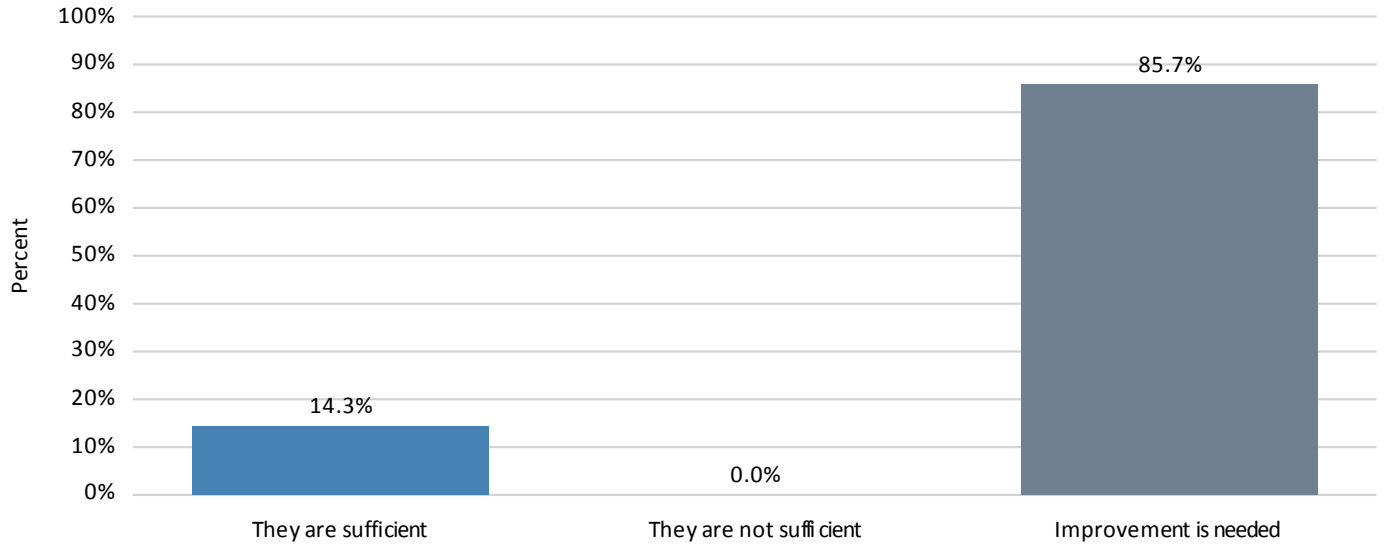


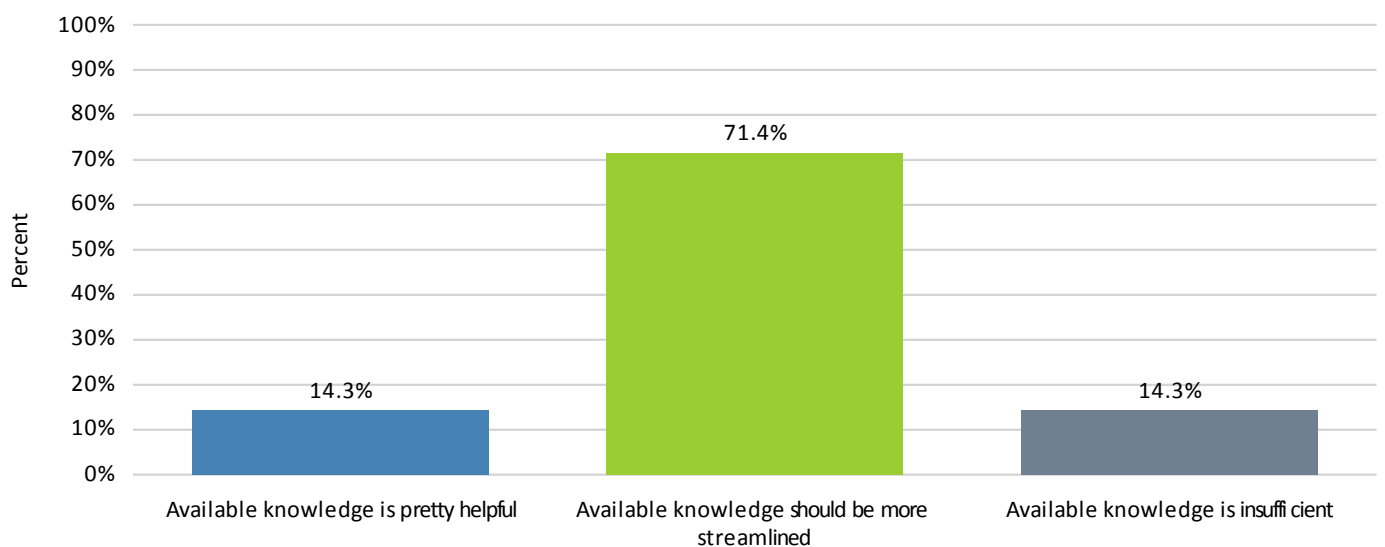
MARSAFENET STAKEHOLDERS QUESTIONNAIRE(1)

1. 1) Are the currently available international regulatory tools, the national regulations and technical standards relating to maritime safety and security sufficient?



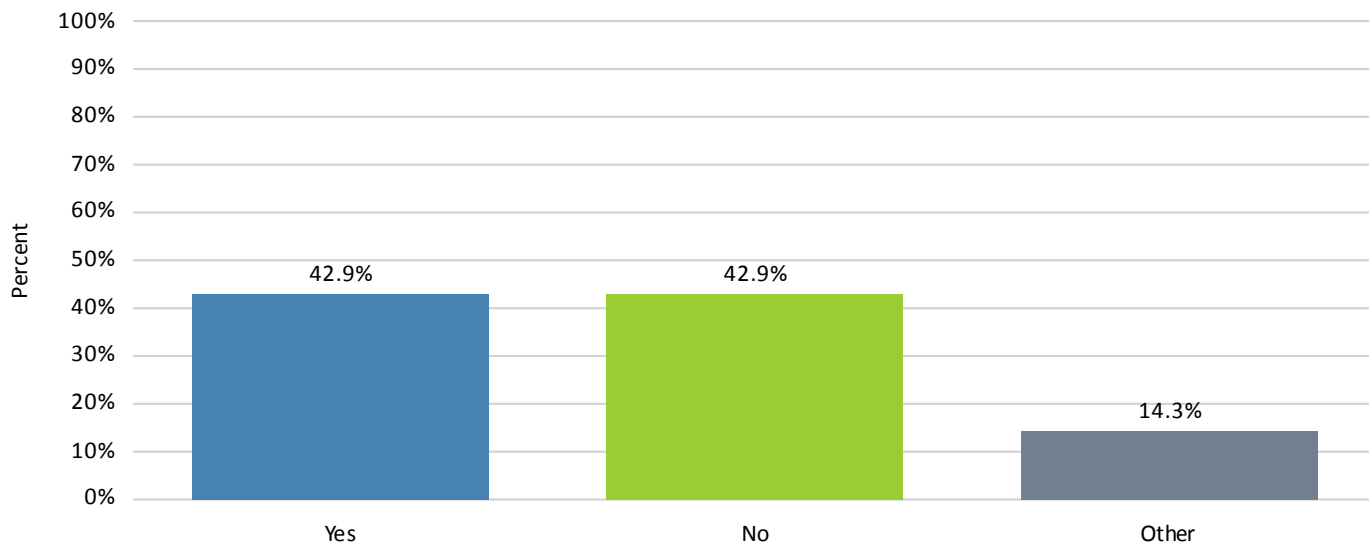
Name	Percent
They are sufficient	14.3%
They are not sufficient	0.0%
Improvement is needed	85.7%
N	7

2. 2) Is there enough knowledge available on maritime security and safety issues at the national level?



Name	Percent
Available knowledge is pretty helpful	14.3%
Available knowledge should be more streamlined	71.4%
Available knowledge is insufficient	14.3%
N	7

3. 3) Are transparency and due publicity ensured for projects that affect the marine environment?

