



**The European Union's Tacis Traceca Programme
For Azerbaijan, Kazakhstan and Turkmenistan**

Supervision and Training of Navigation Aid
Equipments – Azerbaijan, Kazakhstan and
Turkmenistan

Partner Countries: Azerbaijan, Kazakhstan, Turkmenistan

*Progress Report
November 2003*



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HPTI

*This project is implemented by
HPTI Hamburg Port Training Institute GmbH*



Form 1.2. Report Cover Page

Project Title	Supervision and Training of Navigation Aids Equipment – Azerbaijan, Kazakhstan and Turkmenistan			
Project Number	EUROPEAID/112971/C/SV/Multi			
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1 Project Synopsis

Project Title:	Supervision and Training of Navigation Aids Equipment – Azerbaijan, Kazakhstan and Turkmenistan
Project Number:	EUROPEAID/112971/C/SV/Multi Contract No: 30552
Countries:	Azerbaijan, Kazakhstan and Turkmenistan
Project Starting Date:	29 January 2003
Project Duration	18 months (from the effective date of contract)

Wider Objectives

Technical supervision and appropriate training measures for the project "Supply of Aids to navigation Equipment to the Ports of Aktau (Kazakhstan), Baku (Azerbaijan) and Turkmenbashi (Turkmenistan)" and TA to the Port of Aktau for leasing of tug boat are carried out

Specific Project Objectives

Supervision

The timely supply of Aids to Navigation and nautical equipment in compliance with the respective technical specifications and contracts is ensured.

The co-ordinated technical and operational execution of the contracts is ensured

Training

Supply + installation of AtoN and equipment is supported by execution of appropriate training measures

Leasing of Tug Boats

Port of Aktau is supported in tendering procedures

The timely supply of Tug Boats under the frame of a leasing contract in compliance with the respective technical specifications and contracts is ensured

Planned Outputs

Results – Technical Supervision

1. Assistance to the suppliers and Beneficiaries in structuring the project is given
2. Time schedules are monitored
3. All pre-delivery, take-over, periodic and end-of-warranty inspections are carried out
4. Certificates according to contract stipulations are issued
5. Project performance is monitored
6. Compliance with quality requirements are ensured
7. All necessary reports are prepared

Training

1. Profiles for participants are elaborated and suitable candidates for training are identified
2. Training interventions on location and in Europe are conceptualised and conducted
3. Training interventions are assessed
4. All arrangements associated with training in Europe are managed

Tug Boat assistance

1. Technical specifications are identified
2. Assistance in the tendering process is given to the Port of Aktau
3. Inspections of Tug Boats are carried out

Project Activities

Project Execution + Supervision

- 1 Set-up an overall project schedule
- 2 Ensure the execution of the preparatory works of the Beneficiaries before delivery of equipment
- 3 Monitor time schedules and check milestones



- 4 Arrange problem solving meetings between suppliers, Beneficiaries and other parties involved
- 5 Monitor suppliers' compliance with contract obligations and technical specifications
- 6 Co-ordinate all activities with the EU, the suppliers and the Beneficiaries and assist the task manager
- 7 Monitor project performance progress and compliance with time schedules
- 8 Carry out all pre-delivery, take-over, periodic and end-of-warranty inspections
- 9 Issue certificates of pre-shipment inspections, certificates of preliminary acceptance, certificates of final acceptance
- 10 Monitor the environmental impact of the project and the compliance with European standards

Expert Assistance to Beneficiaries

1. Assist in installing and using of new aids to navigation equipment
2. Assist in determining the right place for installation of the equipment
3. Ensure the validity of warranty demands by advising in properly installing the aids to navigation equipment
4. Assist in checking the installation and functionality of the equipment
5. Obtain additional information from suppliers in case of necessity
6. Advise on the proper use of radar and ARPA
7. Provide training on location for the personnel handling the radar and ARPA
8. Advise on correct application of relevant international rules and regulations
9. Assist in elaboration of maintenance schedules for the new equipment

Financial Documents

1. Collect all documents required by the Tacis Contract Procedures according to the payment schedules
2. Compile payment dossiers with these documents
3. Send the payment dossiers to EC in due time

Reporting

1. Report to EC on pre-shipment inspections, handing-over and final acceptance inspections
2. Prepare two-monthly reports on project execution and a final report
3. Prepare quarterly reports on project progress according to Tacis reporting requirements
4. Co-ordinate all activities with the EU, the suppliers and the Beneficiary and assist the task manager

Training

1. Develop profiles of participants of the training
2. Assist in identifying suitable candidates for training
3. Conceptualise and conduct training interventions on location and in Europe
4. Prepare and conduct assessments of training interventions and of participants' benefit from attending the training courses
5. Manage all travel and other arrangements associated with training in Europe

TA for leasing of Tug Boats

1. Carry out fact finding mission to Aktau to specify technical requirements in detail and discuss financial aspects and tender procedures
2. Advise the Port of Aktau in identifying technical specifications for the tug boat(s) and elaborate tender documents in co-operation with the port
3. Assist the Port of Aktau in the tendering procedures and evaluate bids and prepare an evaluation report
4. Advise the port during negotiations with the leasing company
5. Carry out inspection of the offered tug boat(s)
6. Assist the Port of Aktau during sailing to Aktau
7. Inspect the boat after arrival in Aktau
8. Assist the port during contract duration concerning regular maintenance and training of the crew

Project starting date: 29 January 2003

Project duration: 18 months



2 Summary of Project Progress since the Start

2.1 Relevant Project Context

The overall objective of the EU assistance in Tacis-Traceca projects is to promote the full use of the corridor for multimodal transport and its interlinkage by supplying and improving multimodal cargo handling facilities and to improve transport safety of the corridor. The EU has decided to supply Aids to Navigation equipment and materials to the ports of Aktau, Baku and Turmenbashi and assist them in making the approaches to their ports safer for commercial shipping.

The specific objective of the project is the improvement of navigational safety and the facilitation of safe shipping the approaches of the three ports and the traffic area between them.

The objective of this project is to ensure the timely supply of Aids to Navigation and nautical equipment in compliance with the respective technical specifications and contracts as well as to carry out training measures for the proper use of the equipment. Further, advise in the procurement of a tug boat for the port of Aktau will be given within the project.

The supervisor co-ordinates the co-operation between the individual project partners in Azerbaijan, Kazakhstan and Turkmenistan, the suppliers and the task manager in Brussels.

2.2 Summary of Project Progress

2.2.1 Supervision

The objective of this task is to ensure adequate and timely supply of Aids to Navigation and other Nautical Equipment and Materials and to guarantee its compliance with the technical specifications and contractual obligations as set forth in the a.m. supply project and subsequent contracts signed between the European Commission and the successful bidders. A further objective is to ensure a co-ordinated technical and operational execution for the contracts.

During this reporting period the entire aids to navigation equipment which was to be delivered to the three ports has been supplied and installed in the ports. The supervisors have accompanied the delivery and installation of the equipment and issued the respective provisional acceptance certificates. For details, please see point 4 of this report.

Supply Contract for European Community External Aid N° 30551, Supplier: Transas Europe GmbH

The equipment was installed and accepted in the three ports in the beginning of September.

Supply Contract for European Community External Aid N° 51247, Supplier: Pintsch Bamag Antriebs- und Verkehrstechnik GmbH

The equipment was accepted by the supervisor in the end of July.

2.2.2 Training

The objective of this task is to support by appropriate training measures the supply and installation of the Aids to Navigation and other Nautical Equipment and Materials that the EC is proposing to grant under the



a.m. supply project and subsequent contracts signed between the European Commission and the successful bidders.

The training on location in Baku, Azerbaijan, Aktau, Kazakhstan and Turkmenbashi, Turkmenistan has been carried out starting in July this year.

The two training courses in Europe were executed in October and November this year.

For details concerning the execution of the training please see point 5 of this report.

2.2.3 Technical Assistance for the Purchase of a Tug Boat

As explained in the previous report, the Port of Aktau does no longer intend to lease a tug boat, but to buy one. Therefore, the objective of this task as well as the activities are slightly changed.

The objective of this task is to support Aktau port in all aspects of the tendering procedures for the purchase of a tug boats, to ensure adequate and timely supply of the tug boats under the frame of a purchase contract and to guarantee the compliance with the technical specifications and the contractual obligations as set forth in the relevant contract.

Technical Specifications are identified

In spring this year the Consultant has elaborated full tender documents for the purchase of a tug-boat by the port of Aktau. The requirements of the tug boat were discussed with the experts from the port of Aktau and specifications elaborated according to the specific demands of the port. These specifications were submitted to the port of Aktau. Also, a Russian version of the specifications was given to the port.

Assistance in the tendering process is given to the Port of Aktau

The supervisors made a proposal for general and special tender conditions. the legal framework and contract documents for the tendering and purchase of the tug boat was elaborated and proposed to the port of Aktau. The port then adapted the proposed legal and contract documents to Kazakh law.

The tender was published in September in Kazakh newspapers and European suppliers have been directly addressed and asked to participate in the tender. The proposals were to be submitted in Russian and English languages. Unfortunately, the first tender had to be declared as invalid as two of the submitted three proposals had to be considered as non-compliant.

A second call for tender took place in the end of October. Also this time, only one tender could be considered as compliant to all formal requirements. As a rule, state entities may only conclude contracts for purchases in case that at least two valid tenders have been received and evaluated. In order to speed up the process and avoid tendering the tug boat a third time, the port of Aktau applied to the Consultant with the request to technically evaluate this one compliant tender. The technical evaluation of the tender came to the result that the tender could be considered to be compliant with all technical requirements. Financially, the proposal appears to be within the budget foreseen for the purchase of the tug boat. The tender commission of the seaport of Aktau has now applied to the State Committee for State Purchases with the request to accept the conclusion of a contract the supplier even if only one valid proposal was available. In case the committee does not agree to this procedure a new tender will have to be issued. As a consequence, there would be no possibility to deliver the tug boat within the navigational season 2004 which will end latest by October.



3 Summary of Project Planning for the Remainder of the Project

Supervision

The Consultants will assist the ports with warranty cases in case of need during the next months. Furthermore, the Final Acceptance Inspections will take place in July and September 2004. After the final inspections, the Final Acceptance Certificates will be issued. Due to the fact that the preliminary acceptance for the Transas Contract was only issued in September, the final acceptance can also only take place in September next year. As the this contract expires in July 2004 a time extension for this contract will be necessary.

Training

All training activities have been finalised.

Assistance with the purchase of a tug boat

The supervisor will give all necessary assistance in negotiating a contract with the successful tenderer, if the State Commissions will allow to purchase the tug boat on the basis of only one valid tender.

The supervisor will carry out pre-shipment inspections and assist in the shipping of the vessel to the Caspian Sea. Also, an inspection on delivery of the tug boat in Aktau will be carried out. Within the current contract there is not enough manpower foreseen to carry out permanent supervision tasks during ship building, though.

Also, the current contract expires in July 2004. Due to the fact that the delivery of the tug boat will not take place before September next year, it will also for this component of the project become necessary to request a time extension in order to be able to carry out the necessary inspection after delivery to Aktau.

4 Supervision of Delivery and Installation of the Aids to Navigation Equipment

4.1 Actual Conditions of the Ports

The navigational area of **Baku** is of medium difficulty under normal conditions given that the Aids to Navigation are in place and operational. But presently, the AtoN system is in extremely bad condition. Traffic control from the Port Control Centre does not exist at all.

This is amplified by the fact, that most of the vessels operating in the area are not or only very insufficiently equipped with modern navigational equipment.

The approach of the port of **Aktau** is navigationally comparatively easy. The floating Aids to Navigation are in good conditions, only the land based equipment needs overhaul.

