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## TRACECA Maritime Safety and Security II

Beneficiary Countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan,  
Moldova, Tajikistan, Turkmenistan, Ukraine, Uzbekistan



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## REPORT COVER PAGE

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## 1. Executive Summary

The project TRACECA Maritime Safety and Security II – hereafter TRACECA Maritime, launched by the European Commission in January 2013 is a follow-up on the “Development of common security management, maritime safety and ship pollution prevention for the Black Sea and the Caspian Sea (SASEPOL)” that was implemented from 31 July 2009 to 31 December 2011. TRACECA Maritime also follows up on the results of the “Environmental monitoring of the Black Sea basin: Monitoring and Information Systems for reducing oil pollution (MONINFO)” Project implemented between 2009 and 2011 by the Commission on the protection of the Black Sea against pollution (Black Sea Commission).

The overall objective of the project is to support the approximation of EU legislation and further ratification and implementation of international conventions in the domains of maritime safety and security as well as improving the level of quality and coordination of maritime administrations in the Black Sea and the Caspian Sea partner countries aiming to make shipping safer, more secure and environment friendly.

The present report documents the activity of the TRACECA Maritime technical assistance project during the period from August 2014 to January 2015 included.

The report provides information on the project and elaborates on the fourth six-monthly period. This paper documents the plans of the project team until the end of the project in the context of situation with local stakeholders and cooperation with project partners and target groups. The planning has been updated and is presented with the perspective of the objectives of the project and lists the identified missions and events. The current paper delivers an overview on the country based activities aimed at the results of each particular component.

The document provides an outline of planning activities for the next reporting period.

The report explains the overall objective of the current project contributing to an increased performance of maritime administrations and fostering regional cooperation in the TRACECA region. This document details the project approach proposed to the partners: adhering to a common objective whilst keeping in mind the specific situation of each country in order to promote quality shipping, compliance with international obligations and approximation with EU legislation. This method of implementation encourages interactivity and allows for an increased empowerment of the project’s results by the beneficiaries.

The period reported under this progress report has followed the previous trend in terms of activities with an accent on missions in the field. All project's component have been impacted. In terms of regional coordination, the first project's Steering Committee Meeting has been delivered. The national work groups have continued their works on the topics identified as priority. Flag State Performance has been at the core of national workgroups, related to the IMO Audit Scheme (IMSAS) and support for structural reforms. The first regional training on

Protection of the Marine Environment, a workshop on port reception facilities, has been successfully delivered. A national follow-up activity is now taking place in Ukraine. The Human Element component has now begun to be implemented on two fronts: regionally with a Seminar on the ISM Code and nationally with work on the effective implementation of the ILO Maritime Labour Convention, 2006 (ILO MLC, 2006) in Georgia. Following the success of the first regional workshop on Maritime Security, national training and awareness-raising activities are being implemented. In terms of Communication, new material has been designed, and the project's web page on the TRACECA website is being updated regularly.

It is important to note that during the various missions in the field a high level of cooperation with the national authorities is experienced by the experts. Likewise, the level of participation in the regional events is high. This is one of the necessary conditions to achieve concrete results and advance towards the fulfilment of the objectives of the project, and which will allow the partners and the team to progress in confidence.

## 2. Project Synopsis

### **Project Name:**

TRACECA Maritime Safety and Security II

EuropeAid/133051/C/SER/multi

Contract number: 2012/308-311

### **Beneficiary countries:**

Direct: Armenia, Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Turkmenistan, Ukraine and Uzbekistan;

Indirect: Bulgaria and Romania. Turkey

### **Overall objectives:**

The TRACECA Maritime Safety and Security II project is a follow-up on the results of the “Development of common security management, maritime safety and ship pollution prevention for the Black Sea and the Caspian Sea (SASEPOL)” and of the “Environmental monitoring of the Black Sea basin: Monitoring and Information Systems for reducing oil pollution (MONINFO)” Projects. In this regard, the overall objective of the project is to support the further ratification and implementation of international maritime safety and security conventions as well as improving the level of quality and coordination of maritime administrations in the Black Sea and the Caspian Sea partner countries aiming to make shipping safer, more secure and environment friendly.

