والنفط (ul.edu.lb)
R 28	Decree No. 841 dated 6th of December 2008	Regulating the Consumer Protection Directorate	الجامعة اللبنانية | التشريعات | تنظيم مديرية حماية المستهلك وتحديد ملاكها وشروط التعيين الخاصة فيها (ul.edu.lb)
R 29	Decree No. 12562 dated 19th of April 1963	Organization of the Office of the Boycott of Israel in Lebanon	الجامعة اللبنانية | التشريعات | تنظيم مقاطعة اسرائيل(ul.edu.lb)

R 30	Decree No. 143 dated 12/06/1959	System of the Directorate General of Grains Office.	الجامعة اللبنانية | التشريعات | نظام مكتب القمح(ul.edu.lb)
R 31	Decree No. 3269 dated 19th of June 2018	Assigning the Management and Investment Authority of the former Radio Orian Company (Ogero) to operate, maintain, modernize and expand facilities and equipment and collect bills for the Ministry of Communications	الجامعة اللبنانية | مركز المعلوماتية القانونية :: التشريعات النافذة :: تكليف هيئة ادارة واستثمار منشآت وتجهيزات شركة راديو اوريان السابقة (اوجيرو) باعمال تشغيل وصيانة وتحديث وتوسعة المنشآت والتجهيزات وجباية الفواتير لصالح وزارة الاتصالات (ul.edu.lb)
R 32	Law No. 20 dated 4th of April 1968	Establishing a submarine cable between Beirut and Marseilles	الجامعة اللبنانية | التشريعات | اجازة التعاقد مع الحكومة الفرنسية لانشاء كابل بحري بين بيروت ومرسيليا (ul.edu.lb)
R 33	Law No. 247 dated 7th of August 2000	Merge, Abolish and Establish Ministries and Councils	الجامعة اللبنانية | التشريعات | دمج والغاء وانشاء وزارات ومجالس (ul.edu.lb)
R 34	Law No. 20 dated 29th March 1966	Establishing the Ministry of Energy and Water	الجامعة اللبنانية | التشريعات | انشاء وزارة الموارد المائية والكهربائية (ul.edu.lb)
R 35	Decree No. 5469 dated 7th of September 1966	Organizing the Ministry of Water and Electricity and defining its staff.	الجامعة اللبنانية | التشريعات | تنظيم وزارة الموارد المائية والكهربائية وتحديد ملاكها وتعديل بعض احكام المرسوم رقم 2896 تاريخ 16-12-1959 المتعلق بتنظيم وزارة الاقتصاد الوطني (ul.edu.lb)
R 36	Law No. 132 dated 24th of August 2010.	Petroleum Resources in Offshore Waters	الجامعة اللبنانية | التشريعات | قانون الموارد البترولية في المياه البحرية (ul.edu.lb)
R 37	Decree No. 7968 dated 7 April 2012	Petroleum Administration Authority	الجامعة اللبنانية | التشريعات | هيئة ادارة قطاع البترول(ul.edu.lb)
R 38	Legislative Decree No. 31 – 18/01/1955	Determination of organisation of the Ministry of Agriculture	الجامعة اللبنانية | التشريعات | تنظيم وزارة الزراعة(ul.edu.lb)
R 39	Decree No. 5246 dated 20th of June 1994	Organizing the Ministry of Agriculture, defining its staff, conditions for appointment in some of the positions of this staff, and the ranks and salaries of its technical staff.	الجامعة اللبنانية | التشريعات | تنظيم وزارة الزراعة وتحديد ملاكها وشروط التعيين في بعض وظائف هذا الملاك وسلسلة رتب ورواتب الموظفين الفنيين فيه(ul.edu.lb)