As the major part of the port's traffic is oil tankers and, recently ferry boat service, the Port Control Centre needs equipment for traffic control as well as for distress and safety purposed on a limited scale.



The approach to the port of **Turmenbashi** is of medium difficulty in daylight and under good weather conditions, given that the Aids to Navigation are operative. But, at present, shore based as well as floating Aids to Navigation are insufficient for safe navigation, not allowing night navigation and need rehabilitation and partly replacement. Also, the Port Control Centre needs equipment for traffic control as well as for distress and safety purposes.

Therefore, it is urgently necessary to improve navigation safety the navigational areas of the mentioned ports and where necessary, renewing all shore based and floating Aids to Navigation. This can be done by supplying and installing modern distress and safety equipment and by improving ship - shore communication facilities.

4.2 Port of Baku

4.2.1 Inspection of the existing floating and communication equipment

During an inspection tour with a pilot boat, accompanied by the Harbour Master, it was realised that of the necessarily required 35 buoys, which should exist in the Baku and Dubendi Port areas, only 7 were found in their position in a moderate to bad condition. Even the necessary leading light does not exist at all. The other existing floating and shore based equipment, such as pilot boat, tugs and small craft jetties seemed to be in rather poor conditions and need at least overhauling.

In the port, there was nearly no radio equipment existing. The room in which the radio equipment shall be installed as well as the wiring system was in a bad condition. The air condition system was not operational. On the roof of the house in which the VTS and the radio station was to be installed, a platform for the installation of the upper deck equipment of the delivered radar does already exist. But there was neither a necessary earthing system available nor a fundament for the new MF/HF antenna which is to be installed. The lack of these installations and preparatory works led to a delay in the installation of the equipment.

4.2.2 Inspection and Acceptance of the Delivered New Equipment

Contract N° 51247, Supplier: Pintsch Bamag

The delivered floating navigational equipment (35 buoys) was inspected and checked concerning completeness and function. The buoys were assembled by the port personnel with instructions of the supplier Pintsch Bamag under supervision of the HPTI inspector. After the assembling was completed one buoy was brought to water to check its reliability. The result of this test was satisfactory. All assembled 35 buoys were left on the port's territory and shall be brought to their final position by port's own competence.

The other delivered equipment (spare parts, workshop container) were also checked and counted.

The Provisional Acceptance of this equipment was issued on 31.07.2003 and is attached as Annex 1 to this report.

4.3 Port of Aktau

4.3.1 Inspection of the existing floating and communication equipment



The existing floating navigational equipment is in a good condition except of two buoys which were damaged by passing vessels and will be replaced by two recently delivered buoys which are already inspected regarding to their completeness and function.

The room in which the radar shall be installed and in which the VTS personnel shall work does already exist and is in a very good condition.

There is a room for the existing radio station. The room itself is in a good condition and the existing radio station equipment seems to be in a good working condition, too.

Before the installation of the radar and radio station equipment can be performed, a stabilised power supply and a sufficient earthing is to be ensured.

4.3.2 Inspection and Acceptance of the Delivered New Equipment

Contract N° 51247, Supplier: Pintsch Bamag

The two buoys were already fully assembled delivered to the port of Aktau. The buoys are compliant with the specifications of the contract. The Provisional Acceptance for the buoys and the other equipment delivered was issued on 13.08.2003 and is attached in Annex 1 to this report.

Contract N° 30551, Supplier: Transas Europe GmbH

4.4 Port of Turkmenbashi

4.4.1 Inspection of the existing floating and communication equipment

The HPTI Maritime Safety Expert travelled to Turkmenbashi by ferry. The present situation of existing floating navigation equipment was observed during the entry to the port of Turkmenbashi. Presently, only eight buoys are existing, four of which are nearly sunken. All of them are unlit and in a very bad condition.

According to the supplier's contract fifteen new buoys have been delivered to the port authorities to eliminate this intolerable and dangerous situation.

In Turkmenbashi a radio room with a satisfactorily working radio station on MF and VHF exists. The MF transmitter is not installed in the vicinity of the radio station, but is remote controlled.

On the roof of the building of the port authorities, an existing MF/HF antenna of an older type was installed. It was mounted on a reliable fundament, which can easily be used for the antenna of the recently delivered equipment.

Before the installation of the radio equipment could start, it was necessary to construct an earthing system. The technicians of the installation company TRANSAS supported the port authorities in this matter.

The new radio station and the radar equipment are installed in two rooms of the port authority, in one room the technical equipment, in the other room the control units. The head of the department of the radio station explained that there should be no problems with the wiring system and the stability of the voltage.

4.4.2 Inspection and Acceptance of the Delivered New Equipment



Contract N° 51247, Supplier: Pintsch Bamag

The fifteen buoys delivered to Turkmenbashi under this contract have been assembled and tested according to completeness and function under supervision of the HPTI maritime safety expert. The buoys are stored in the port's own warehouse and will be positioned by port personnel. The other equipment delivered to the port was also counted and checked and found to be in compliance with the relevant specifications of the contract.

The Provisional Acceptance was issued on 05.08.2003 and is attached in Annex 1 to this report.

4.5 Inspection and Acceptance of the Delivered New Equipment: Contract N° 30551, Supplier: Transas Europe GmbH

The radar equipment as well as the radio equipment have been properly installed in all four ports, that is in Baku and Dubendi (Azerbaijan), in Aktau (Kazakhstan) as well as in Turkmenbashi (Turkmenistan).

The rooms in which the technical equipment is installed are in all cases suitable rooms, well ventilated and air-conditioned.

Reliable earthings were installed. The power supply for radar as well as for the radio stations is satisfactory.

Although all responsible port authorities have confirmed their willingness to take care that all necessary licences and permits for the equipment are available on delivery of the equipment (see Inspection and Technical Report of April/May 2003), those documents had not been available at the installation of the equipment, the ports had not even applied for them at that time. As a result, the absolutely necessary Id numbers and other identifications (MMSI) for the radio station were not allocated and not available at the initial inspection of the delivered radio equipment.

It is pointed to the fact, that in Dubendi and in Turkmenbashi there is only one GMDSS VHF set available at each place. In case of deficiencies or faults of these VHF sets the radio stations cannot contact vessels in the range of VHF and vessels cannot contact those coastal stations. This fact could influence the safety of navigation, because it is a very important part of the GMDSS, that coast stations are involved in distress traffic. As a result, it is highly recommended to supply those two places with a complete additional GMDSS VHF set.

A disadvantage of the delivered radio equipment is, that all the terms on this equipment are in English language only, except the radio telex system, which is in Russian language. Because of the radio personnel's lack of knowledge of the English language the installation company should make a brief user's guide which explains the English terms in Russian language.

Further, all the technical and user's handbooks were delivered in English language only. It is recommended that they are made available in Russian, too.

The navigational personal of the mentioned ports were invited by TRANSAS for a simulator training course at an simulator at Makarov Academy in St. Petersburg, also, they were trained by a HPTI expert.

The Provisional Acceptance for the radar and radio equipment for the ports was issued for Baku on 17 September, for Dubendi on 19 September, for Aktau 24 September and for Turkmenbashi on 1 October 2003. The Acceptance Certificates are attached in Annex 2 to this report.



5 Training

5.1 Training on Location

As stipulated in the Terms of Reference and described in the offer training on site in Radar, GPS, and Radio Communication was conducted. The training on site was very practice-oriented, hands-on training and was executed with the help of simulation software. It consisted of theoretical instruction, but to a larger extend of practical exercises.

5.1.1 Report concerning VTS/ RADAR / ARPA training in Baku, Turkmenbashi and Aktau

After having had a discussion with the respective responsible harbour masters and the respective participants and with the agreement of all, it was decided to restrict vessels handling times to not more than 5 hours per day to avoid loss of concentration and control.

The training was executed with the help of a computer based simulator. After having been explained the mode of operation of the simulator all participants were informed about the characteristics of the own ship and the target vessels which would come across while inbounding the own ship. Each of the participants had to inbound a vessel up the river until docking in a lock at least two times under consideration of evasive actions to avoid collisions with target vessels and / or buoys or navigational signs by using RADAR, ECDIS and ARPA simultaneously. Additionally, the participants had to execute an emergency manoeuvre and a full round turn to calculate and find out the rate of turn and the circle's diameter. Also, all participants were instructed about the international tonnage system IALA, the purpose of VTS, how to operate with RADAR, ECDIS and ARPA and the advantages to work with. The instructor stated that all participants without exception have shown very much interest and each of them participated successfully.

The following topics were addressed in the training

- Introduction to
 - 3-cm X-Band radar sets
 - ARPA units and coastline data display
 - Fundamentals of the sets and their proper operation
 - Limitations of the units and possible errors
- Use of ARPA
- Practice of emergency procedures



5.1.2 Baku

5.1.2.1 General

Dates and Times of Training in Baku

1. group: Five participants

18.08.03	0900 - 1200	1400 - 1600
19.08.03	0900 - 1200	1400 - 1600
20.08.03	0900 - 1200	1400 - 1600

2. group: 4 participants

21.08.03	0900 – 1200	1400 - 1600
22.08.03	0900 – 1200	1400 - 1600
25.08.03	0900 - 1200	1400 - 1600