### **Specific objectives**

- Strengthening the regional coordination between the EU and partner countries, and the countries themselves, in the framework of maritime safety and security.
- Monitoring of the flag performance and provision of dedicated assistance to maritime administrations to overcome the impediments identified by the Voluntary IMO Member State Audit Scheme (VIMSAS); reinforcement of port State control capacity both in terms of procedures and training of port State control officers.
- Enhancing the regional cooperation in the field of vessel traffic monitoring and reporting in order to improve maritime safety and to reduce maritime pollution.
- Reduction of illegal waste disposal, pollution and emissions related to maritime transport.
- Increasing the qualifications of maritime personnel.
- Maintaining a secure shipping environment by proper implementation of the International Ship and Port Facility Security (ISPS) Regulations.
- Proper dissemination of the project results.

### **Expected results**

1. Improved level and coordination of maritime administrations
2. Improved performance of the partner countries on the Paris Memorandum Black and Grey lists
3. Reduced maritime pollution caused by ships
4. Better information available regarding vessel movements and increased sharing of data between neighbouring countries
5. Better secured ship and port facilities and enforcement of related measures.

### **Target groups**

The main target groups are officials from the maritime, port, transport authorities and maritime academies of the beneficiary countries. Shipping companies and maritime business interests may also be indirect beneficiaries.

**Project starting date:** 16 January 2013

**Project duration:** 36 months

**Inputs:** Technical Assistance will include:

Long-Term Key Experts:

*Team Leader:* 660 MD

*Senior Experts:* 554 MD

Short-Term Experts:

*Senior Experts:* 597 MD

*Junior Experts:* 357 MD

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### **3. Analysis of the Project**

#### **3.1 Relevant project context**

The TRACECA Maritime Safety & Security II Project is to some extent a follow-up on the EU-funded SASEPOL Project, implemented between 31 July 2009 and 31 December 2011. SASEPOL's objectives were similar to TRACECA Maritime, with fewer beneficiaries. TRACECA Maritime also builds on the results of the MONINFO Project, which objective was to establish a regional AIS server in the Black Sea. The technical specifications of the server have been produced but no agreement has been reached.

Globally, the beneficiaries can be divided in three groups: countries with access to the Black Sea, countries with access to the Caspian Sea, landlocked countries. The beneficiaries are, with the exception of Turkmenistan, members of the TRACECA Inter-Governmental Commission (TRACECA ICG). Armenia, Azerbaijan, Georgia, Moldova and Ukraine are members of the EU – Eastern Partnership dialogue. The signature of an association agreement with Georgia, Moldova and Ukraine implies the commitment to adopt relevant *acquis communautaire* including in the topics covered by the project.

## 3.2 Implementation approach

### 3.2.1 General implementation

Focusing on the objectives of the project and how these should be achieved, the approach is based on the knowledge that the beneficiaries' situations are very diverse, not only from a geographical standpoint but also from a performance perspective. It should be noted that, depending on the beneficiaries, the economic model of the ship registers are very different: some are open, some are restricted, some are already engaged in a performance-driven approach, some have chosen a more short-term approach designed to prioritize quantity over quality. For these reasons, the project, to the fullest extent possible, tailors its approach to the specific needs of each beneficiary. This is particularly clear in the national activities, such as the national work groups or the upcoming security trainings.

From a planning perspective, the project can be divided in six phases:

- 1) Inception and Pre-assessment. This phase was destined to acquire general knowledge about the beneficiaries, take stock of the achievements of past projects, and present the project to national authorities and regional organizations. The Inception Phase was completed in April 2013, while the Pre-assessment Phase was completed in July 2013.
- 2) Assessment: This phase is now achieved. It was devoted to in-depth missions in the field in the following domains, in line with the project's activities:
  - a. GAP analysis part of activity 2.1 "Strengthening the models for Flag State administrations, including the establishment of a quality system (TRAS priority action 4)
  - b. Assessment part of activity 2.2 "Supporting the implementation of international legislation in the area of flag state including the monitoring of flag performance and monitoring by recognised organisations
  - c. Assessment part of activity 2.3: "Assisting beneficiaries to set up independent accident investigation bodies and provide one basic training for accident investigators in coordination with EMSA (TRAS paragraph 3.2.3)"
  - d. Assessment part of activity 3.1: "Vessels Traffic Monitoring Systems needs assessment"
  - e. Assessment part of activity 4.1: "Training to strengthen national legislation regarding port reception facilities for ship generated waste and cargo residue and provide support for improving the implementation arrangements (TRAS priority action 10 and 12)"
  - f. Assessment part of Activity 4.2: Supporting activities related to prevention of pollution by oil, pollution by noxious liquid substances, and pollution by harmful substances carried by sea (TRAS priority action 10 and 14)
  - g. Assessment part of activity 4.4.c "Assistance in the handling of dangerous goods"
  - h. Assessment part of activity 6.1 "Organisation of training for staff on the ISPS Code"
- 3) National work and output of assessment missions / Action Plans: Assessment has been carried out during the initial phase in Azerbaijan (GAP Analysis), Georgia (GAP Analysis), Kazakhstan (request for assistance), and Moldova (assessment mission). In spite of repeated attempts during the year 2013, it has not been possible to achieve