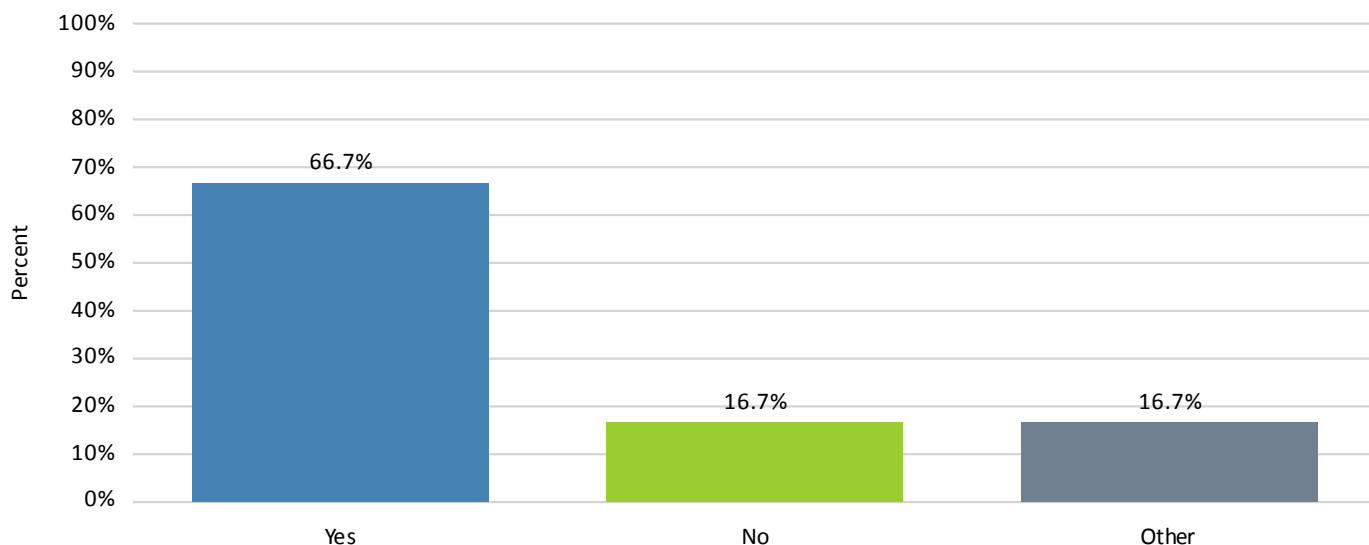


Name	Percent
Yes	42.9%
No	42.9%
Other	14.3%
N	7

4. 3.1) If no, please specify the main shortcomings

- reduced public participation
- local communities' interest not taken into account
- integration with other policies might be problematic

5. 4) Do you believe that national authorities apply existing legislation effectively?

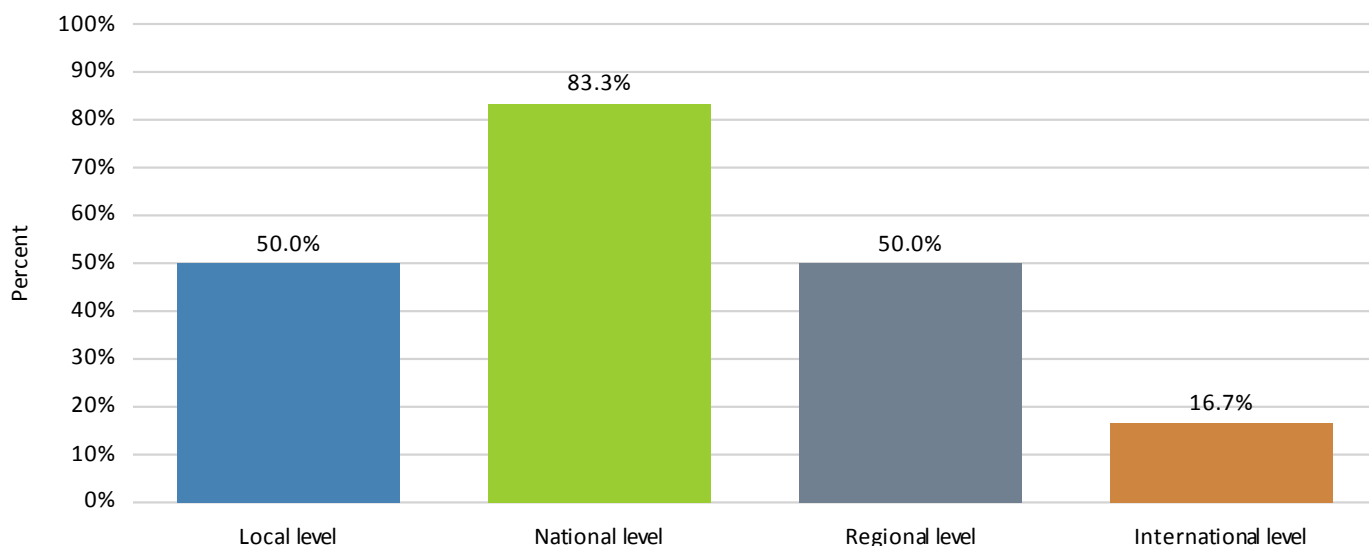


Name	Percent
Yes	66.7%
No	16.7%
Other	16.7%
N	6

6. 4.1) If no, please specify the main impediments

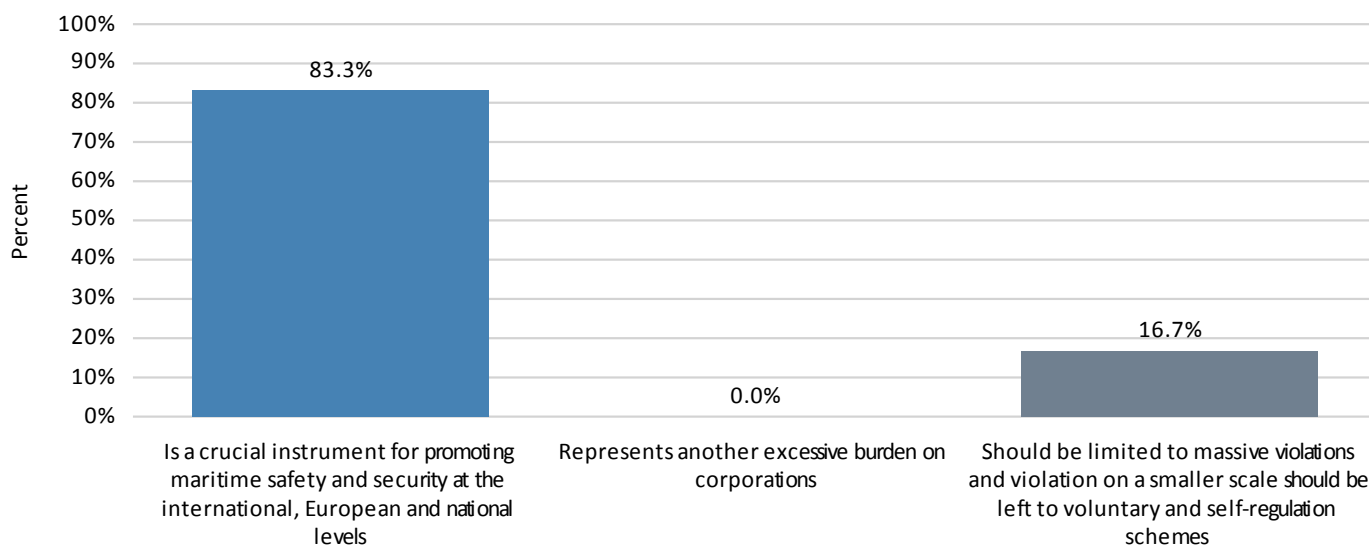
- bureacracy
- lack of transparency

7. 5) Is there adequate interaction between your institution/company and the national authorities in policy making processes at the (please select all that apply):



Name	Percent
Local level	50.0%
National level	83.3%
Regional level	50.0%
International level	16.7%
N	6