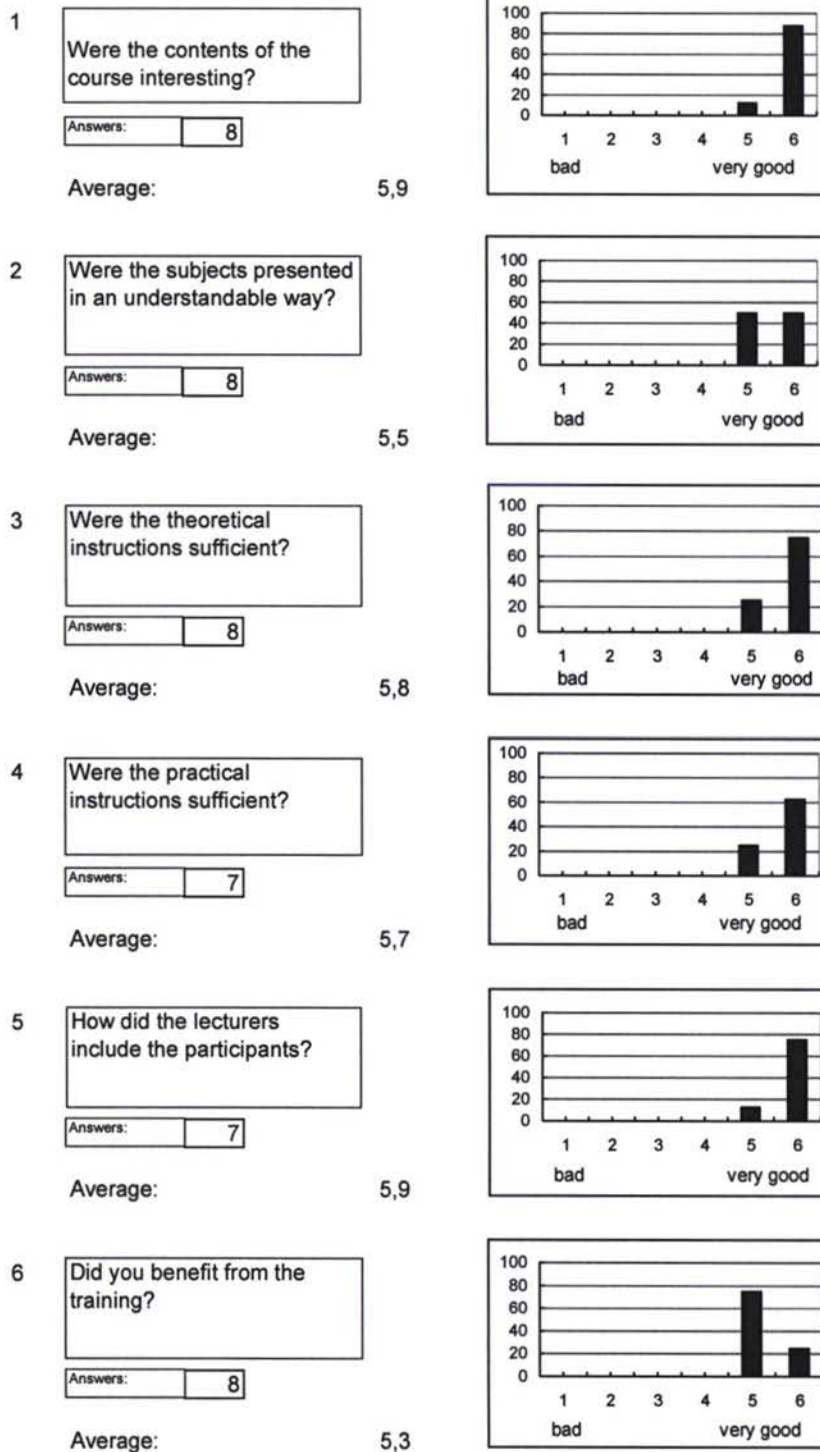
List of participants Port of Baku

1. Hasanov Abdurahman Zabitoglu
2. Garyew Anul Shamil
3. Agaev Sadig Malik
4. Bayramov Chingiz Alekpor
5. Aslamov Batman Heydar
6. Tahirov Aricaga Karum
7. Maranov Saltar Kamaran
8. Abbasov Kurtam Satig
9. Abdullayev Rovshan Rashid



5.1.2.2 Evaluation of VTS / Radar Training in Baku

VTS Radar Training in Baku
Baku, 18th - 25th August 2003





5.1.2.3 Comments of the participants

7.) What did you especially like?

- answer 1: to work with the computer and be trained at the bridgmaster/
ARPA
- answer 2: to work with RADAR/ARPA, to dock the vessel
- answer 3: to find out the limits of the MANEOUVRABILITY of a vessel
without making any damage
- answer 4: to dock a vessel without making any damage, breath of vessel
32 m/breath of lock 40 m
- answer 5: to follow up a vessels course, by chart and radar
simultaneously
- answer 6: to see how to master a vessel by computer
- answer 7: to see how ARPA can be used in the radar
- answer 8: to have influence on vessels' movements by so many
instruments
- answer 9: to follow up a river/channel with all possibilities of maneouvring
a vessel without making damage

8.) What do you recommend to improve the training course?

- answer 1: to repeat it
- answer 2: to have a bigger screen/Laptop
- answer 3: to hear voices of the environment
- answer 4: to use a bigger screen
- answer 5: not more than two participants
- answer 6: to repeat it very often
- answer 7: not to use an interpreter
- answer 8: not more than 2 participants
- answer 9: to repeat and to be trained in Europe



5.1.3 Turkmenbashi

5.1.3.1 General

Dates and Times of Training in Turkmenbashi

Four participants

04.09.03	0900 - 1200	1400 - 1600
05.09.03	0900 - 1200	1400 - 1600
06.09.03	0900 - 1200	1400 - 1600

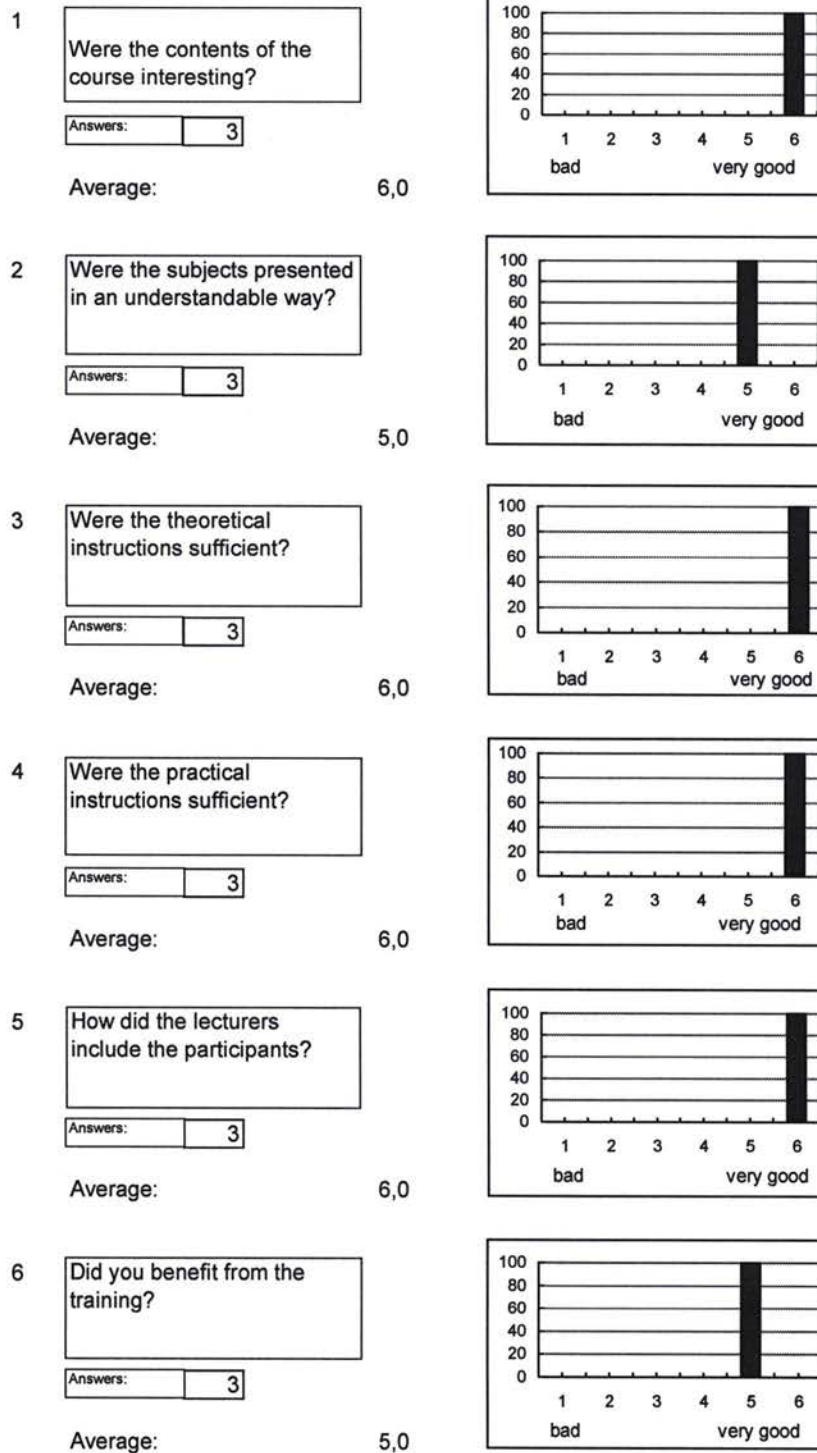
List of participants of the Port of Turkmenbashi

1. Artyk Rosyev
2. Begench Mamedov
3. Komek Nazarov
4. Tachmurad Saparov



5.1.3.2 Evaluation VTS / Radar Training in Turkmenbashi

VTS Vessel Traffic Service
Turkmenbashi, 4 - 6 September 2003





5.1.3.3 Comments of the participants

7.) What did you especially like?

answer 1: to have now some knowledge about VTS systems in Europe

answer 2: to navigate with a vessel on a river

answer 3: to navigate with a large vessel

answer 4: to have now knowledge about the maneouvability of a large vessel its date of turn

8.) What do you recommend to improve the training course?

answer 1: to have more training in English

answer 2: to have a larger screen

answer 3: no comment

answer 4: no comment



5.1.4 Aktau

5.1.4.1 General

Dates and time of the training

Five participants

22.09.03	0900 - 1200	1400 - 1600
23.09.03	0900 - 1200	1400 - 1600

List of participants of the Port of Aktau

1. Akhmetkaliev Tulegen
2. Klinowskiy Sergey
3. Ultarakov Serik
4. Tszarkov Sergey
5. Aliev Eldar



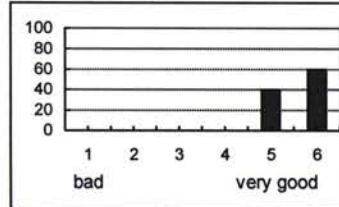
5.1.4.2 Evaluation Radar / ARPA Training in Aktau

VTS Radar Arpa Training
Aktau, 22 - 23 September 2003

1 Were the contents of the course interesting?

Answers: 5

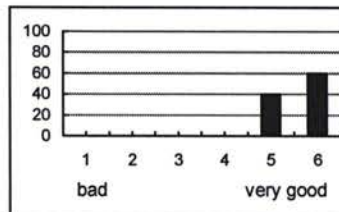
Average: 5,6



2 Were the subjects presented in an understandable way?

Answers: 5

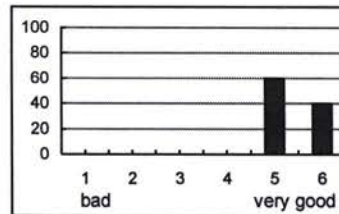
Average: 5,6



3 Were the theoretical instructions sufficient?

Answers: 5

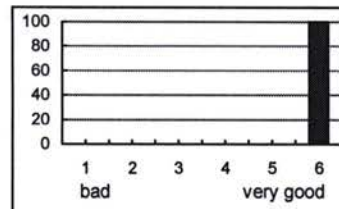
Average: 5,4



4 Were the practical instructions sufficient?

Answers: 5

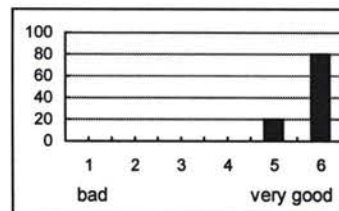
Average: 6,0



5 How did the lecturers include the participants?

Answers: 5

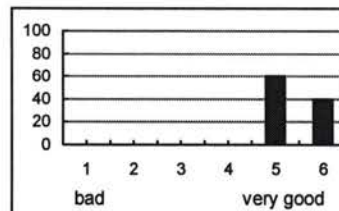
Average: 5,8



6 Did you benefit from the training?

Answers: 5

Average: 5,4





5.1.4.3 Comments of the participants

7.) What did you especially like?

- answer 1: the handling and mastering of a vessel
- answer 2: no comment
- answer 3: to work with ECDIS and RADAR/ARPA at the same time
- answer 4: to dock the vessel in a lock by using ECDIS
- answer 5: working with VISUAL/ECDIS/RADAR at the same time

8.) What do you recommend to improve the training course?

- answer 1: to be trained at a traffic control centre
- answer 2: to learn the handling of a computer
- answer 3: to be permanently trained on VTS/RADAR
- answer 4: to be trained with not more than 2 participants
- answer 5: to learn the English language



5.2 Report concerning GPS and GMDSS Training

VTS training was carried out by the Radio Communication expert of HPTI. For this training a computer based training simulator was used. All trainees had already navigational experience and showed much interest in this matter.

The following topics were addressed during the GPS training

- Introduction to
Standard GPS sets
Fundamentals of the sets and their proper operation
Limitations of the units and possible errors
- The use of GPS was practised

The GMDSS training was also carried out by the Radio Communication expert using a computer based GMDSS training simulator.