substantial results out of the various meetings that took place with the Ukrainian Authorities of the time. Contacts with Turkmenistan are difficult, with all official communication channels having to go through the Ministry of Foreign Affairs via the Turkmen Embassy in Kiev. The lack of a direct contact with the maritime authorities has impeded the possibility of setting up national missions.

The overall results of performed assessments is that there is room for improvement in terms of flag State performance in all relevant domains. The enforcement capacity is lacking strength in several countries, a precise delimitation of responsibilities is not always present, and monitoring of Recognized Organizations authorized to perform on behalf of the States is not performed efficiently. Priority plans have been designed accordingly. Details on the dedicated IMO Audit preparations assistance program are given under 3.2.2 "Changes in implementation approach" – Component 1, and implementation is described under 4.2 "Project Progress" – Component 1.

- 4) Development of training programmes: the training topics are in line with the activities identified in the inception report. However, the outcome of the assessment missions are used to fine tune the programmes and focus on the priorities identified to achieve the project's objectives. The refinement is an ongoing process in view of the rapidly changing context.
- 5) Training delivery: the TRACECA Maritime project is designed mainly for capacity-building. In line with this design, the majority of the project resources are devoted to the delivery of training activities. Training has begun at the end of the first year of the project and will be pursued until the end.
- 6) Results monitoring: Through the Steering Committee Meeting delivered in cooperation with EMSA under a revised Activity 1.1, the project's achievements, and progress made by the beneficiaries is monitored and refinements in implementation are enacted.

### 3.2.2 Changes In implementation approach

- 1) **Component 1.** A Steering committee has been established, and the work groups set up at national level focus now expressly on the identified priorities. This approach is designed to reach maximum efficiency in reaching the project's objectives.

The dedicated IMO Audit assistance program delivered under this component consists of:

- An initial work group session aimed at getting a precise image of responsibilities in terms of Flag State, Coastal State and Port State. A first list of priorities and recommendations is set up as an outcome.
- A second preparatory session assesses progress made in the implementation of priorities and provides further recommendations.
- After these two first sessions, the mock audit takes place. The mock audit is conducted in the same conditions as the real one, with experienced auditors. A corrective action plan is then set up.
- A last working session then assesses the level of implementation of the corrective action plan and produce a last set of recommendations before the actual Audit.



- 2) As reported in progress report III, a shift in the focus of implementation has been decided.

The following activities currently under the TRACECA Maritime Safety and Security II project, as described in the inception report, are now transferred to EMSA:

- **Activity 2.3:** Assisting beneficiaries to set up independent accident investigation bodies and provide one basic training for accident investigators in coordination with EMSA performance (EU Maritime Policy, 3rd Maritime Safety Package, ref also to TRAS paragraph 3.2.3)
- **Activity 2.4:** Undertaking tutoring projects in coordination with EMSA on port State control for those beneficiaries (Ukraine and Georgia) that are members of the Black Sea MoU and those that perform PSC inspections in the Caspian Sea (Azerbaijan)
- **Activity 2.5:** Assist in continuing data exchange, to support to the Black Sea MoU information system (BSIS)
- **Activity 3.1:** Needs assessment for Safety of navigation – Traffic monitoring
- **Activity 3.2:** Development of training plans for Safety of navigation – Traffic monitoring
- **Activity 3.3:** Training delivery for Safety of navigation – Traffic monitoring
- **Activity 4.5:** Support the introduction of satellite surveillance (CleanSeaNet) on a sustainable basis in the Black Sea
- **Activity 4.6:** Training on pollution response: this optional activity has been superseded by the relevant EMSA activity on oil pollution response services.