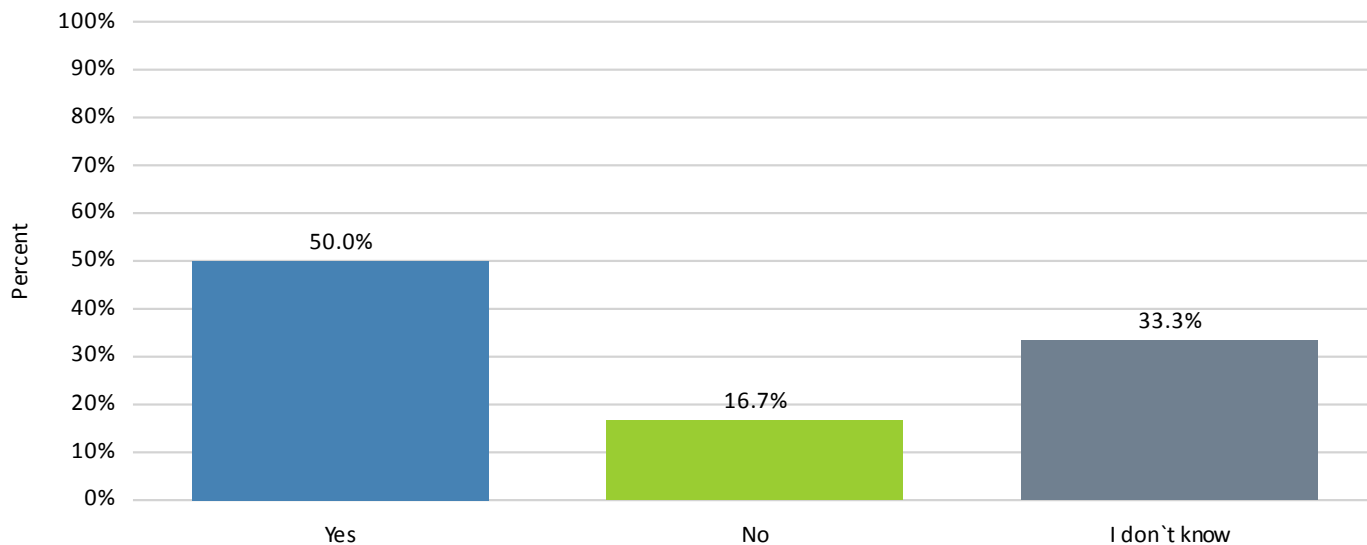
8. 6) According to your experience and knowledge, criminal liability of legal persons for ship-source pollution:



Name	Percent
Is a crucial instrument for promoting maritime safety and security at the international, European and national levels	83.3%
Represents another excessive burden on corporations	0.0%
Should be limited to massive violations and violation on a smaller scale should be left to voluntary and self-regulation schemes	16.7%
N	6

9. Comments (if necessary)

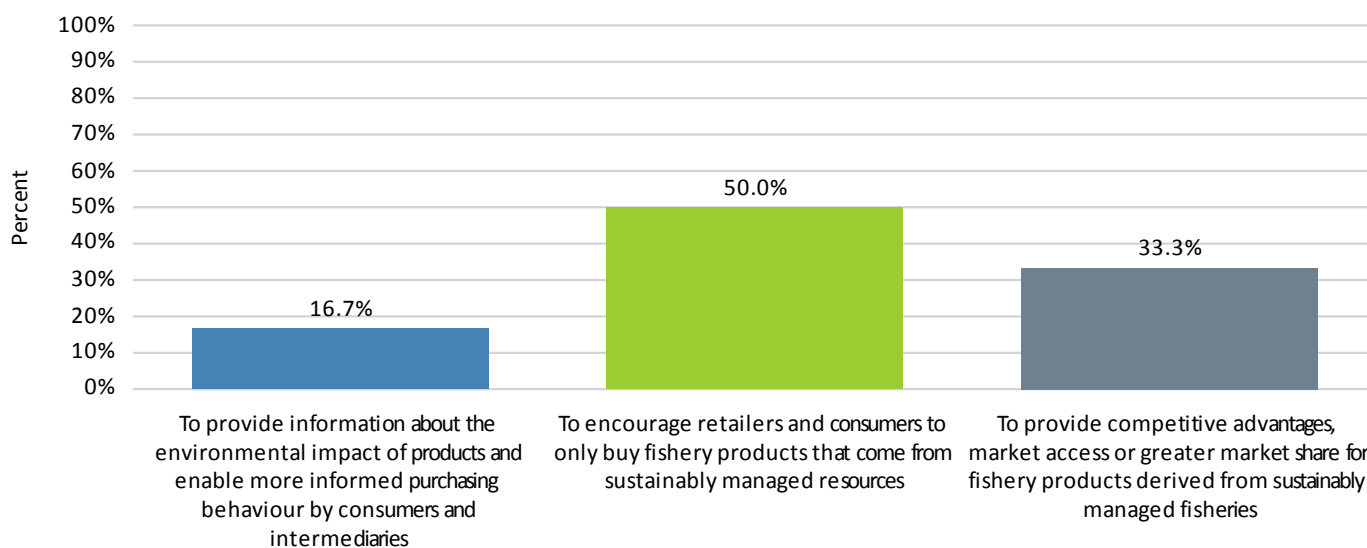
10. 7) According to your experience and knowledge may corporate social responsibility (CSR) strategies play a role in promoting maritime safety and security



Name	Percent
Yes	50.0%
No	16.7%
I don't know	33.3%
N	6

11. Comments (if necessary)

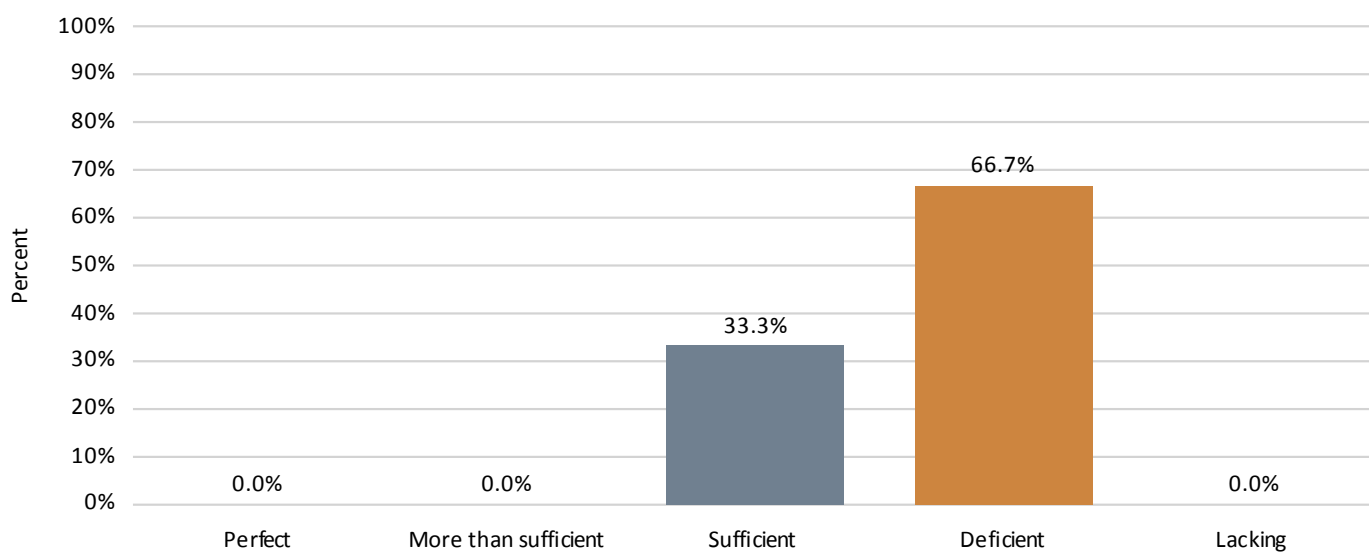
12. 8) According to your experience and knowledge, which of the following statements best describe the rationale for eco-labelling in the fishery sector?



Name	Percent
To provide information about the environmental impact of products and enable more informed purchasing behaviour by consumers and intermediaries	16.7%
To encourage retailers and consumers to only buy fishery products that come from sustainably managed resources	50.0%
To provide competitive advantages, market access or greater market share for fishery products derived from sustainably managed fisheries	33.3%
N	6

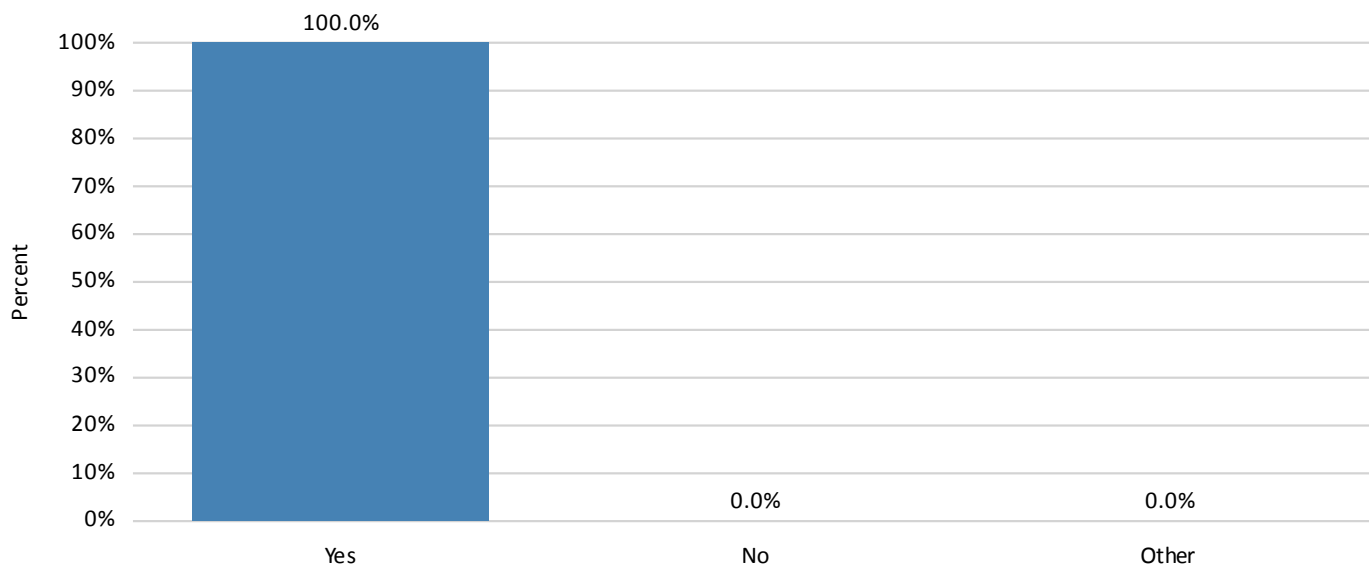
13. Comments (if necessary)

14. 9) How do you think the international legal framework regulating deep seabed mining is considered?