For the radio communication training a training programme that conforming to the GMDSS requirements of SOLAS Chapter IV and based on the IMO requirements for the General Operators Certificate, taking the participants' prior knowledge into account was conducted. The following topics were dealt with

- Introduction to
VHS, MF and HF radiotelephony
INMARSAT-C with telex
GMDSS
Fundamentals of the sets and their proper operation
Limitations of the units and possible errors
- Practical training sessions

5.2.1 Baku

5.2.1.1 General

Dates of the training: 24 – 31 July 2003

Training time: 09.00 – 16.00 h

Location: Deputy Harbour Master's office in the port administration building

The training started with six participants, all of them without operational knowledge of maritime radio stations. Unfortunately, in the beginning of the training a high rate of absenteeism and fluctuation took place, due to several individual reasons of the participants. Partly, they had private reasons to disappear and reappear and partly, the port needed their workforce.

Because of the part-time absence of some trainees and the appearance of two new persons after two or three days much time had to be spent for repetitions. So there was a minimum of time left only for the presentation of new information.

Due to that reason, special attention was paid on the conduction of radiotelephony traffic on MF and VHF from the sight of a coast station. The conduction of radiotelex and satellite communications was explained by using the training simulator on the laptop.



All participants claimed, that for the practical training there was not enough time to use the technical equipment and that the simulator did not show them what would happen on the receiver's side. It was mentioned, that it might be possible to explain the technical equipment and it's use after the equipment will be installed in Baku and Dubendi.

Despite the difficulties all participants showed in a final examination on July 31, that they will be able to conduct the necessary radio traffic with ships.



5.2.1.2 Evaluation GMDSS Baku

GMDSS - Baku
Baku, 24 - 31 July 2003

1 Were the contents of the course interesting?

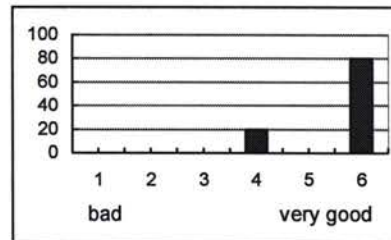
Answers: 5

average: 5,2

2 Were the subjects presented in an understandable way?

Answers: 5

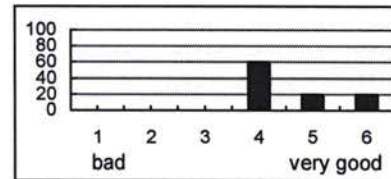
average: 5,6



3 Were the theoretical instructions sufficient?

Answers: 5

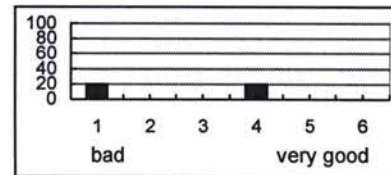
average: 4,6



4 Were the practical instructions sufficient?

Answers: 2

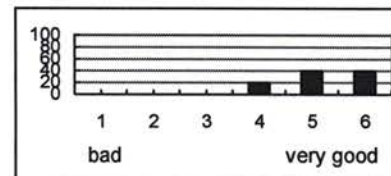
average: 2,5



5 How did the lecturer include the participants?

Answers: 5

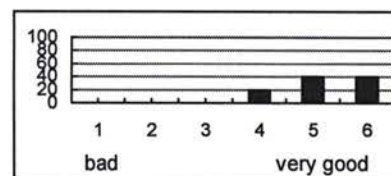
average: 5,2



6 Did you benefit from the training?

Answers: 5

average: 5,2





5.2.2 Aktau GMDSS Training

5.2.2.1 General

Date of the training: 1 – 7 August

Location: Building of Port Authority of Aktau

Participants were six ladies and one gentleman, all holders of First Class Radio Operator's Certificate. The trainees were well prepared for the training because they had text-books concerning the GMDSS. The room in which the classes have been held was the chief engineer's office, a comfortable room fitted with a white board. All trainees participated in the classes for the complete time of training even they had just finished a 24 hours shift.

The training did not turn out difficult because the trainees had been very interested all the time.

The final examination showed that it is to be expected that all the trainees including the interpreter will easily be able to conduct the GMDSS radio traffic.

Participants of the training in Aktau

Guseva Tatyana

Kaziyeva Maia

Slavuta Marina

Vinnikova Marina

Stupnikova Lina

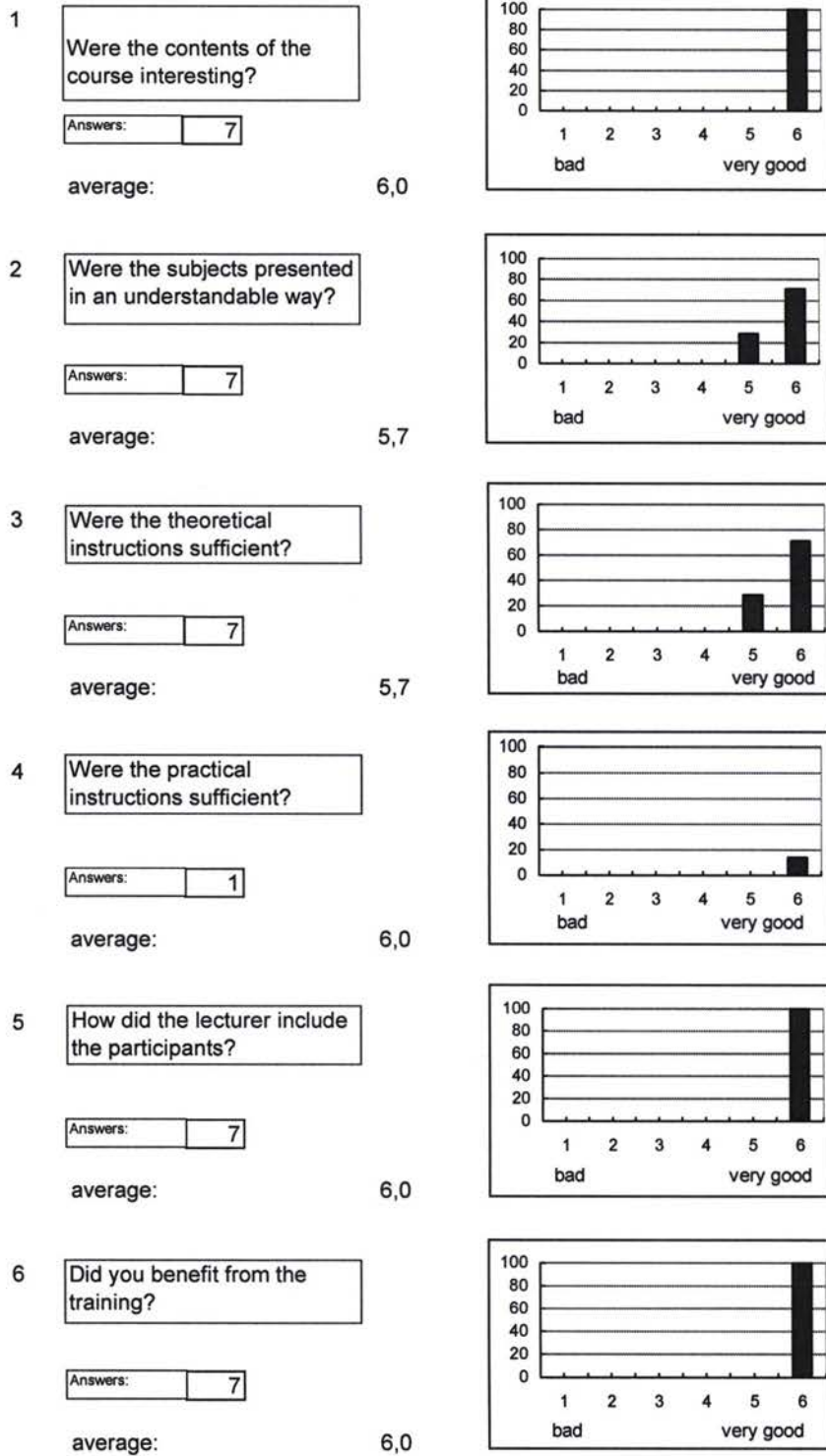
Aliyev Eldar

Perpeluchkova Alexandra



5.2.2.2 Evaluation of GMDSS Training in Aktau

GMDSS - Aktau
Aktau, 1 - 7 August 2003





5.2.3 Turkmenbashi GMDSS Training

5.2.3.1 General

Date of the training: 18 – 21 August 2003

Location: Radio room of Turkmenbashi Radio in the Port Administration Building

The GMDSS training was performed with radio operators of Turkmenbashi Radio. The participants only had experience in radio telegraphy but no experience in using modern type radio equipment and computers

VTS training was carried out. All trainees had already navigational experience and showed much interest.

The training took place with five participants, four radio operators and one special hand who also worked as an interpreter. Two operators and the special hand joined the training from beginning to end, while the two other operators participated most of the time but they had to do their normal watch additionally.

The four operators knew how to conduct normal and easy radio traffic in radio telegraphy on MF and radio telephony on VHF only. Nearly all the necessary knowledge regarding distress and safety procedures were missing. However, the special hand did not only an excellent translation from English to Russian language all the time, she was also very well prepared and had an excellent knowledge of the complete GMDSS system, its technical relations and the operational procedures.

Because of the missing knowledge even of basic things (e.g. identification of radio stations) the most important things could be trained only.

It was a disadvantage that the four radio operators did not have any practice experience with computers and modern radio equipment. They did not have any idea of working channels and safety and distress communications and the appropriate frequencies.

Special attention was laid on the point of view of a coastal station. The conduction of radiotelex and satellite communications was explained by using the training simulator on the laptop.



5.2.3.2 Evaluation of GMDSS Training in Turkmenbashi

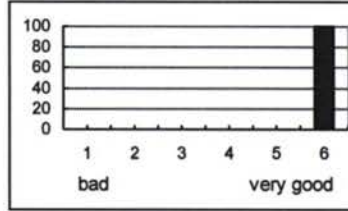
GMDSS - Turkmenbashi
Turkmenbashi, 18 - 21 August 2003

1

Were the contents of the course interesting?

Answers:

average: 6,0

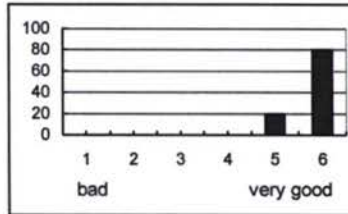


2

Were the subjects presented in an understandable way?

Answers:

average: 5,8

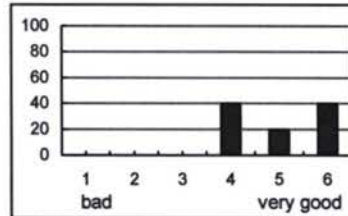


3

Were the theoretical instructions sufficient?

Answers:

average: 5,0

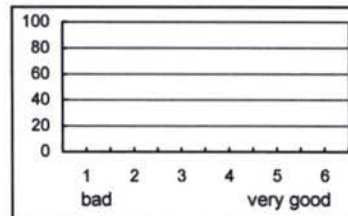


4

Were the practical instructions sufficient?

Answers:

average:

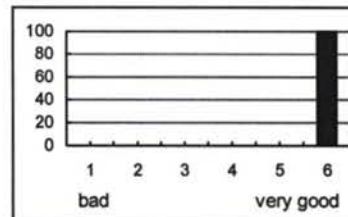


5

How did the lecturer include the participants?

Answers:

average: 6,0

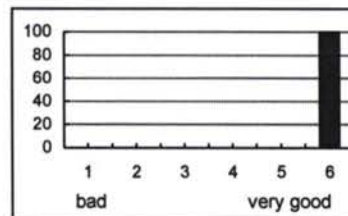


6

Did you benefit from the training?