The resources initially reserved for these activities have been re-allocated to the following activities:

***Extended assistance with regards to ILO MLC 2006, to assist Georgia, complemented with actions to use the as such built up new experience to the benefit of other countries in the region (within the scope of Activity 5.3), namely:***

- ***Activity 5.3.2 – Review of the compliance of the applicable legislative environment in Georgia with the main requirements of the MLC 2006.***

The review process will identify the mandatory provisions of the MLC 2006 ensuring compliance with IMO/ILO requirements, also in compliance with the Council Directive 1999/63/EC (as amended 20/05/2009). Following this, the applicable legal framework in Georgia will be analysed identifying the gaps vis-a-vis these mandatory requirements. An options analysis will prioritise the available options to overcome the identified gaps and those will be discussed in a wider stakeholder meeting, involving the concerned institutions and ministries. At this stakeholder meeting, the preferred options will be agreed upon.

The following methodology should thus be employed:

Review of MLC 2006, Council Directive 1999/63/EC (as amended 20/05/2009) and the respective Georgian legislative framework;

In a first step the minimum requirements of the above quoted instruments will be established, showing the mandatory (minimum) requirements and those which are optional. In a second step the applicable and relevant Georgian legislation will be analysed and the applicable regime thus identified.

- **Activity 5.3.3 – Transposition of relevant principles of MLC 2006 into the Georgian Legislative Environment**

The actual transposition of the identified principles will depend on the outcome of Activity 5.3.2 and on the technical nature of the legal texts to be transposed (regulation, law, bylaw, etc).

The project will propose the amendment of either suitable legislation or the introduction of a new law or regulation dealing with the transposition of the mandatory and identified MLC 2006 requirements, or a combination of the above.

Support will be rendered in the provision of the actual amended legal text, or the drafting of new legal text within and anchored into the applicable legislative framework in Georgia. This will also entail the provision of advice and support at public hearings, parliament sessions, etc. as might be required, *in so far as such hearings and sessions be conducted within the time frame of the project.*

The following methodology should be employed:

1. Amendment of existing laws and regulations and/or drafting of new laws and regulations;
2. Presentation of new / amended laws and regulations to legislative council;
3. Provision of ad hoc advice in the formal law / regulation making procedure.

- **Activity 5.3.4 – Development of Action Plan for capacity building and execution of first trainings measures**

The training will ensure MTA will be capable of implementing the new competencies and functions of the (to be) transposed MLC 2006 requirements. To this end, an Action Plan shall be developed and agreed upon with MTA for a period of 5 years. At least two comprehensive trainings shall be executed and one study tour may be organised, ensuring relevant staff of MTA is trained and qualified to implement the new requirements. The training sessions may be organized in liaison with the ILO International Training Centre in Turin.

### 3) Component 6: Security of ships and ports

The inception report planned a study tour in an EU Member State in year 2. In view of the progress of implementation of this component, it appears however that the expected benefits of the study tour are best delivered by integrating the on-site visits to the agenda of the workshop on exchange of best practices that is being held every year. Details will be provided in the next progress report.

## 4. Project Progress

### 4.1 Implementation overview

This reporting phase encompasses the fourth six months period of the project implementation from August 2014 until the end of January 2015. The list of activities show that three regional training sessions have been delivered, one more than during the previous reporting period,

and all three on components where implementation was either not started or focused on national events. These have continued wherever relevant, and have also developed as an outcome of regional training.

More than 110 officials have taken part in our activities during this period.

Below are highlighted the main events that took place during the reporting period.

## 4.2 Components

### Component 1: Regional Coordination and National Work

#### Activity 1.1 Steering Committee

Following discussions between EC/DEVCO, EMSA, and the project office, it has been agreed that a Steering Committee was needed. The Steering Committee is a response to the changes in implementation approach following the direct involvement of the European Maritime Safety Agency (EMSA) in tasks related to traffic monitoring and surveillance of marine pollution. The members of the Committee are senior officials from the maritime administrations of the beneficiary countries, representatives from EC/DEVCO, EMSA, and the project team. The IMO is invited as observer. The role of the Committee is to assess progress of beneficiaries in the fulfilment of the project's objectives, take stock of the implementation of activities, foster regional dialogue, and gather expression of needs.