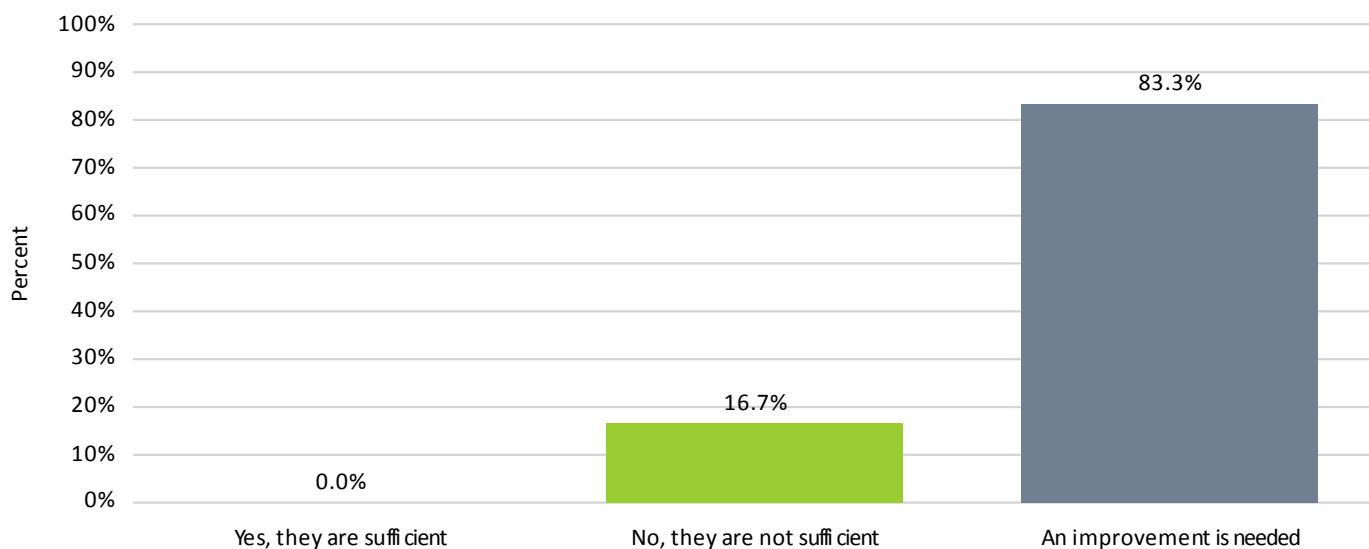
Name	Percent
Perfect	0.0%
More than sufficient	0.0%
Sufficient	33.3%
Deficient	66.7%
Lacking	0.0%
N	6

15. 10) Do you have a good understanding of the existing international and/or regional legal framework(s) that applies in your region to the protection of the marine areas?



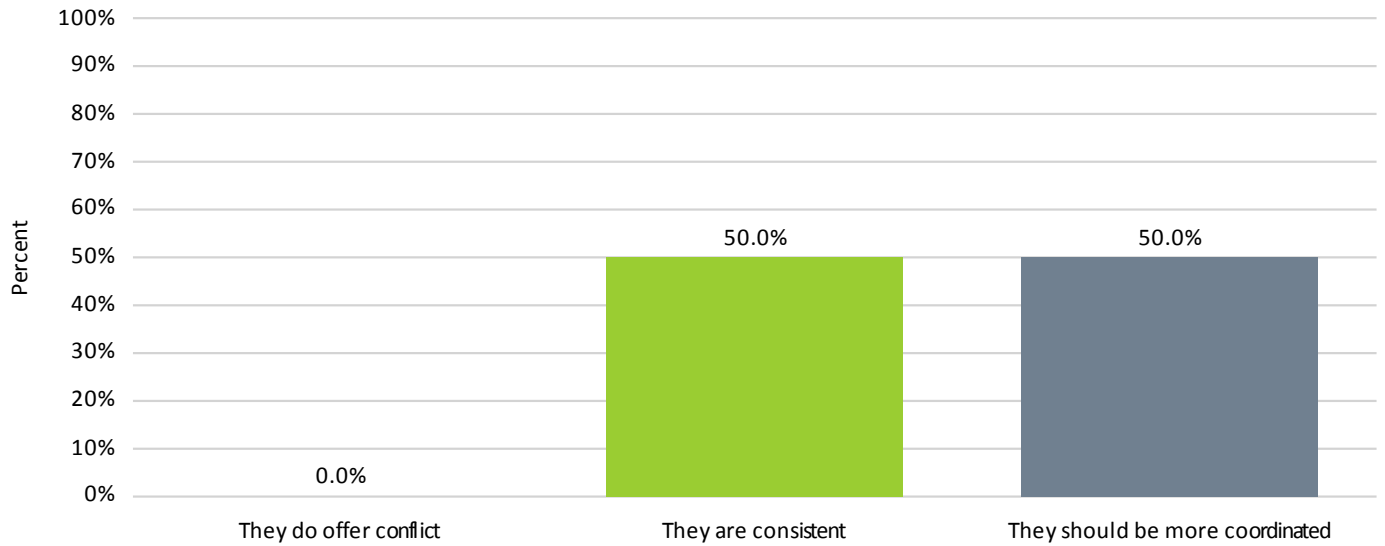
Name	Percent
Yes	100.0%
No	0.0%
Other	0.0%
N	6

16. 11) Do you think the regulations related to rescue services sufficient to guarantee expeditious operations in states of emergency?



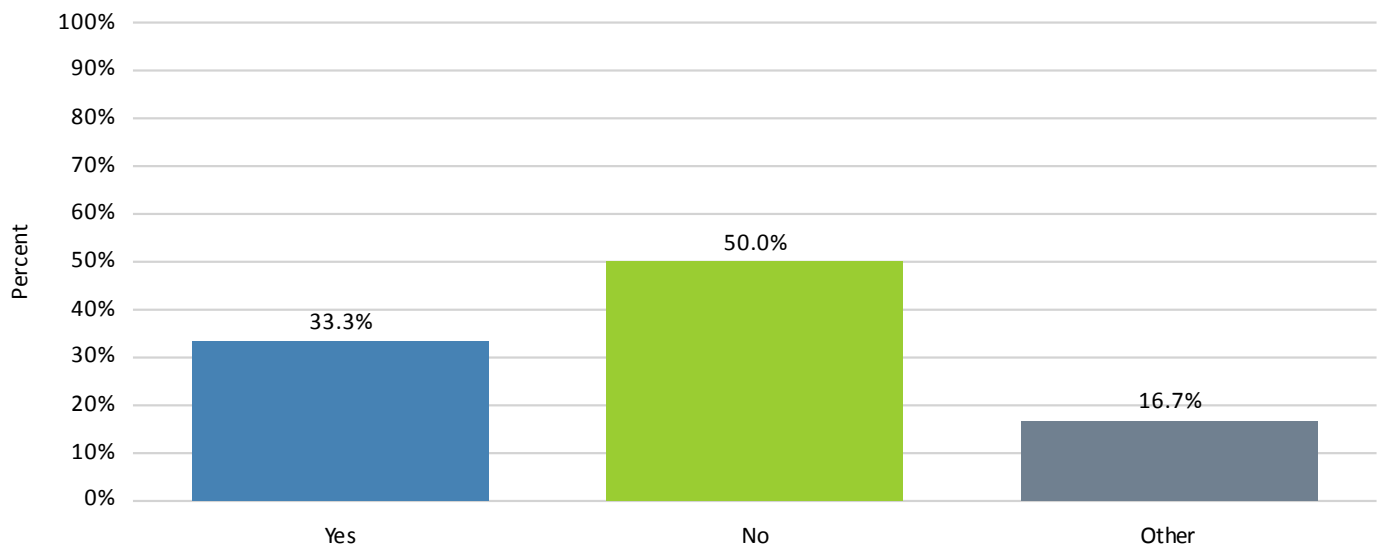
Name	Percent
Yes, they are sufficient	0.0%
No, they are not sufficient	16.7%
An improvement is needed	83.3%
N	6

17. 12) Do the regulations on the promotion of maritime safety and security offer conflict amongst the stakeholders in maritime activities?