R 40	Law No. 690 dated 26th of August 2005	Organizing and determining the tasks of the Ministry of Environment.	الجامعة اللبنانية | التشريعات | تحديد مهام وزارة البيئة وتنظيمها (ul.edu.lb)
R 41	Decree No. 2275 dated 15th of June 2009	Regulating the units affiliated to the Ministry of Environment, defining their tasks and staffing, and special appointment conditions for some of their jobs	الجامعة اللبنانية | التشريعات | تنظيم الوحدات التابعة لوزارة البيئة وتحديد مهامها وملاكها وشروط التعيين الخاصة في بعض وظائفها (ul.edu.lb)
R 42	Law No. 251 dated 15th of April 2014	Allocation of full-time public defenders and investigating judges for environmental affairs.	الجامعة اللبنانية | التشريعات | تخصيص محامين عامين متفرغين وقضاة تحقيق لشؤون البيئة (ul.edu.lb)
R 43	Law 444 dated 29th of July 2002	Environment Protection Law	الجامعة اللبنانية | التشريعات | قانون حماية البيئة(ul.edu.lb)
R 44	Law No. 21 dated 29th of Match 1966	Establishing of The Ministry of Tourism	الجامعة اللبنانية | التشريعات | بانشاء وزارة السياحة(ul.edu.lb)
R 45	Decree No. 10339 dated 23rd of May 1975	Determine the powers of the Departments of the General Directorate of Touristic Affairs in the Ministry of Tourism.	الجامعة اللبنانية | التشريعات | تحديد صلاحيات الوحدات التابعة للمديرية العامة للشؤون السياحية في وزارة السياحة(ul.edu.lb)
R 46	Decree No. 6442 dated 6th of September 2011	Abolishing the Control Department, creating new departments in the Tourism Police Department, and amending the number of editorial inspectors in the Ministry of Tourism Establishing the Tourism Police Department.	الجامعة اللبنانية | التشريعات | إلغاء دائرة الرقابة وإحداث دوائر جديدة في مصلحة الضابطة السياحية وتعديل عدد المفتشين المحررين في ملاك وزارة السياحة(ul.edu.lb)
R 47	Decree No. 9449 dated 7th of June 1955	Establishing special mobile police personnel attached to the Tourism Commission	الجامعة اللبنانية | التشريعات | انشاء قسم خاص متجول من افراد الشرطة والحاقه بمفوضية السياحة والاصطياف(ul.edu.lb)
R 48	Law No. 215 of 2nd of April 1993	Establishing of The Ministry of Culture	الجامعة اللبنانية | التشريعات | يرمي الى احداث وزارة الثقافة والتعليم العالي(ul.edu.lb)

R 49	Law No. 35 dated 16th of October 2008	Re-organising the Ministry of Culture	الجامعة اللبنانية | التشريعات | تنظيم وزارة الثقافة(ul.edu.lb)
R 50	Decree No. 624 of 18th of September 2014	Organizing the General Directorate of Antiquities in the Ministry of Culture and defining the tasks of its affiliated units, their owners, and the conditions for appointment in their jobs	الجامعة اللبنانية | التشريعات | تنظيم المديرية العامة للآثار في وزارة الثقافة وتحديد مهام الوحدات التابعة لها وملاكها وشروط التعيين في وظائفها (ul.edu.lb)
R 51	Decree No. 7309 dated 25th of September 1995	Approving the general directive design for the land use destination required for the development of the North Coast	الجامعة اللبنانية | التشريعات | تصديق التصميم التوجيهي العام لوجهة استعمال الاراضي اللازمة لمشروع تطوير ساحل المتن الشمالي (ul.edu.lb)
R 52	Decree No. 8938 dated 9th of August 1996.	Establishing a Lebanese real estate company s.a.l. in the name of the Lebanese Company for the Development of the Coast of Saida City and ratifying its articles of association.	الجامعة اللبنانية | التشريعات | انشاء شركة عقارية مغفلة لبنانية ش م ل باسم الشركة اللبنانية لتطوير ساحل مدينة صيدا وتصديق نظامها الاساسي (ul.edu.lb)

6.2 Research Reference Table related to (Bilateral Agreements)

Number	Publisher/issuer/author	Document Title / Publication Date	Source/ Weblink
R3	Decree No. 5460 (24.11.2010) Official Gazette No. 56 Pg: 9492-9497	Document Title: Conclusion of Memorandum of Understanding regarding mutual recognition of marine certificates of competency for seafarers issued by the Lebanese Republic and the Hashemite Kingdom of Jordan. Publication Date: 02.12.2010	Official Gazette
R4	Decree No.3298 (13.02.2010) Official Gazette No. 10 Pages 1160-1165	Document Title: Conclusion of Memorandum of Understanding between the Lebanese Government and the Turkish Government regarding mutual recognition of certificates of competency for seafarers in accordance with Regulation 1/10 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers for year 1978. Publication Date: 25.02.2010	Official Gazette