Answers:

average: 6,0





5.3 Training in Europe

5.3.1 Introduction

The Terms of Reference call for training interventions in Europe. In Europe, training for Port Control Centre Operators and training in Navigational Safety Administration shall take place. The training in Navigational Safety Administration is a high-level seminar combined with a study tour to different ports in Europe. The training for Port Control Centre Operators was very practice-oriented.

As asked for in the ToR and described in the offer, two training courses were conducted in Europe. One course in Navigational Safety Administration which had a duration of two weeks and one course for Port Control Centre operators, with a duration of one week. The training co-ordinator informed the three ports involved in this project on the contents and duration of these training interventions and submitted a programme to them. The ports proposed the participants for the two courses.

The respective invitations were issued and all travel arrangements for the participants being taken care of.

In order to ensure the quality of the training an evaluation of the training was carried out. A standard assessment form, containing questions regarding the individual topics of the training, the knowledge gained by the participants from the training, the benefit for the individual work of the participants as well as the quality of the lecturers and the overall organisation of the training interventions was elaborated and filled in by the participants. The results of these evaluations are shown below in this training report.

5.3.2 Course 1: Navigational Safety Administration

5.3.2.1 Contents

The overall objective of the project is to increase navigational safety in the traffic areas of the Project Partner ports and, thus, prevent loss of life, destruction of property and damage to the environment caused by maritime accidents.

Next the improvement of navigational safety and aids to navigation equipment which was delivered as an EU grant, the training was to support the increase of navigational safety by introducing the participants to methods and techniques applied in Europe to ensure the navigational safety in EU countries. A very important aspect in this context is the organisation and administration of institutions and entities involved in navigational safety. Therefore, this course focused very much in introducing the participants to the different organisations taking care of maritime safety in Europe. The participants had the opportunity to visit the different organisations and discuss all aspects with experts working in these institutions. Additionally, they also received lectures in the overall international organisation and co-operation in the sector of maritime safety.

The participants were introduced to the following topics:

- Maritime safety administration
- Burden-sharing between different entities involved in maritime safety
- Functions and duties of different national and international organisations
- Basic information on hydrographic surveying
- Organisation of the administration of Aids to Navigation
- Characteristics of European Search and Rescue (SAR) systems
- Pollution prevention and combating in ports and coastal areas



In addition to lectures and visits in Hamburg and other maritime German locations, a study tour to Rotterdam and Antwerp was organised. In Rotterdam and Antwerp the participants gained insight into the administration of maritime safety in these major European ports to give them the opportunity to compare different systems.

A detailed programme is attached as Annex 3 to this report.

5.3.2.2 Participants

In total, 12 experts – three from Baku, three from Dubendi, three from Aktau and three from Turkmenbashi took part in the course.

Generally, the participants were rather interested in the course and the different topics and actively participated in discussions. Unfortunately, especially the participants from Baku were more practical operators than experts involved in organisation and administration. Therefore, the participants partly had expectations which could not be met in the course. They expected practical training in operation of navigational safety equipment, although they had been provided with a training programme well in advance of the course.

Mr Abdurachman Gasanov <i>Head of Vessel Traffic Control Centre</i>	Port of Baku, Azerbaijan
Mr Chingis Bairamov <i>Senior Pilot</i>	Port of Baku, Azerbaijan
Mr Rafael Salimov <i>Head of Technical Unit of Hydrographical Services (Kazmorput)</i>	Baku, Azerbaijan
Mr Musaim Gonagov <i>Head of Shift Inspection</i>	Port of Baku, Azerbaijan
Mr Rovshan Abdullaev <i>Engineer Operator of VTC</i>	Port of Baku, Azerbaijan
Mr Adalat Farzaliev <i>Head of Shift Inspection</i>	Port of Baku, Azerbaijan
Mr Vladimir L. Konstantinov <i>Chief Engineer</i>	Port of Aktau, Kazakstan
Mr Evgeniy N. Lamzin <i>Harbour Master</i>	Port of Aktau, Kazakstan
Mr Igor B. Procenko <i>Head of Communication and Radar Navigation Department</i>	Port of Aktau, Kazakstan
Mr Mamedoraz Araznepesov <i>Chief of the Service for State Inspectorate of the fleet technical conditions, navigation and shipping in Turkmenistan</i>	Port of Turkmenbashi
Mr Musa A. Amanov <i>Chief of the Fleet department of Turkmenbashi Port</i>	Port of Turkmenbashi
Ms Enegul Haydarova <i>Chief of the TMRL Department of Foreign Economic Relations and ports and fleet operation</i>	Turkmen Maritime and River Lines



5.3.2.3 Evaluation of the Course on Navigational Safety Administration

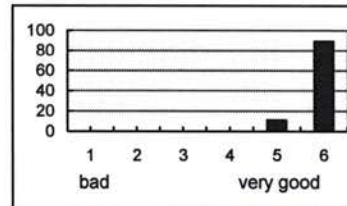
Course on Navigational Safety Administration
Hamburg, 06.10. - 19.10.2003

How do you rate:

1 The organisation of the seminar?

Answers: 9

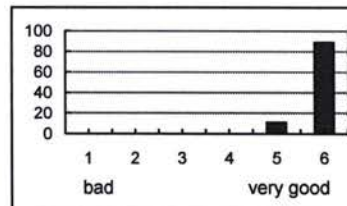
average: 5,9



2 The seminar room and facilities?

Answers: 9

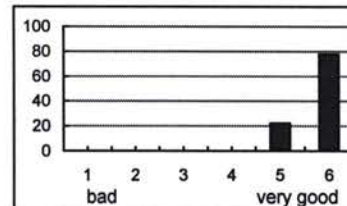
average: 5,9



3 The seminar in total?

Answers: 9

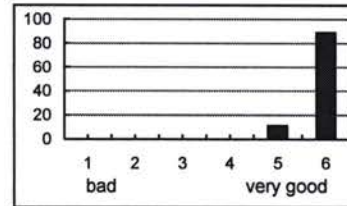
average: 5,8



4 The lectures in total?

Answers: 9

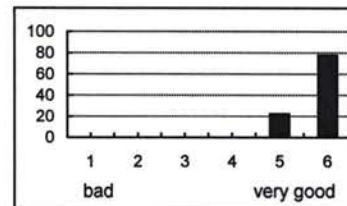
average: 5,9



5 The hotel in Hamburg?

Answers: 9

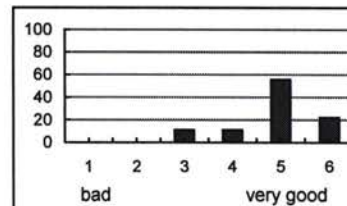
average: 5,8



6 The hotel in Rotterdam?

Answers: 9

average: 4,9

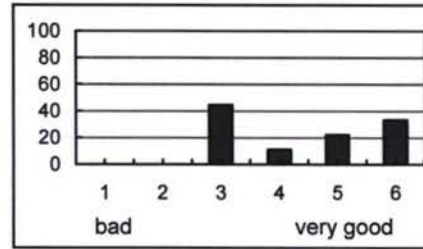




7 The hotel in Antwerp?

Answers: 10

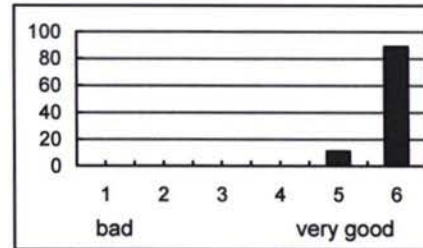
average: 4,4



8 Organisation of port in Hamburg and maritime affairs in Germany

Answers: 9

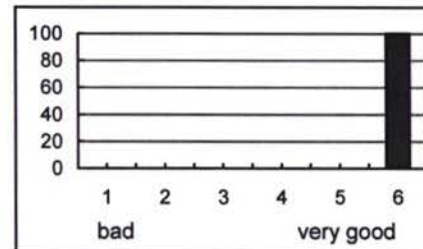
average: 5,9



9 Visit to the Pilots' Station in the port of Hamburg

Answers: 9

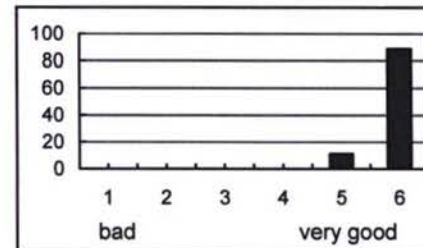
average: 6,0



10 Functions and duties of different national and international organisations concerning Maritime Safety

Answers: 9

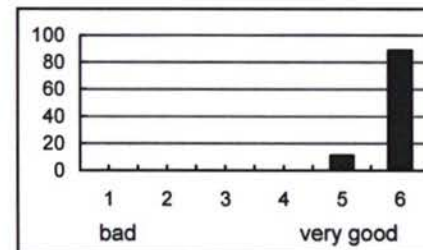
average: 5,9



11 Visit to Aids to Navigation Maintenance Centre

Answers: 9

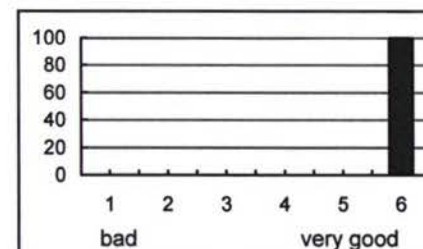
average: 5,9



12 Organisation and Function of the Federal authority for Hydrographic Surveying

Answers: 9

average: 6,0





13	European Search and Rescue Systems	Answers: <input type="text" value="9"/>	average: 6,0	
14	Basic information on Hydrographic Surveying / Rostock	Answers: <input type="text" value="9"/>	average: 5,9	
15	Presentation of the Municipal Port of Rotterdam	Answers: <input type="text" value="9"/>	average: 6,0	
16	Introduction to the Port of Antwerp	Answers: <input type="text" value="9"/>	average: 6,0	
17	The german Nautical Safety Centre	Answers: <input type="text" value="9"/>	average: 6,0	
18	Simulation and Radar Equipment	Answers: <input type="text" value="8"/>	average: 6,0	
19	Importance for your job?	Answers: <input type="text" value="9"/>	average: 6,0	



Comments of the Participants

8. Organisation of the port of Hamburg and of maritime affairs in Germany

- No remarks. Everything is well thought through and organised. I think we can take it as an orientation.
- No remarks. A big work is being carried out. Thank you to all organisers.
- No remarks. Everything was on very high level.

9. Visit to the pilots' station in the port of Hamburg

- No remarks
- The organisation of the work of the station is on a very high level, we would like to have a station like this in the port of Aktau.