The first Steering Committee Meeting was successfully held in Istanbul on 21 January 2015. The outcomes of the project, after its two first years, were presented. EMSA introduced the latest developments in EU Maritime Safety and Security Policy and presented the activities to be implemented directly by the Agency. Two roundtables were organized on topics identified as priority actions for the sustainability of project's objectives: the IMO Audit Scheme and integration of Acquis Communautaire as included in the Association Agreements signed between the EU and Georgia, Moldova and Ukraine. The path to integration has been detailed in the presentations by Bulgaria and Romania who shared their experiences with the other participants. In the other roundtable, the IMO representative introduced the Audit Scheme and its evolutions. Presentations detailed the Audit process, its impact on project's beneficiaries, and the project's preparatory program of assistance. In the afternoon, beneficiaries' progress in the achievement of project's objectives were assessed and expression of needs was gathered. Support is requested on strengthening of enforcement capacities, implementation of Audit's corrective action plan, and other specific requests on topics covered by EMSA, such as VTS, or through project's activities to be implemented, such as preparations for the ratification of MARPOL Annex VI. Conclusions have been adopted that acknowledged progress made in project implementation, welcomed the role of EMSA and encouraged further achievements.

It is recommended to hold a second Steering Committee Meeting in a year's time.

## **Activity 1.2: National Work Groups activities**

The purpose of these groups is to work on the priorities identified during the assessment phase and further on during regional training sessions and meetings. Logically, these priorities revolve around integration of Acquis Communautaire and IMO Audit preparations, which in turn cover most of the domains included in the project's activities: maritime safety, flag State performance, protection of the marine environment, human element and maritime security. The activity of these workgroups depend on the specific context of each partner. The project's team invests resources where there are needed and appropriate. Georgia is the country where, for the reporting period, most resources have been invested. Georgia had requested assistance in its preparations to the IMO Audit for which it volunteered and has been subject to a mock-audit at the very end of the previous reporting period, in late July. The conclusions of the mock-audit and the corrective action plan have been discussed during a work group session. This session was the last before the actual audit took place. It is considered that the preparations had a positive impact for the beneficiary and this program can be extended to the other beneficiaries who so request. Ukraine was also subject to national work for the integration of Directive 200/59/EC on Port Reception Facilities. No national work was originally planned on this subject and this is an example of the flexibility and adaptability of the national groups.

## **Component 4: Protection of the Marine Environment**

### **Activity 4.1: Port Reception Facilities**

The workshop was delivered between 9 & 10 September in Chisinau, Moldova. Its objectives were:

- Presentation the results of the assessment questionnaire disseminated in June 2014.
- Analysis of the impediments and proposal of action plans for an effective implementation of the MARPOL Convention provisions related to Port Reception Facilities.
- Presentation of the EU Directive 2000/59/EC on port reception facilities.
- Presentation of cost-recovery mechanisms.
- Exchange of experience between participants.

All objectives were fulfilled and the workshop went well with motivated participants. The different backgrounds provided opportunities for fruitful exchanges. All participants found the workshop useful and are now in a much better position to organise efficient ship waste handling. The evaluation showed that they found the presentations both useful and relevant. The last discussion in the workshop was regarding future activities and how the countries could get started upgrading their existing ship waste handling systems. Individual country recommendations were delivered.

## **Component 5: Human Element**

### **Activity 5.1: Implementation and enforcement of the International Safety Management Code (ISM Code).**

The training course was delivered in Sofia, Bulgaria, between 11 and 13 November 2014. Its objectives were:

- To familiarize participants with the requirements of the ISM Code, its interpretation and application;
- Getting knowledge of the process of certification within the scope of the ISM Code;
- Of the basic audit technique in conducting ISM and management system audits; and of the mandatory rules and regulations and applicable codes, principal guidelines and standards recommended by the IMO, administrations, classification societies and maritime industry organisations.