R5	Decree No. 2406 (20.06.2009) Official Gazette No. 32 Pages 4986-4997	Document Title: Conclusion of Memorandum of Understanding between the Lebanese Customs Administration and the Department of Foreign Affairs and International Trade of Canada regarding the contribution of training and equipment for the maritime customs team and acceptance of the donation signed in Beirut on 16/11/2007 and in Ottawa on 27.11.2007. Publication Date: 02.07.2009	Official Gazette
R6	Law No. 724 (15.05.2006) Official Gazette No. 25 Pages 2632-2639	Document Title: Authorization to conclude agreement of Cooperation in the Field of Maritime Transport and Maritime Affairs between the government of the Lebanese Republic and the government of the Republic of Yemen signed - Sana' on 28.07.2004. Publication Date: 02.07.2009	Official Gazette
R7	Law No. 535 (20.10.2003) Official Gazette No. 48 Pages 42-43	Document Title: Authorization to conclude Maritime agreement between the government of the Lebanese Republic and the government of the Republic of Turkey. Publication Date:22.10.2003	Official Gazette
R8	Decree No. 9113 Official Gazette No. 65 Pg 7227-7228	Document Title: Agreement of Cooperation between the Lebanese government and the Arab Republic of Egypt Government regarding Cooperation in the field of Maritime Education and Training. Publication Date: 05.12.2002	Official Gazette
R9	Law No. 458 (29.08.2002) Official Gazette No. 50 Page 5850	Document Title: Authorization to conclude Agreement between the Lebanese Republic and the Syrian Arab Republic for the Sharing of Water from the Southern Litani River Basin and the Construction of a Joint Dam on the Main Stream of the River. Publication Date: 05.09.2002	Official Gazette
R10	Law No. 417 (05.06.2002) Official Gazette No. 34 Page 4378	Document Title: Authorization to conclude Cooperation Agreement in the field of maritime transport between the government of the Lebanese Republic and the government of the Kingdom of Morocco. Publication Date:13.06.2002	Official Gazette

6.3 Research Reference Table related to (Multilateral Conventions Agreements)

Number	Publisher/issuer/author	Document Title/Date	Weblink
R1	IMO	List of IMO Conventions	https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwictqG3sZr_AhUSDOwKHaT_DTUQFnoECAgQAQ&url=https%3A%2F%2Fwww.imo.org%2Fen%2Fabout%2FConventions%2FPages%2FListOfConventions.aspx&usg=AOvVaw2jyhtDfIvAPT7Svd-El6iU
R2	Escwa Publication	Transport statistics- Reports & studies-January 2005	Memorandum of Understanding on Maritime Transport Cooperation in the Arab Mashreq - United Nations Economic and Social Commission for Western Asia (unescwa.org https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwjB3ND3ipr_AhX-8rsIHTxyDfMQFnoECAoQAQ&url=http%3A%2F%2Fwww.unescwa.org%2Fpublications%2Fmemorandum-understanding-maritime-transport-cooperation-arab-mashreq&usg=AOvVaw1iXt4iQ2Z2XY6EyDnZwJ-r
R3	United Nations Treaty Series Online	UNTS Cumulative Index	https://treaties.un.org/pages/AdvanceSearch.aspx?tab=UNTS&clang=_en
R4	International Hydrographic Organization	Protocol dated 14 April 2005	Convention_new_EN.pdf (iho.int)
R5	United Nations Treaty Collection	Transport AND Communications	https://treaties.un.org/pages/ViewDetails.aspx?src=TREATY&mtdsg_no=XI-A-15&chapter=11&clang=_en
R6	United Nations Treaty Collection	International Convention on Load Lines, 1966	https://treaties.un.org/pages/showDetails.aspx?objid=0800000280126bbe
R7	Plateforme de publication du Droit federal (Fedlex)	Assemblee federale-28.09.1992	https://www.fedlex.admin.ch/eli/cc/1993/1910_1910_1910/fr
R8	IMO	Ships & shipping Maritime matters-London 05/10/01	https://treaties.un.org/Pages/showDetails.aspx?objid=080000028057e421
R9	ECOLEX- The gateway to environment law	Treaty-Country/Territory /Participant	https://www.ecolex.org/details/international-convention-on-civil-liability-for-bunker-oil-pollution-damage-2001-tre-001377/participants/

***** END of REPORT *****

Lebanon Maritime Factual Legal Report on (1) Stakeholders and Key Players Involved in the Maritime Field in Lebanon, and (2) Bilateral and Multilateral Agreements in the Maritime field involving Lebanon

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***** 151 Pages *****

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