10. Functions and responsibilities of different national and international organisations in relation to maritime safety.

- No remarks

11. Visit to the Aids to Navigation service centre

- Everything was excellently organised

12. Organisation and functions of the federal authority for hydrography and shipping

- No remarks

13. European Search and rescue systems

- No remarks

14. Basic information on hydrographic surveying (Rostock)

- No remarks

15. Introduction to the port of Rotterdam

- All services which we were introduced to work very efficiently. No remarks

16. Introduction to the port of Antwerp

- Everything was very well organised. No remarks

17. The German nautical safety and emergency centre

- No remarks

20. Which information can you apply in your work?

- The interrelationship and organisation. Application of advanced technology
- Everything that was explained and shown to us is long known to us. But because of the lack of advanced technology we have stayed back.
- The computer programmes ECDIS, AIS and VDR
- Organisation of pilot services, the guiding of the ships with the help of radar
- Information of the equipment of the navigational centres and the organisation of vessel traffic control.
- Радарное оборудование в лоцманской проводке и организация передачи на суда информации по безопасности мореплавания



- Maintenance and repair of buoys and aids to navigation equipment, the system of guiding of ships which is also interesting for the channel to Turkmenbashi. Resue of vessels and people at sea. Organisation of search and rescue activities.
- All topics / lectures were useful for me and I hope that all information, that I received here in future I'll apply at my work, not only as interpreter, but also as specialist. Additionally, I greatly improved my English

21. Most important aspects of the seminar

- The direct contact to the people working in the organisations
- The importance is mainly, that the work of all parties is organised on a high level, the interrelationship between all organisations, their well managed work, employment of qualified personnel – this is for me a good school.
- The safety of shipping and protection of human life at sea, the avoidance of oil pollution in ports
- Everything is interesting and understandable
- Definition of objectives and tasks in the field of equipping the port of Aktau with advance aids of navigation in future. The requirements to ensure navigational safety
- Organisation of the seminar and practical exercises in port work: Hamburg, Potterdam, Antwerp
- All companies who took part in the seminar were well prepared and showed a maximum of information in a very short time frame and for that we thank them very much
- In my opinion all aspects of the seminar were very important for us, because we are in the development and everything is very interesting and very important for us

22. Proposals to improve the seminar

- To give information brochures about infrastructure organisation in Russian or in the language of the seminar participants
- The part in which we received information on the organisation and structures was excellent. I think, it is necessary to train experts more in detail according to their specialisations.
- No proposals, but it would be good to carry out these training seminars at least once a year in order to familiarise more deeply with the information. Thank you!
- Very little time
- Carry out this seminar in future, once in two years
- None so far
- No proposals because everything was organised on a very high level.
- I have no proposals, because everything was managed in high level

23. What did you like best?

- I liked best the attitude of the lecturers and all who were involved in the seminar to their responsibilities. They all had a very good and serious, responsible attitude to the seminar, and I learned a lot from them. Thanks to all of them! To those who lectured in the seminar and to those who organised it. Many thanks.
- I liked the friendly attitude, the intensive meetings, the attempt to show everything. Especially many thanks to the project manager Helga Wagner! I wish her success in her work. Thank you very much.
- Automation and computer equipment which facilitate the work of the seamen at sea and on shore.
- The organisation and execution of the seminar. Especially for the work of the project manager Helga Wagner
- The highly professional, friendly and successful execution of the work by Helga Wagner



- Everything was very well organised, it is difficult to find something special
- The organisation of the seminar. Many managers found time to introduce us to their work and organisations
- First of all I liked best a visit to the pilot's station in the port of Hamburg. Additionally, the rest parts were also interesting for me



5.3.3 Course 2: Course for Port Control Centre Operators

5.3.3.1 Contents

The course had a duration of one week and took place in Hamburg.

Main focus of this seminar was to introduce the participants to tasks concerning the co-ordination of different organisations in cases of emergency. During the training the participants visited different Vessel Traffic Systems in Germany, organisations involved in reaction to emergencies like the Germany search and rescue organisation and the central command for emergencies. The participants had the opportunity to discuss all questions with experts working in the different organisations and gained thus a very practical picture from the operation of navigational safety facilities.

A detailed course programme is attached as Annex 4 to this report.

5.3.3.2 Participants

In this training course 8 experts from Port Control Centres took part. Two experts from Baku, two from Dubendi, two from Aktau and two from Turkmenbashi.

All participants were very interested in the training and participated very lively and actively in discussions and exchange of experience with the different experts in Germany.

Mr Rasul Takhirov <i>Head of shift inspection</i>	Port of Baku, Azerbaijan
Mr Sadykh Agaev <i>Senior Pilot, operator of Vessel Traffic Control</i>	Port of Baku, Azerbaijan
Mr Rustam Abbasov <i>Engineer-operator of Vessel Traffic Control</i>	Port of Baku, Azerbaijan
Mr Azizaga Takhirov <i>Senior Head of Shift Inspection</i>	Port of Baku, Azerbaijan
Mr Tulegen S. Akhmetkaliev <i>Senior Captain of Port Control</i>	Port of Aktau, Kazakhstan
Mr Serik S. Ultarakov <i>Captain of Port Inspection</i>	Port of Aktau, Kazakhstan
Mr Artyk Rozyev <i>Inspector of the Service for State Inspection of the Fleet Technical Conditions, Navigation and Shipping in Turkmenistan</i>	Port of Turkmenbashi, Turkmenistan
Mr Komar Nazarov <i>Chief-mate of the m/v "Turkmenistan" captain</i>	Turkmenistan



5.3.3.3 Evaluation of the Course for Port Control Centre Operators

Course for Port Control Centre Operations
Hamburg, 03.11.2003 - 09.11.2003

How do you rate:

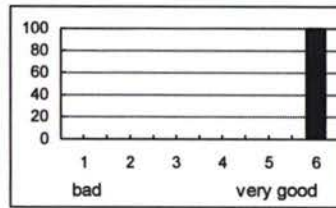
1	The organisation of the seminar?	Answers: <input type="text" value="8"/>	average: 6,0	
2	The seminar room and facilities?	Answers: <input type="text" value="8"/>	average: 5,8	
3	The seminar in total?	Answers: <input type="text" value="8"/>	average: 5,9	
4	The lectures in total?	Answers: <input type="text" value="8"/>	average: 5,9	
5	The hotel in Hamburg?	Answers: <input type="text" value="8"/>	average: 6,0	
6	Functions + duties of different national + international organisations concerning Maritime	Answers: <input type="text" value="7"/>	average: 6,0	



7 Visit to the Pilots' Station in the port of Hamburg

Answers: 8

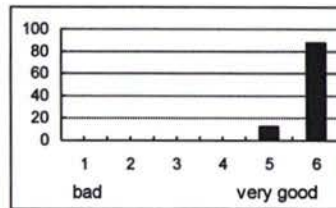
average: 6,0



8 Organisation and Function of the Vessel Traffic Control Centre for the German Bight

Answers: 8

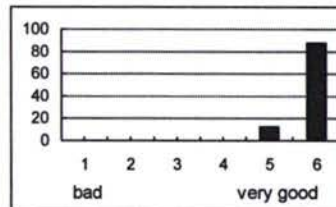
average: 5,9



9 European Search and Rescue System

Answers: 8

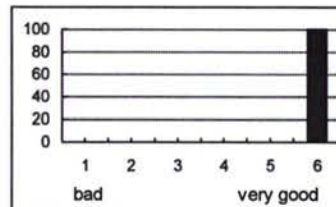
average: 5,9



10 The German Central command for maritime emergencies

Answers: 8

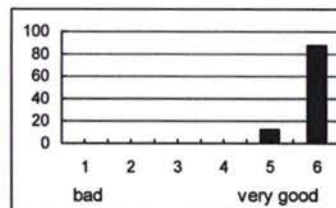
average: 6,0



11 Simulation and Radar Equipment

Answers: 8

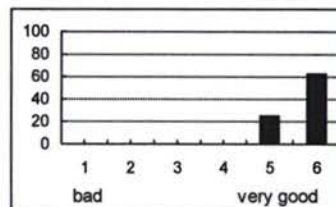
average: 5,9



12 Importance for your job?

Answers: 7

average: 5,7





Comments of the Participants

6. Functions and duties of different national and international organisations concerning Maritime Safety

- In the Caspian Sea work vessels whose owner are Dutch or Russian companies. Are there any attempts of the European Union to influence the Maritime Authorities of the Caspian Basin to implement international conventions (SOLAS, MARPOL) which most of these states signed?
- I wish that the attitude towards maritime safety would be serious in the Caspian basin. Especially the classification companies in this region.
- Very high remarks, and I wish that in future the relationship with international organisations will be closer

7. Visit to the pilots' station in the port of Hamburg

- Very good working conditions for the pilots
- Good organisation of pilot work and the attitude of the pilots towards their work

8. Organisation and function of the Vessel Traffic Control Centre in the German Bight

- Very good organisation
- Super!

9. European search and rescue systems

- I wish we had such systems in the Caspian Sea

10. The German Central command for maritime emergencies

High quality, the human life at sea is highly estimated

13. The information of which of the topics / lectures can you apply at your work?

- We will apply the information of all lectures in the work
- Everything concerning vessel traffic control
- Some of the topics
- Everything
- Everything
- Vessel traffic control
- The information of all topics
- Vessel traffic control. Electronic radio navigation equipment

14. The most important aspects of the seminar?

- Following the example of the German navigational safety services, we can develop plans for the improvement of navigational safety centres
- The good organisation of work
- All aspects
- Radar equipment
- The introduction to new systems. The cooperation in the Caspian States
- Safety at sea. search and rescue activities
- Safety at sea. search and rescue activities
- For us this is the perception of reality in the field of advanced shipping and all related services

15. Proposals for improvement of the seminar



- All lecturers can speak English and much of the maritime terminology sounds more familiar for me in English. I suggest to conduct all lectures in English
- Too short time
- More frequent meetings
- Too little time
- None!
- This kind of seminar should be conducted each year
- More time in order to learn with experienced people and get more information concerning all subjects
- The theory is the basis, but it would have been good to have more practice

16. What did you like best?

1. The organisation of the seminar and the main organiser – Helga Wagner
 2. The accommodation
 3. The nature of northern Germany, the clean streets, the polite people
- The good organisation
 - Absolutely everything
 - Pilots' service
 - Organisational questions. The technology
 - The attitude of the staff to their duties
 - I liked absolutely everything!!! Everything was on very high level
 - I liked everything, but what was the best was the responsible approach in the work of all services and all people



Annex 1

Provisional Acceptances Contract 51247, Supplier: Pintsch Bamag



- Provisional Acceptance -

Project No. EUROPEAID/112871/C/SV/Multi
Service Contract for European Community External Aid No: 30552

**Supervision and Training of Navigation Aids Equipment –
Azerbaijan, Kazakhstan and Turkmenistan**

In accordance with the Service Contract for European Community External Aid No: 30552 concluded 29 January 2003

Between the European Community
represented by the Commission of the European Community
and HPTI Hamburg Port Training Institute GmbH, HPC Hamburg Port Consulting GmbH
and Uniconsult Universal Transport Consulting GmbH
Represented by HPTI

We, the undersigned, inspected the equipment and spare parts specified in the undermentioned supply contract and confirm that quality and quantities of said items are in conformity with terms and conditions set forth in the aforesaid supply contract. The respective documents are attached hereto.