All objectives were met and the level of satisfaction was high. The seminar introduced the ISM Code, the system and the specific requirements as well the aspects related to audits to a level of knowledge needed for an internal auditor. Options and obligations of maritime administrations related to SOLAS Chapter IX and the ISM Code were discussed including aspects related to the delegation of authority. The presence of Bulgarian and Romanian representatives allowed to exchange experiences about integration of Acquis Communautaire in the matter.

## **Component 6: Security of ships and ports**

### **Activity 6.1: Organization of training for staff**

It was reported last semester that national training sessions for maritime and port security officer would start during the second half of 2014. Training has been delivered successfully in Azerbaijan, Georgia and Kazakhstan, with one awareness-raising seminar dedicated to managers and two in-depth training sessions. These have been well attended and received. The one-day awareness-raising seminars have proved their usefulness in updating senior officials on maritime security issues and facilitating further training.

## **Component 7: Communication**

The project's Team Leader participated in the IMO Meeting of Heads of Maritime Administrations for the Black Sea and Caspian Sea that was held in Varna, Bulgaria, from 15 to 17 September 2014. The Meeting was a most appropriate venue to disseminate the project results and provide information on the further project's assistance to the regional partners.

The web page of the project is regularly updated and regional training sessions presentations, documentation and reports are published in both English and Russian language versions. A 2015 calendar has been produced as a visibility measure, using photographs taken during the experts' missions in the field.

### **4.3 Cooperation with TRACECA, EU-funded projects and maritime stakeholders**

The important local stakeholders for the TRACECA Maritime project are primarily the heads of the Maritime Administration and also of the Port Authorities. The TRACECA National Secretaries act as contacts for the Project and are being kept informed of the project's activities in their countries. The EU delegations in the countries are systemically informed when experts are sent on the field and good relations have been established in some beneficiaries. In the Black Sea, the Black Sea Commission and the Secretariat of the Black Sea MoU on Port State Control have been contacted.

Cooperation and contact is also maintained with relevant TRACECA projects financed by the EU at regional level. These include:

- Transport Dialogue and Networks Operability II
- Road Safety

Cooperation with EMSA was concretized during the reporting period with the joint organization of the first Project Steering Committee meeting reported above. Informal exchanges of information will continue. EMSA officers are welcome to attend the project's activities they consider of particular relevance.

The TRACECA Permanent Secretariat and TRACECA National Secretaries are kept informed of the project's activities.

**Table 1: List of missions, meetings and events**

<b>Country / Organization</b>	<b>Date</b>	<b>Team Mobilization</b>	<b>Event</b>
Chisinau, Moldova	9-10 September 2014	KE1, 2 SNKEs, JNKE	Workshop on Strengthening of national legislation regarding port reception facilities for ship generated waste and cargo residue
Varna, Bulgaria	15-16 September 2014	KE1	Meeting of Heads of Maritime Administrations from East Europe and West Asia
Aktau, Kazakhstan	20-23 October 2014	SNKE	ISPS Training
Kiev, Ukraine	31 October 2014	KE1, KE3, JSTE	Meeting with the Programme Manager of the EU Delegation in Ukraine
Sofia, Bulgaria	10-12 November 2014	KE3, SNKE, JNKE	ISM Auditors Training Course
Baku, Azerbaijan	11 November 2014	SNKE	ISPS Seminar
Batumi, Georgia	17-20 November 2014	SNKE	ISPS Training
Batumi, Georgia	2-4 December 2014	KE1, KE3	National Workgroup meeting 2
Odessa, Ukraine	8-11 December 2014	SNKE	Expert's mission on Waste Management Plan for USPA
Istanbul, Turkey	21 January 2015	KE1, KE3, JNKE	1st Steering Committee meeting



The table below details the resources (man/days) used during the reporting period.