Name	Percent
They do offer conflict	0.0%
They are consistent	50.0%
They should be more coordinated	50.0%
N	6

18. 13) Is national legislation in your country comprehensive/adequate?



Name	Percent
Yes	33.3%
No	50.0%
Other	16.7%
N	6

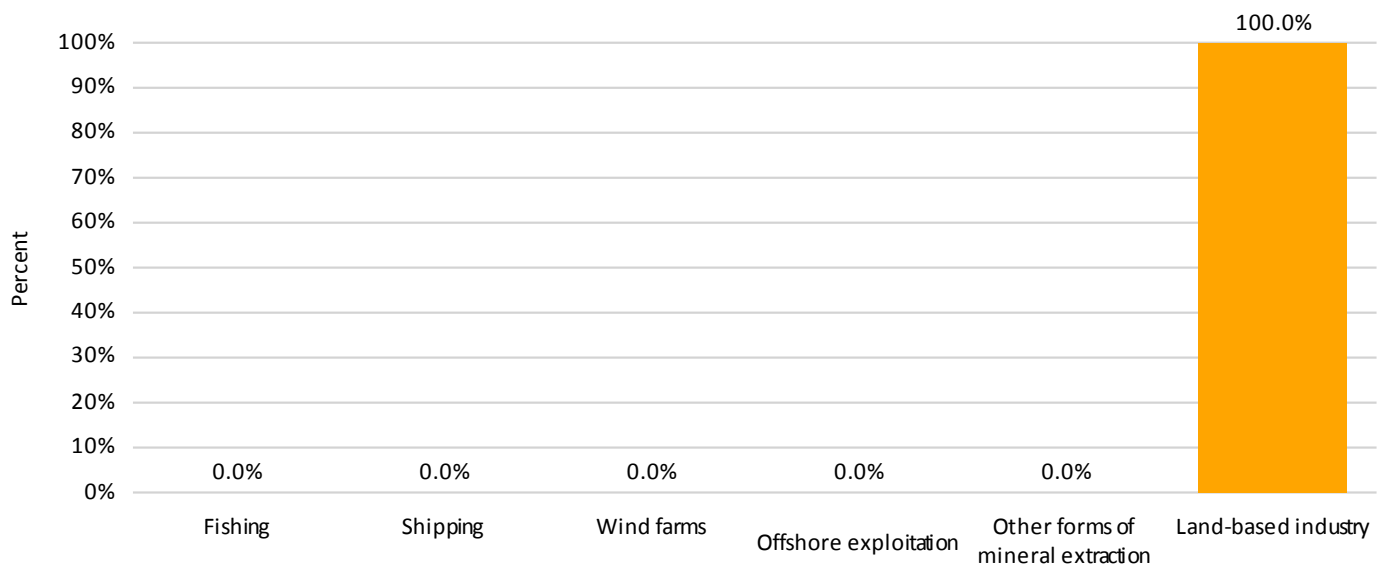
19. 13.1) If no please specify the legal gaps or inadequacies

- lack of sufficient EU legislation implementation
- large number of often conflicting laws

The Republic of Macedonia is land locked country, with a limited Law as a National legislation .

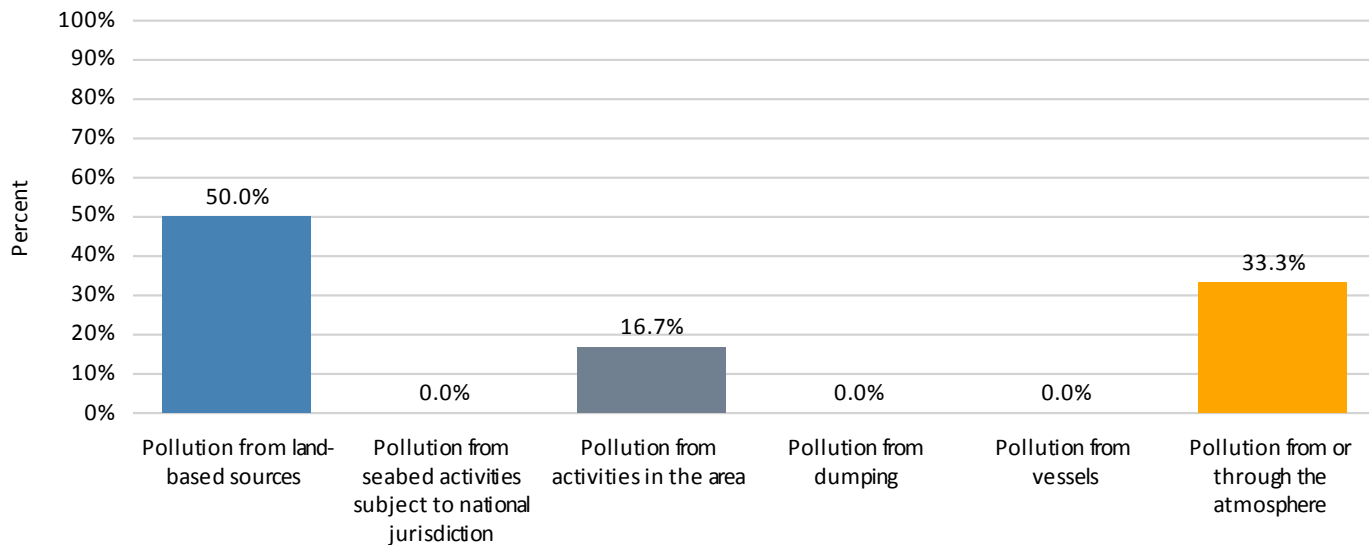
There is a need for more precise and justified regulatory framework. Further need for appropriate acceptance of International instruments.

20. 14) In your opinion, which of the following activities is the most dangerous for the marine environment?



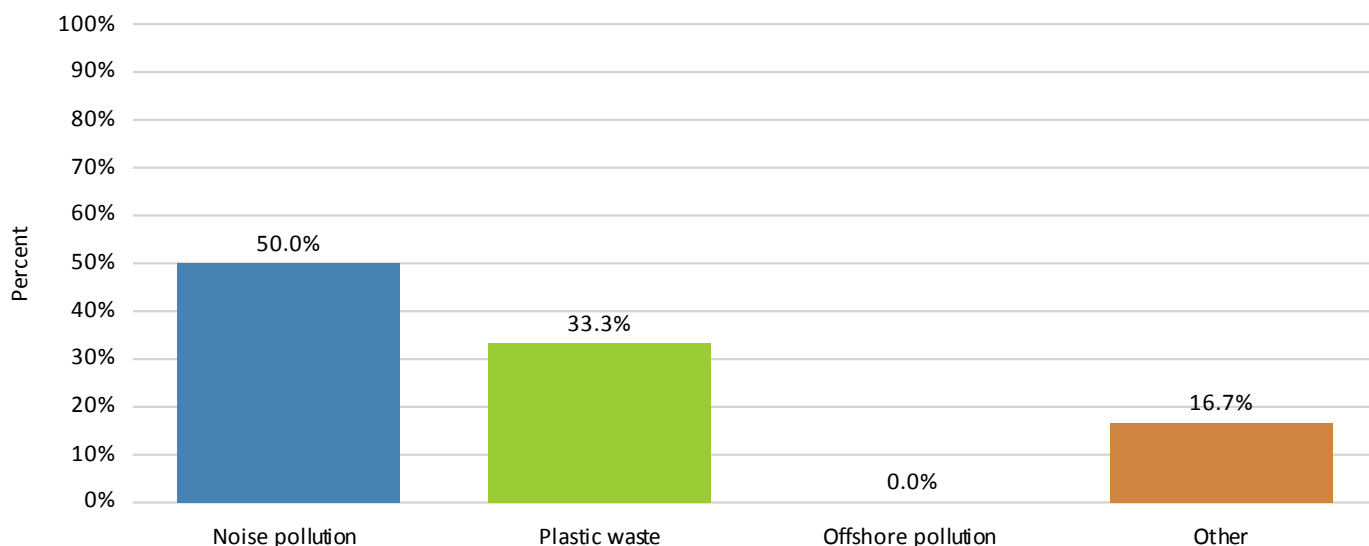
Name	Percent
Fishing	0.0%
Shipping	0.0%
Wind farms	0.0%
Offshore exploitation	0.0%
Other forms of mineral extraction	0.0%
Land-based industry	100.0%
N	6

21. 15) In your opinion, which of the following forms of marine pollution is most difficult to fight?