Contract: Supply of Aids to Navigation Equipment to the Ports of Aktau (Kazakhstan), Baku (Azerbaijan) and Turkmenbashi (Turkmenistan);
Identification No. EuropeAid/112336/C/S/WW – TACIS – (Re-Tender) Lot 1
Supply Contract for European Community External Aid N° 51247

Container No.: CTXU 3121-0(20'), CTXU 312142-0 (20'), CTXU 311847-0 (20'), CRXU 407077-1 (40'), CRXU 8293-2 (40'), CRXU 455802-5 (40'), CRXU 438743-5 (40'), CRXU 427635-8 (40'), CRXU 484092-0 (40')

Wagon No.: 60009172, 60030913, 61840553, 63643936

Destination: Baku International Sea Port

Items (according to contract specifications)	Quantity
Item 4.2.1 Mid-channel buoys	8
Part buoys	12
Starboard buoys	14
Preferred channel to starboard buoys	1
Item 4.2.2 Identification marking	40 sets
Item 4.2.3 Racon for buoy	1
Item 4.2.4 Radar reflector for beacon	1
Item 4.2.5 Lantern with solar module for beacon	2
Item 4.2.6 Flashing units (rotating beacon) for shore lighthouse (DLL6-300)	2
Flashing units (leading lights) leading light beacon (EER 130)	
Item 4.2.7 Tool set for maintenance (shore based)	1
Item 4.2.8 Tool set for maintenance (vessel based)	1
Item 4.2.9 Spare part set for buoys (shore based)	1
Item 4.2.10 Spare part set for buoys (vessel based)	1

1




Item 4.2.11	Solar module for shore based light	2
Item 4.2.12	Workshop container for AtoN repair	2

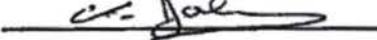
Supplier Pintsch Bamag Antriebs- und Verkehrstechnik GmbH
Hünxerstr. 149
46537 Dinslaken, Germany

Date of Inspection 31.7.03

Place of Inspection Baku International Sea Port, Azerbaijan

Supervisor HPTI Hamburg Port Training Institute GmbH
Überseezentrum, Schumacherwerder
20457 Hamburg, Germany

HPTI Inspector Reiner Hayungs 

Supplier Khaled Jaber 



- Provisional Acceptance -

Project No. EUROPEAID/112971/C/SV/Multi
Service Contract for European Community External Aid No: 30552

**Supervision and Training of Navigation Aids Equipment –
Azerbaijan, Kazakhstan and Turkmenistan**

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Supply Contract for European Community External Aid N° 51247

Item	Quantity
Item 4.2.1 Port buoys	1
Starboard buoys	1
Item 4.2.2 Identification marking	4 sets
Item 4.2.3 Racon for buoy	1
Item 4.2.7 Tool set for maintenance (shore based)	1
Item 4.2.9 Spare part set for buoys (shore based)	1
Item 4.2.12 Workshop container for AtoN repair	1

Supplier Pintsch Bamag Antriebs- und Verkehrstechnik GmbH
Hünxerstr. 149
46537 Dinslaken, Germany

Date of Inspection

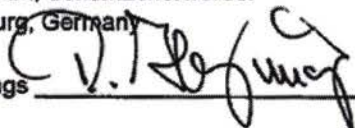
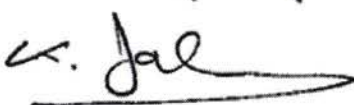
Place of Inspection Port of Aktau, Kazakhstan

Supervisor HPTI Hamburg Port Training Institute GmbH
Überseezentrum, Schumacherwerder
20457 Hamburg, Germany

HPTI Inspector Reiner Hayungs

AKTAU, 13. AUGUST 2003

FOR PINTSCH BAMAG/JAISER



- Provisional Acceptance -

Project No. EUROPEAID/112971/C/SV/Multi
Service Contract for European Community External Aid No: 30552

**Supervision and Training of Navigation Aids Equipment –
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In accordance with the Service Contract for European Community External Aid No: 30552 concluded 29 January 2003

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Represented by HPTI

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Identification No. EuropeAid/112336/C/S/WW – TACIS – (Re-Tender) Lot 1
Supply Contract for European Community External Aid N° 51247

Item		Quantity
Item 4.2.1	Mid-channel buoys	1
	Port buoys	7
	Starboard buoys	7
	Preferred channel to port buoys	1
Item 4.2.2	Identification marking	25 sets
Item 4.2.3	Racon for buoy	1
Item 4.2.7	Tool set for maintenance (shore based)	1
Item 4.2.8	Tool set for maintenance (vessel based)	1
Item 4.2.9	Spare part set for buoys (shore based)	1
Item 4.2.10	Spare part set for buoys (vessel based)	1

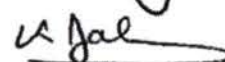
Supplier Pintsch Bamag Antriebs- und Verkehrstechnik GmbH
Hünxerstr. 149
46537 Dinslaken, Germany

Date of Inspection 5.05.03

Place of Inspection Port of Turkmenbashi, Turkmenistan

Supervisor HPTI Hamburg Port Training Institute GmbH
Überseezentrum, Schumacherwerder
20457 Hamburg, Germany

HPTI Inspector Reiner Hayungs 

SUPPLIER Khaled Jaber 



Annex 2

Provisional Acceptance

Contract N° 30551, Supplier: Transas Europe GmbH



- Provisional Acceptance -

Project No. EUROPEAID/112971/C/SV/Multi
Service Contract for European Community External Aid No: 30552

**Supervision and Training of Navigation Aids Equipment –
Azerbaijan, Kazakhstan and Turkmenistan**

In accordance with the Service Contract for European Community External Aid No: 30552 concluded 29 January 2003

Between the European Community
represented by the Commission of the European Community

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and Uniconsult Universal Transport Consulting GmbH
Represented by HPTI

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Contract: Supply of Aids to Navigation Equipment to the Ports of Aktau (Kazakhstan), Baku (Azerbaijan) and Turkmenbashi (Turkmenistan)
Identification No. EuropeAid/112336/C/S/WW – TACIS – (Re-Tender) Lot 2
Supply Contract for European Community External Aid N° 30551

Item	Quantity	Serial No.
Item 4.3.1 Radar with APRA and antenna	2	00381/2280/2283
Item 4.3.3 GPS receiver for buoy maintenance vessel	2	00842477/00802479
Item 4.3.5 VHF handheld radio with marine frequencies	3	
Item 4.3.6 MF + HF Radiotelephone	3	
Item 4.3.7 VHF Radiotelephone	3	
Item 4.3.8 INMARSAT-C station	2	2218064/2217231
Item 4.3.9 GMDSS VHF decoder	2	incorporated in VHF
Item 4.3.10 GMDSS MF/HF decoder	2	incorporated in TX/RX
Item 4.3.11 Compact GMDSS Station Console	2	
Item 4.3.12 Voice recorder	2	0042K00035/0042K00037
Item 4.3.13 Binoculars 6 x 70	3	
Item 4.3.14 Ship's bell clock with radio sectors	2	
Item 4.3.15 Marine Aneroid Barograph	2	
Item 4.3.16 Anemometer	2	00230009/00230008

Supplier Transas Europe GmbH
Luruper Chaussee 125
22761 Hamburg, Germany

Date of Inspection 2003-09-18+19



Place of Inspection

Port of Baku, Azerbaijan

Supervisor

HPTI Hamburg Port Training Institute GmbH
Überseezentrum, Schumacherwerder
20457 Hamburg, Germany

HPTI Inspector

Dietrich Kaun D. Kaun

Reiner Hayungs R. Hayungs



- Provisional Acceptance -

Project No. EUROPEAID/112971/C/SV/Multi
Service Contract for European Community External Aid No: 30552

**Supervision and Training of Navigation Aids Equipment –
Azerbaijan, Kazakhstan and Turkmenistan**

In accordance with the Service Contract for European Community External Aid No: 30552 concluded 29 January 2003

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represented by the Commission of the European Community
and HPTI Hamburg Port Training Institute GmbH, HPC Hamburg Port Consulting GmbH
and Uniconsult Universal Transport Consulting GmbH
Represented by HPTI

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Identification No. EuropeAid/112336/C/S/WW – TACIS – (Re-Tender) Lot 2
Supply Contract for European Community External Aid N° 30551

Item	Quantity	Serial No.
Item 4.3.1 Radar with APRA and antenna	1	0381/2284
Item 4.3.4 GPS receiver for buoy synchronisation	2	0800476/00802478
Item 4.3.5 VHF handheld radio with marine frequencies	2	319369805/319369800.0
Item 4.3.8 INMARSAT-C station	1	00216417
Item 4.3.12 Voice recorder	1	030195
Item 4.3.13 Binoculars 6 x 70	2	
Item 4.3.14 Ship's bell clock with radio sectors	1	1327
Item 4.3.15 Marine Aneroid Barograph	1	
Item 4.3.16 Anemometer	1	1030002

Supplier Transas Europe GmbH
Luruper Chaussee 125
22761 Hamburg, Germany

Date of Inspection 2003-09-25

Place of Inspection Port of Aktau, Kazakhstan

Supervisor HPTI Hamburg Port Training Institute GmbH
Überseezentrum, Schumacherwerder
20457 Hamburg, Germany

HPTI Inspector Dietrich Kaun J. Kaun
Reiner Hayungs R. Hayungs



- Provisional Acceptance -

Project No. EUROPEAID/112971/C/SV/Multi
Service Contract for European Community External Aid No: 30552

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Identification No. EuropeAid/112336/C/S/WW – TACIS – (Re-Tender) Lot 2
Supply Contract for European Community External Aid N° 30551

Item	Quantity	Serial No.
Item 4.3.1 Radar with APRA and antenna	1	381/2267
Item 4.3.3 GPS receiver for buoy maintenance vessel	1	00802480
Item 4.3.5 VHF handheld radio with marine frequencies	2	3193690007/0003
Item 4.3.6 MF + HF Radiotelephone	1	3195400009
Item 4.3.7 VHF Radiotelephone	1	3195460008
Item 4.3.8 INMARSAT-C station	1	2216415
Item 4.3.9 GMDSS VHF decoder	1	incorporated in VHF
Item 4.3.10 GMDSS MF/HF decoder	1	incorporated in TX/RX
Item 4.3.11 Compact GMDSS Station Console	1	
Item 4.3.12 Voice recorder	1	0042K00034
Item 4.3.13 Binoculars 6 x 70	1	
Item 4.3.14 Ship's bell clock with radio sectors	1	
Item 4.3.15 Marine Aneroid Barograph	1	
Item 4.3.16 Anemometer	1	00230006

Supplier Transas Europe GmbH
Luruper Chaussee 125
22781 Hamburg, Germany

Date of inspection 2003-09-30



Place of Inspection

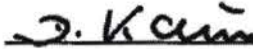
Port of Turkmenbashi, Turkmenistan

Supervisor

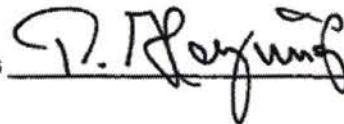
HPTI Hamburg Port Training Institute GmbH
Überseezentrum, Schumacherwerder
20457 Hamburg, Germany

HPTI Inspector

Dietrich Kaun



Reiner Hayungs





Annex 3

Seminar Programme: Course on Navigational Safety Administration

Programme

Course on Navigational Safety Administration

6 to 19 October 2003

HPTI Hamburg Port Training Institute GmbH
Überseezentrum, Schumacherwerder
20457 Hamburg
Germany
Tel: +49-40-788 78 0
Fax: +49-40-788 78 178
e-mail: hpti@hpti.de

Participants

Mr Abdurachman Gasanov	Head of Vessel Traffic Control Centre	Port of Baku, Azerbaijan
Mr Chingis Bairamov	Senior Pilot	Port of Baku, Azerbaijan
Mr Rafael Salimov	Head of Technical Unit of Hydrographical Services (Kazmorput)	Baku, Azerbaijan
Mr Musaim Gonagov	Head of Shift Inspection	Port of Baku, Azerbaijan
Mr Rovshan Abdullaev	Engineer Operator of VTC	Port of Baku, Azerbaijan
Mr Adalat Farzaliev	Head of Shift Inspection	Port of Baku, Azerbaijan
Mr Vladimir L. Konstantinov	Chief Engineer	Port of Aktau, Kazakstan
Mr Evgeniy N. Lamzin	Harbour Master	Port of Aktau, Kazakstan
Mr Igor B. Procenko	Head of Communication and Radar Navigation Department	Port of Aktau, Kazakstan
Mr Mamedoraz Araznepesov	Chief of the Service for State Inspectorate of the fleet technical conditions, navigation and shipping in Turkmenistan	Port of Turkmenbashi
Mr Musa A. Amanov	Chief of the Fleet department of Turkmenbashi Port	Port of Turkmenbashi
Ms Enegul Haydarova	Chief of the TMRL Department of Foreign Economic Relations and ports and fleet operation	Turkmen Maritime and River Lines
Ms Raisa Timerzyanova	Interpreter	