**Table 2: Working time allocation / balance**

Expert	Initial Quantity	Balance 01/08/14	Resources consumption during reporting period						Total for the period	Balance 01/02/15
			Component 1	Component 2	Component 4	Component 5	Component 6	Component 7		
KE1	660	299.5	50		20	13	15	10	108	191,50
KE2	54	0							0	0
KE3	500	291,50	39.5			17.5			57	234,50
SSTEs	597	417,50	1		21	12	22		56	361,50
JSTEs	357	232	5		9	10	8	2.5	34,50	197,50


**Table 3: Resource consumption per task**


Expert	Activity 1.1	Activity 1.2	Activity 4.1	Activity 5.1	Activity 6.1	Activity 7.2
KE1	14	36	20	13	15	10
KE2						
KE3	9	30.5		17.5		
SSTEs		1	21	12	22	
JSTEs	5		9	10	8	2.5




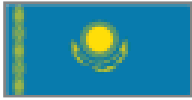



#### 4.4 Project Progress in the reporting period in the beneficiaries


	<p><b>Armenia</b></p>
<p><b>Inception</b></p>	
<p><b>Component 1 Regional coordination</b></p>	<p>A proposal for assistance to establishment of a national ship register was put forward on September 2013. During the first project Steering Committee Meeting, Armenia reiterated orally its request for assistance for a ship register. A written confirmation is awaited by the project office.</p>
<p><b>Component 2 Flag State Implementation</b></p>	
<p><b>Component 4 Protection of the marine environment</b></p>	
<p><b>Component 5 Human element</b></p>	
<p><b>Component 6 Ports and ships security</b></p>	
<p><b>Component 7 Visibility and communication</b></p>	

	<b>Azerbaijan</b>
<b>Inception</b>	
<b>Component 1 Regional coordination</b>	Azerbaijan participated in the project first Steering Committee Meeting that was held in Istanbul Turkey, on 21 January 2015.
<b>Component 2 Flag State Implementation</b>	Following the above-mentioned meeting, a request has been received for assistance in preparations to the IMO Audit Scheme. Work will start during the next reporting period.
<b>Component 4 Protection of the marine environment</b>	
<b>Component 5 Human element</b>	Azerbaijan participated in the training course on the ISM Code that was delivered in Sofia, Bulgaria, 10-12 November 2014
<b>Component 6 Ports and ships security</b>	A national ISPS Seminar was held in Baku on 11 November 2014.
<b>Component 7 Visibility and communication</b>	

	<b>Georgia</b>
<b>Inception</b>	
<b>Component 1 Regional coordination</b>	Georgia participated in the project first Steering Committee Meeting that was held in Istanbul Turkey, on 21 January 2015.
<b>Component 2 Flag State Implementation</b>	A workgroup meeting was held to assess the results of the mock-audit and work on the corrective action plan before the actual audit.
<b>Component 4 Protection of the marine environment</b>	Georgia participated in the Port Reception Facilities workshop that was held on 9-10 September in Chisinau, Moldova.
<b>Component 5 Human element</b>	Georgia is in the process of ratification of ILO MLC 2006. Specific national work is underway. Georgia participated in the training course on the ISM Code that was delivered in Sofia, Bulgaria, 10-12 November 2014
<b>Component 6 Ports and ships security</b>	ISPS training for Port Security Officers was delivered in Batumi from 17 to 20 November 2014.
<b>Component 7 Visibility and communication</b>	

	<b>Kazakhstan</b>
<b>Inception</b>	
<b>Component 1 Regional coordination</b>	Kazakhstan participated in the project first Steering Committee Meeting that was held in Istanbul Turkey, on 21 January 2015.
<b>Component 2 Flag State Implementation</b>	Following the above-mentioned meeting, a request has been received for assistance in preparations to the IMO Audit Scheme. Work will start during the next reporting period.
<b>Component 4 Protection of the marine environment</b>	Kazakhstan participated in the Port Reception Facilities workshop that was held on 9-10 September in Chisinau, Moldova.
<b>Component 5 Human element</b>	Kazakhstan participated in the training course on the ISM Code that was delivered in Sofia, Bulgaria, 10-12 November 2014
<b>Component 6 Ports and ships security</b>	Training for Port Security Officers took place in Aktau from 20 to 23 October 2014.
<b>Component 7 Visibility and communication</b>	


	<b>Kyrgyzstan</b>
<b>Inception</b>	
<b>Component 1 Regional coordination</b>	A proposal has been made to Kyrgyzstan to set up a National Workgroup based on the findings on the mission that took place on 26 June 2013. The proposal remains pending and the project is open to pursue cooperation at any time.
<b>Component 2 Flag State Implementation</b>	
<b>Component 3 Safety of Navigation</b>	
<b>Component 4 Protection of the marine environment</b>	
<b>Component 5 Human element</b>	
<b>Component 6 Ports and ships security</b>	
<b>Component 7 Visibility and communication</b>	