Name	Percent
Pollution from land-based sources	50.0%
Pollution from seabed activities subject to national jurisdiction	0.0%
Pollution from activities in the area	16.7%
Pollution from dumping	0.0%
Pollution from vessels	0.0%
Pollution from or through the atmosphere	33.3%
N	6

22. 16) In your opinion, which of these forms of pollution is the least regulated?

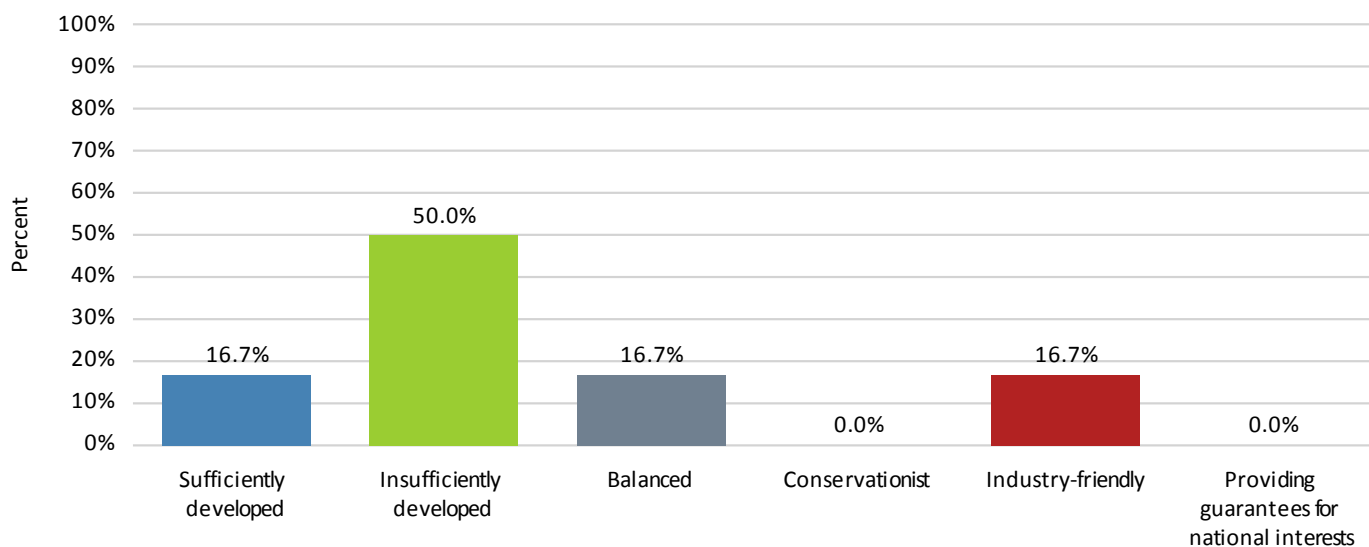


Name	Percent
Noise pollution	50.0%
Plastic waste	33.3%
Offshore pollution	0.0%
Other	16.7%
N	6

23. 16.1) If other, please explain

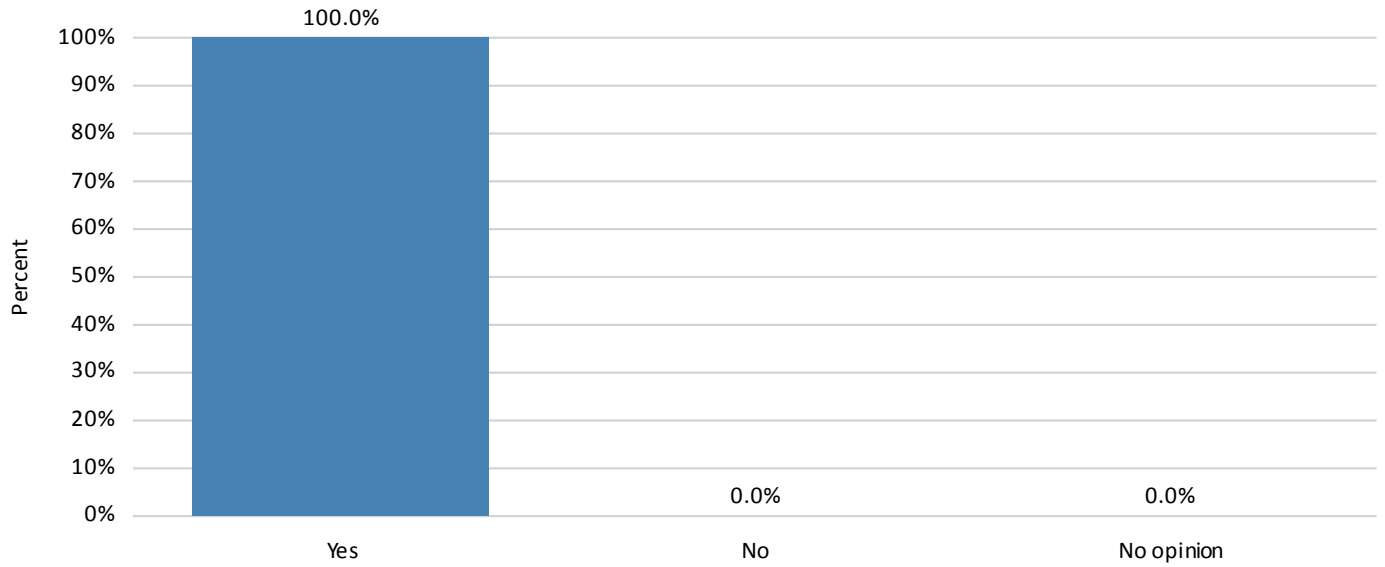
noise

24. 17) In your opinion, the legal, financial and fiscal regime of offshore operations in your country is:



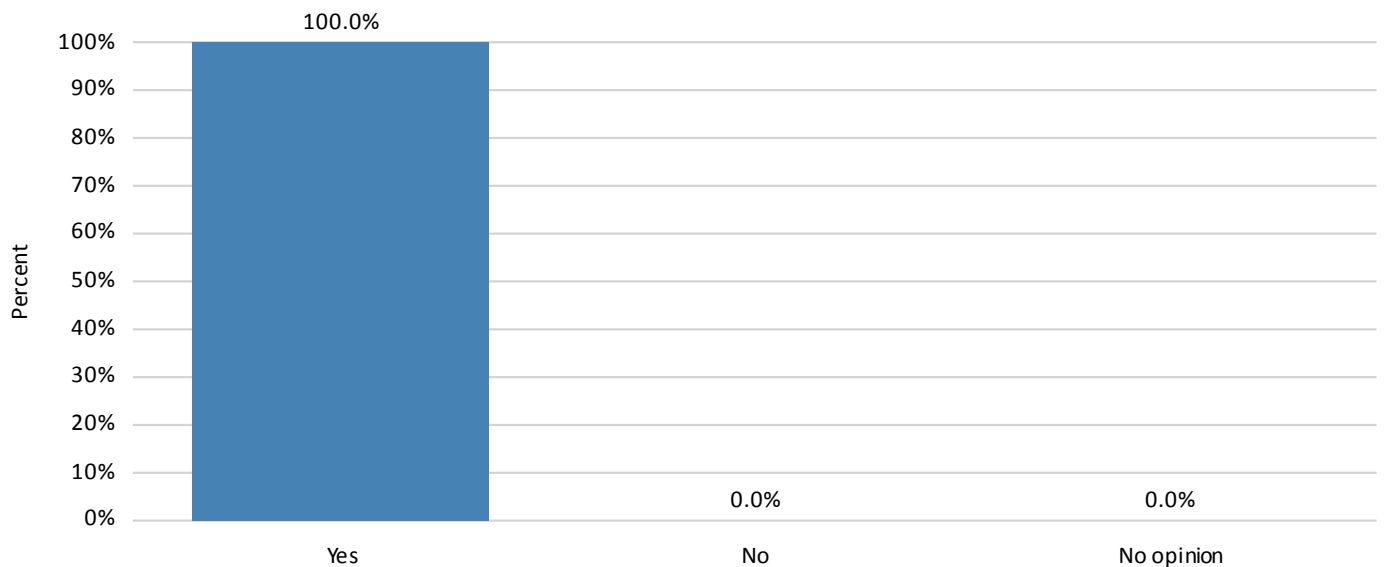
Name	Percent
Sufficiently developed	16.7%
Insufficiently developed	50.0%
Balanced	16.7%
Conservationist	0.0%
Industry-friendly	16.7%
Providing guarantees for national interests	0.0%
N	6

25. 18) Would it be useful for you to have access to training courses - general or tailor-made - on the international law of the sea?