The group will be accompanied by

Helga Wagner

Project Manager

HPTI Hamburg Port Training Institute GmbH

Monday, 6 Oktober 2003

09.20

**Arrival of the delegation from
Baku with LH 128**

10.50

**Arrival of the delegation from
Almaty and Ashgabat with TK
1661**

Transfer to the hotel

Holiday Inn Hotel

Billwerder Neuer Deich 14
20539 Hamburg
Germany

Tel: +49 – 40 – 7884 – 0

Fax: +49 – 40 – 7884 1000

Tuesday, 7 October 2003

09.00 – 09.30 Welcome to the Seminar

**09.30 – 11.30 The Organisation of Maritime
Safety Administration in Germany**

- Tasks and functions of the different institutions involved
- Burden sharing between different entities

Helga Wagner

Project Manager

HPTI Hamburg Port Training Institute GmbH

11.30 – 12.30 Lunch

**13.30 – 15.30 Visit to the Pilots' Station in the
port of Hamburg**

- The work of the pilots
- Vessel Traffic System at the river Elbe

Mr. von Christen

Nautical Centre

Wednesday, 8 October 2003

09.30 – 12.00 Functions and duties of different national and international organisations concerning Maritime Safety

Capt. Jochen Schmidt

Maritime Safety Expert

HPTI Hamburg Port Training Institute
GmbH

12.00 – 13.00 Lunch

14.00 – 16.00 Visit to the Aids to Navigation Maintenance Centre in Wedel

- Organisation of the Water and Shipping Authority
- Financing of purchase and maintenance of Aids to Navigation equipment
- Demonstration of equipment
- Qualification of personnel
- Visit to the maintenance centre

Mr Helms

Chief Civil Engineer

Water and Shipping Authority
Hamburg

Thursday, 9 October 2003

09.00 – 11.00 Organisation and Function of the Federal Authority for Hydrographic Surveying

- General information on the authority and Organisation of Ship Security
- Tasks and functions
- Visit to the facilities and examples of software programmes ECDIS, AIS and VDR

Prof. Dr. Ehlers

President of the BSH

Mr Brockmann

*Head of Maritime Shipping Department
BSH Federal Authority for Shipping and Hydrography*

11.30 – 12.15 Lunch

12.15 – 14.00 Travel to Bremen

14.00 – 16.00 European Search and Rescue Systems

- Introduction to SAR activities and facilities
- Visit to the Search and Rescue Centre in Bremen
- Introduction of the organisation of SAR

Capt. Vox

*Head of Inspection and Rescue Service
DGzRS German Sea Rescue Service*

Friday, 10 October 2003

08.00 – 11.00 Travel to Rostock

11.00 – 13.30 Basic Information on Hydrographic Surveying

- Visit to the facilities in Rostock
- Introduction to tasks and functions
- Qualification of personnel
- Equipment

Mr. P. Hannken

Dep. Head of Nautical Hydrography Department

BSH Federal Authority for Shipping and Hydrography

13.30 – 14.30 Lunch

14.30 – 16.00 Visit to the City of Rostock

16.00 – 19.00 Travel back to Hamburg

Saturday, 11 October 2003

At the Participants' Free Disposal

Sunday, 12 October 2003

10.00 – 15.00 Travel to Rotterdam

Hotel in Rotterdam:

Hotel van Walsum

Mathenesserlaan 199 – 201
3014 HC Rotterdam

Tel: +31 – 10 – 4 36 32 75

Fax: +31 – 10 – 4 36 44 10

- Monday, 13 October 2003**
- 10.00** **Welcome at the Rotterdam
Municipal Port Management
(RMPM)**
- 10.15** **Presentation of the Municipal Port of
Rotterdam**
- Administrative Structure
 - Fields of Business
 - Vessel Traffic Control and
 Management
- Mr. Luijex**
External Relations Department
Rotterdam Municipal Port
Management
- 11.30** **Visit to the Harbour Coordination
Centre**
- Vessel Traffic Control

Afternoon: Travel to Antwerp

Hotel in Antwerp:

Hotel Atlanta
Koningin Astrid Plein 14
2018 Antwerpen
Belgium

Tuesday, 14 October 2003

09.00 – 12.00 General Introduction to the Port of Antwerp

- Introduction to the administrative and organisational structure of the port
- Infrastructure and superstructure
- Sharing of responsibilities between the private and the public sectors

Port Industry and Facilities

- Chemical industry
- Operation of a lock
- Visit to the port control centre
- Planning operations
- Container handling

Mr. P. Bosman
Manager
Port Centre Lillo

12.00 – 13.00 Lunch

Afternoon: to the participants' free disposal

Wednesday, 15 October 2003

09.00 – 16.00 Travel back to Hamburg

11.00 – 13.00 Visit to company Pintsch Bamag

- Presentation of production facilities and products
- Introduction to innovative aids to navigation equipment

Mr. Kh. Jaber

Sales

Pintsch Bamag

Hotel in Hamburg

Holiday Inn Hotel

Billwerder Neuer Deich 14

20539 Hamburg

Germany

Tel: +49 – 40 – 7884 – 0

Fax: +49 – 40 – 7884 1000

Thursday, 16 October 2003

09.00 – 11.00 Travel to Cuxhaven

11.00 – 13.30 The German Nautical Safety Centre

- Visit to the oil spill unit and the nautical safety centre in Cuxhaven
- Emergency measures
- Pollution prevention and combat in ports and coastal areas: Introduction to pollution prevention and combat measures
- Qualification of personnel
- Available equipment

Mr. Bluhm / Mr Szymanski

Water and Shipping Authority
Cuxhaven

13.30 – 14.30 Lunch

14.30 – 16.30 Travel back to Hamburg

Friday, 17 October 2003

**09.00 – 11.00 Presentation of different Radar
Control and Software Solutions**

- Training with the help of
simulation

Capt. P. Möller

Managing Director TTC

TTC Transas Training and
Consulting

**11.00 – 13.30 Discussion of specific questions
of the participants**

Evaluation of the seminar

**14.00 – 16.00 Excursion and Sight Seeing in
Hamburg**

19.00 – 21.00 Farewell Dinner

Saturday, 18 October 2003

At the Participants' Free Disposal

Sunday, 19 October 2003

Departure of the Delegation

11.45 **with TK 1662** (to Almaty and
Ashgabat via Istanbul)

11.25 **with LH 157** (to Baku via Frankfurt)



Annex 4

Seminar Programme: Course for Port Control Centre Operators

Programme

Course for Port Control Centre Operators

3 to 9 November 2003

HPTI Hamburg Port Training Institute GmbH
Überseezentrum, Schumacherwerder
20457 Hamburg
Germany
Tel: +49-40-788 78 0
Fax: +49-40-788 78 178
e-mail: hpti@hpti.de

Participants

Mr Rasul Takhirov	Head of shift inspection	Port of Baku, Azerbaijan
Mr Sadykh Agaev	Senior Pilot, operator of Vessel Traffic Control	Port of Baku, Azerbaijan
Mr Rustam Abbasov	Engineer-operator of Vessel Traffic Control	Port of Baku, Azerbaijan
Mr Azizaga Takhirov	Senior Head of Shift Inspection	Port of Baku, Azerbaijan
Mr Tulegen S. Akhmetkaliev	Senior Captain of Port Control	Port of Aktau, Kazakhstan
Mr Serik S. Ultarakov	Captain of Port Inspection	Port of Aktau, Kazakhstan
Mr Rozyev A. Shukurovich	Inspector of the Service for State Inspection of the Fleet Technical Conditions, Navigation and Shipping in Turkmenistan	Port of Turkmenbashi, Turkmenistan
Mr Nazarov K. Annaberdiyevich	Second- mate of the m/v "Turkmenistan" captain	Turkmenistan

The group will be accompanied by

Helga Wagner

Project Manager

HPTI Hamburg Port Training Institute GmbH

Monday, 3 November 2003

09.10 **Arrival of the delegation from
Baku with LH 008**

10.51 **Arrival of the delegation from
Ashgabat with TK 1661**

16.55 **Arrival of the delegation from
Almaty with BA 970**

Transfer to the hotel

Holiday Inn Hotel

Billwerder Neuer Deich 14
20539 Hamburg
Germany

Tel: +49 – 40 – 7884 – 0

Fax: +49 – 40 – 7884 1000

Tuesday, 4 November 2003

09.00 – 09.30 Welcome to the Seminar

Helga Wagner

Project Manager

HPTI Hamburg Port Training Institute GmbH

**09.30 – 11.30 The Organisation of Maritime
Safety Administration in Germany**

- Tasks and functions of the different institutions involved
- Burden sharing between different entities

Functions and duties of different national and international organisations concerning Maritime Safety

Capt. Jochen Schmidt

Maritime Safety Expert

HPTI Hamburg Port Training
Institute GmbH

11.30 – 12.30 Lunch

**13.30 – 15.30 Visit to the Pilots' Station in the
port of Hamburg**

- The work of the pilots
- Vessel Traffic System at the river Elbe

Mr R. Hayungs

HPTI Hamburg Port Training
Institute GmbH

Mr. von Christen

Nautical Centre

Wednesday, 5 November 2003 08.30 – 11.00 Transfer to Wilhelmshaven

**11.00 – 13.30 Visit to Vessel Traffic Control System
for the German Bight in
Wilhelmshaven**

- Organisation of Vessel Traffic Control
- Tasks and function
- Equipment
- Financing
- Qualification of the staff members

Capt. D. Szech

*Head of Vessel Traffic Control Centre
Water and Shipping Authority*

13.30 – 14.30 Lunch

14.30 – 17.00 Transfer to Hamburg

Thursday, 6 November 2003 08.30 – 10.00 Travel to Bremen

10.00 – 12.00 European Search and Rescue Systems

- Introduction to SAR activities and facilities
- Visit to the Search and Rescue Centre in Bremen
- Introduction of the organisation of SAR

Capt. Fox

Head of Inspection and Rescue Service
DGzRS German Sea Rescue Service

12.00 – 13.00 Lunch

13.00 – 14.30 Travel to Cuxhaven

14.30 – 16.00 Central Command for Maritime Emergencies – Germany (CCME)

- Visit to the oil spill unit and the nautical safety centre in Cuxhaven
- Emergency measures
- Pollution prevention and combat in ports and coastal areas:
Introduction to pollution prevention and combat measures
- Qualification of personnel
- Available equipment

Mr. Reiningshaus

Deputy Head
Central Command for Maritime Emergencies – Germany

16.00 – 18.00 Travel back to Hamburg

Friday, 7 November 2003

09.00 – 11.00 Radar and Simulation Equipment

- Presentation of Radar and AIS Systems
- Introduction to software
- Simulation of emergency cases
- Simulation of traffic control
- Simulation as a training means

Peter Möller

Managing Director TTC

TTC Transas Training and Consulting

11.00 – 13.30 Discussion of specific questions of the participants

Evaluation of the seminar

19.00 – 21.00 Farewell Dinner

Saturday, 8 November 2003

At the Participants' Free Disposal

Sunday, 9 November 2003

Departure of the Delegation

07.20 with BA 963 (to Almaty via London)

10.45 with LH 013 (to Baku via Frankfurt)

**16.00 with TK 1664 (to Ashgabat via
Istanbul)**

The contents of this report is the sole responsibility of the HPTI – HPC – Uniconsult Consortium and can in no way be taken to reflect the views of the European Union