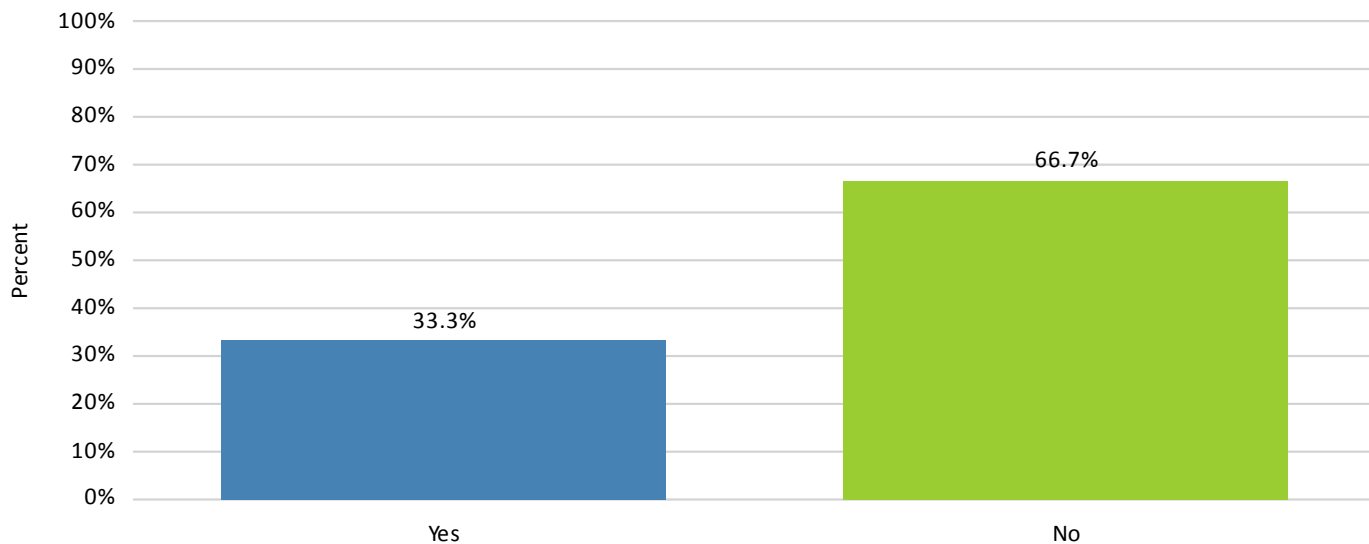
Name	Percent
Yes	100.0%
No	0.0%
No opinion	0.0%
N	6

26. 19) Would it be useful for you to have access to a database that provides an overview of the maritime zones of the EU Member States and the main laws and regulations that apply therein?



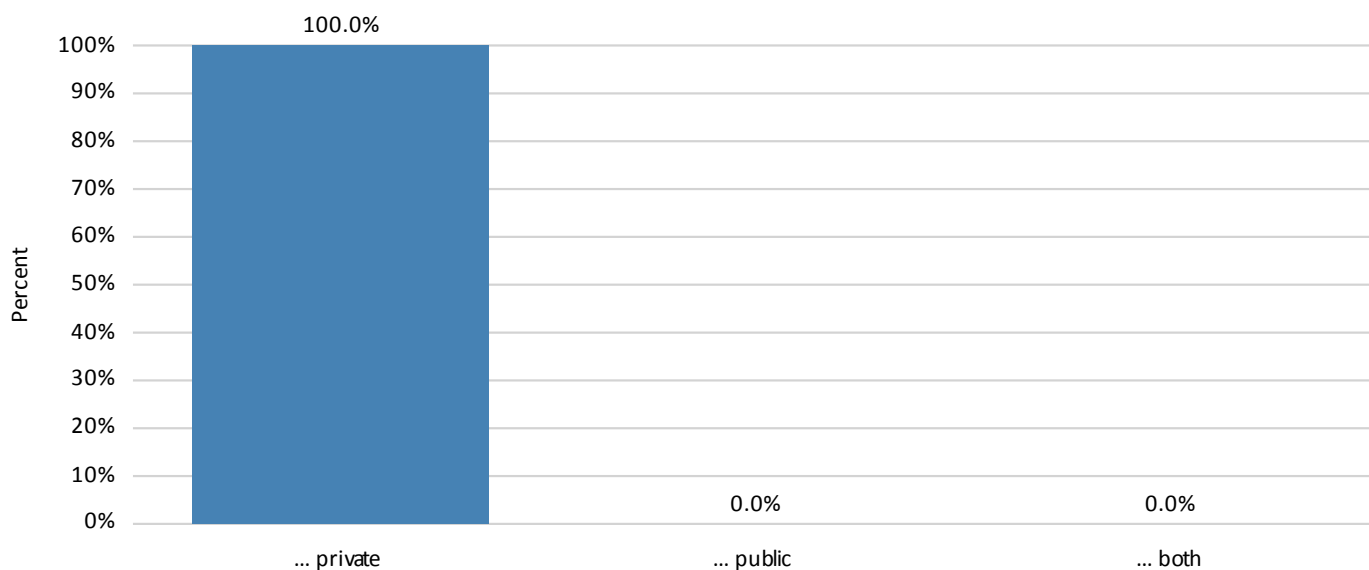
Name	Percent
Yes	100.0%
No	0.0%
No opinion	0.0%
N	6

27. 20) Do civilian vessels flying the flag of your State embark armed security services?



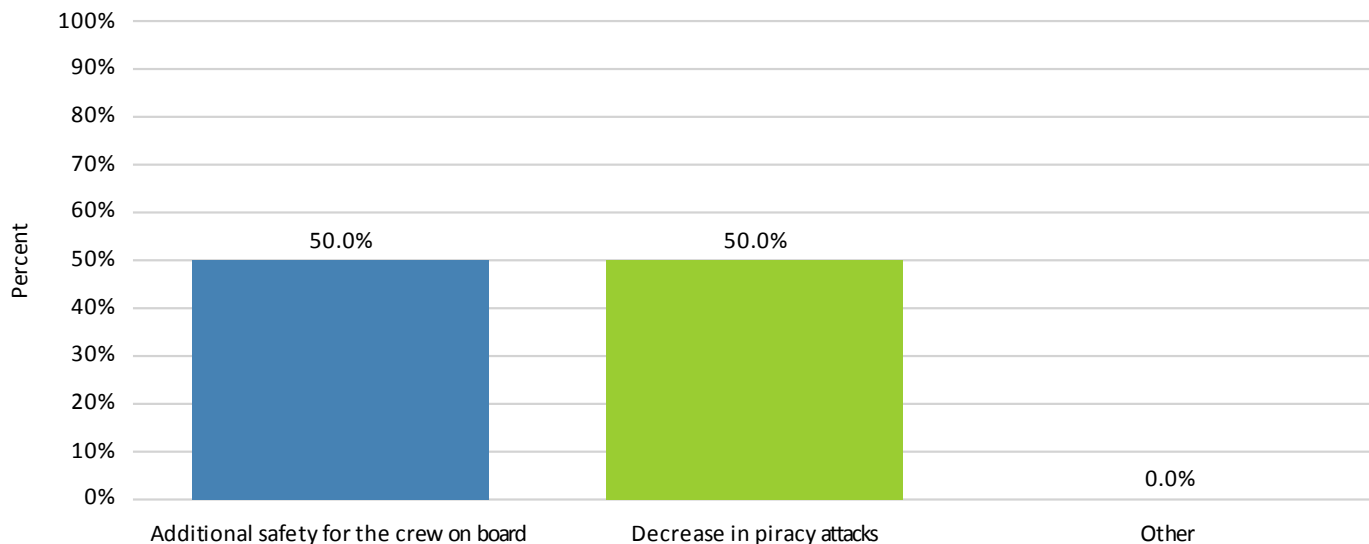
Name	Percent
Yes	33.3%
No	66.7%
N	6

28. 20.1) If YES, are the armed security services ...



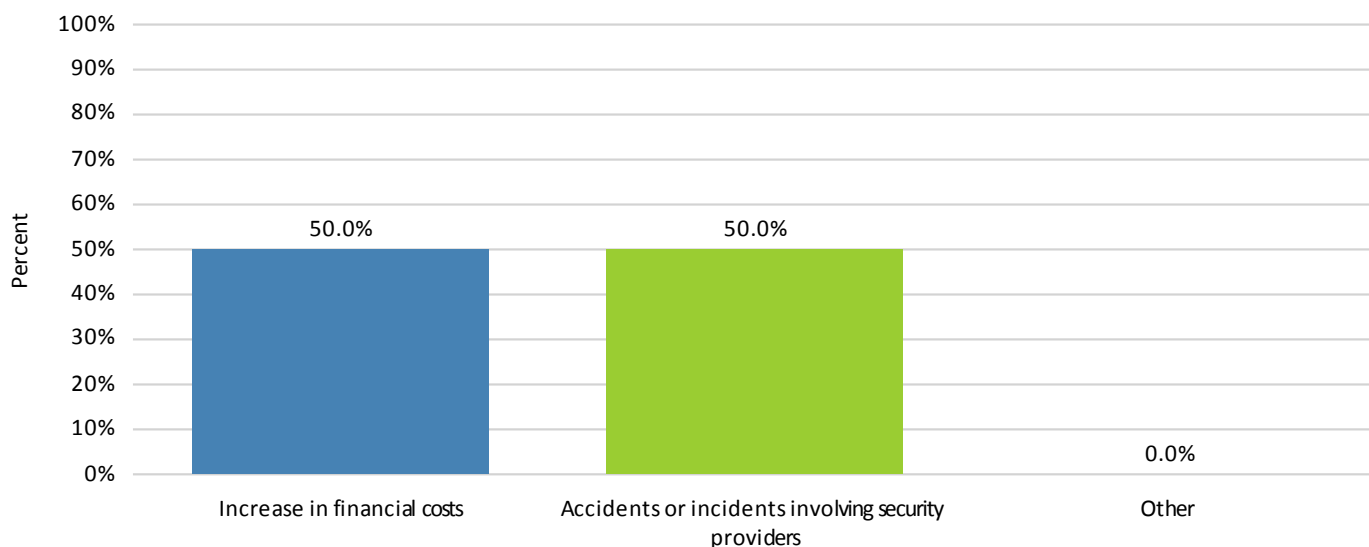
Name	Percent
... private	100.0%
... public	0.0%
... both	0.0%
N	2

29. 20.2) If YES, what are the main advantages deriving from the use of armed security services on board?



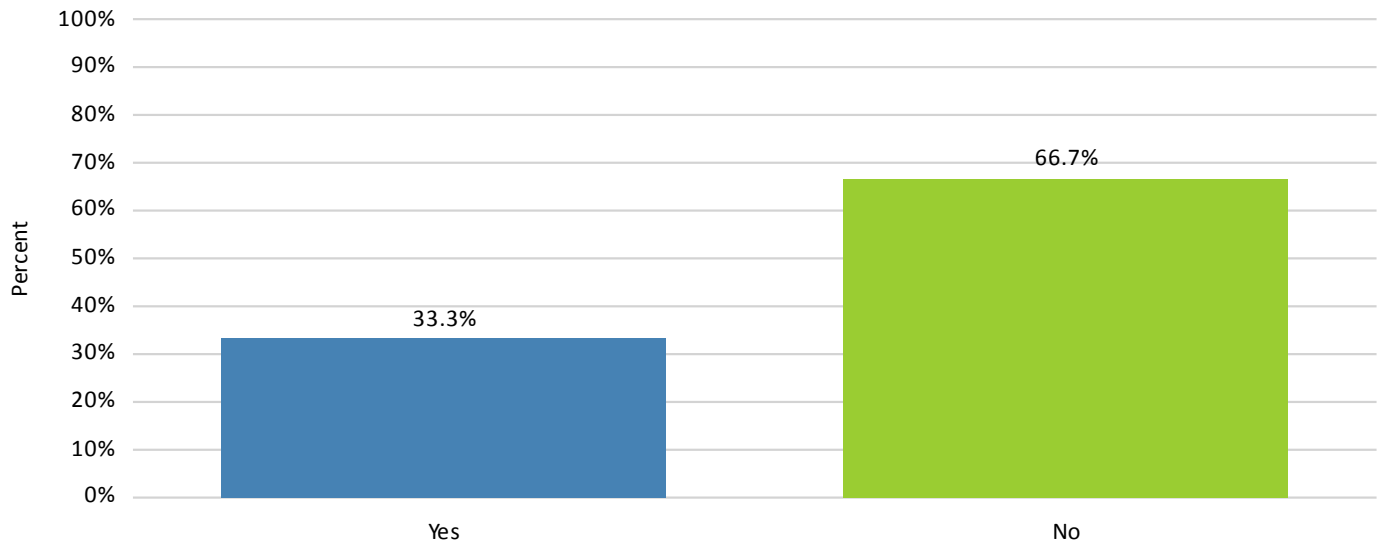
Name	Percent
Additional safety for the crew on board	50.0%
Decrease in piracy attacks	50.0%
Other	0.0%
N	2

30. 20.3) If YES, what are the main disadvantages and/or problems deriving from the use of armed security services on board?



Name	Percent
Increase in financial costs	50.0%
Accidents or incidents involving security providers	50.0%
Other	0.0%
N	2

31. 21) Has your State enacted any specific legislation to enable civilian vessels to embark armed security services?



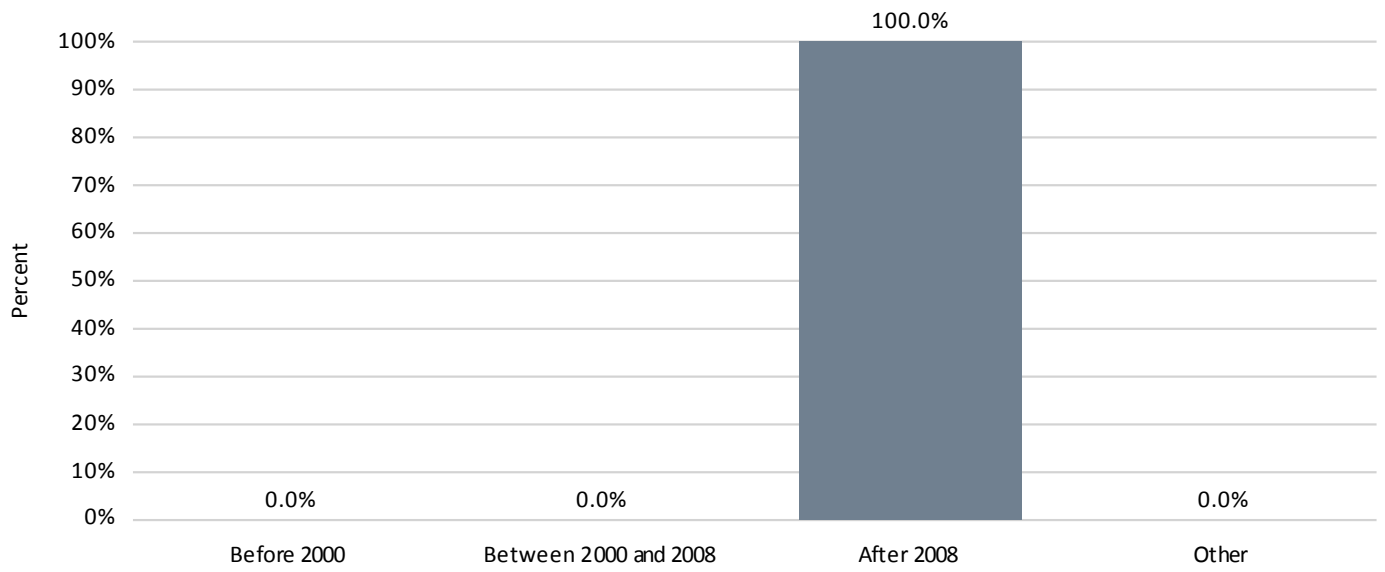
Name	Percent
Yes	33.3%
No	66.7%
N	6

32. 21.1) If YES, what kind of legislation?

33. 21.2) If NO, are there general rules governing the issue (e.g. regulation of private security in general, weapons law, etc.)?

dont know

34. 21.3) If YES, when was the specific legislation adopted?



Name	Percent
Before 2000	0.0%
Between 2000 and 2008	0.0%
After 2008	100.0%
Other	0.0%
N	2