	<b>Moldova</b>
<b>Inception</b>	
<b>Component 1 Regional coordination</b>	Moldova participated in the project first Steering Committee Meeting that was held in Istanbul Turkey, on 21 January 2015.
<b>Component 2 Flag State Implementation</b>	
<b>Component 4 Protection of the marine environment</b>	Moldova hosted the Port Reception Facilities workshop that was held on 9-10 September in Chisinau.
<b>Component 5 Human element</b>	Moldova participated in the training course on the ISM Code that was delivered in Sofia, Bulgaria, 10-12 November 2014.
<b>Component 6 Ports and ships security</b>	
<b>Component 7 Visibility and communication</b>	





**Tajikistan**


The National TRACECA Secretary for Tajikistan has been informed about the start of the TRACECA Maritime project. There has been no further feedback.

	<b>Turkey</b>
<b>Component 1 Regional coordination</b>	Turkey hosted the project's first Steering Committee Meeting that was held in Istanbul on 21 January 2015.
<b>Component 2 Flag State Implementation</b>	
<b>Component 4 Protection of the marine environment</b>	Turkey participated in the Port Reception Facilities workshop that was held on 9-10 September in Chisinau, Moldova.
<b>Component 5 Human element</b>	Turkey participated in the training course on the ISM Code that was delivered in Sofia, Bulgaria, 10-12 November 2014
<b>Component 6 Ports and ships security</b>	
<b>Component 7 Visibility and communication</b>	



	<b>Turkmenistan</b>
<b>Inception</b>	
<b>Component 1 Regional coordination</b>	
<b>Component 2 Flag State Implementation</b>	
<b>Component 4 Protection of the marine environment</b>	
<b>Component 5 Human element</b>	Turkmenistan participated in the training course on the ISM Code that was delivered in Sofia, Bulgaria, 10-12 November 2014
<b>Component 6 Ports and ships security</b>	
<b>Component 7 Visibility and communication</b>	

	<b>Ukraine</b>
<b>Inception</b>	Ukraine is the host country of the TRACECA Maritime project.
<b>Component 1 Regional coordination</b>	Ukraine participated in the project first Steering Committee Meeting that was held in Istanbul Turkey, on 21 January 2015.
<b>Component 2 Flag State Implementation</b>	
<b>Component 4 Protection of the marine environment</b>	Ukraine participated in the Port Reception Facilities workshop that was held on 9-10 September in Chisinau, Moldova. A follow-up national assessment mission was held in the port of Odessa from 8 to 11 December 2014.
<b>Component 5 Human element</b>	Ukraine participated in the training course on the ISM Code that was delivered in Sofia, Bulgaria, 10-12 November 2014
<b>Component 6 Ports and ships security</b>	
<b>Component 7 Visibility and communication</b>	

	<b>Uzbekistan</b>
<b>Inception</b>	Uzbekistan has responded positively to the project's team suggestion to come present the project to the National Transport Authorities and a mission took place on 27 July in Tashkent. Further expression of needs is a preliminary necessary for future cooperation.
<b>Component 1 Regional coordination</b>	
<b>Component 2 Flag State Implementation</b>	
<b>Component 3 Safety of Navigation</b>	
<b>Component 4 Protection of the marine environment</b>	
<b>Component 5 Human element</b>	
<b>Component 6 Ports and ships security</b>	
<b>Component 7 Visibility and communication</b>	

## **5. Project planning**

### **5.1 Introduction**

The planning for the next reporting period is available below in table 4.

### **5.2 Reporting period V – February 2015 / July 2015**

#### **Component 1: Regional Coordination**

The next regional meeting under this component will be held next year. For the national groups, it is expected that three countries, Azerbaijan, Kazakhstan and Ukraine will have taken up the project's offer of assistance in IMSAS preparations and that for all three the dedicated program will begin to be implemented, with the first preparatory session, and possibly a second session depending on the progress made by the beneficiaries. The objective is this first initial work session is to get a precise image of responsibilities in terms of Flag State, Coastal State and Port State. A first list of priorities and recommendations will be set up as an outcome. Work on integration of Port Reception Facilities Directive 2000/59/EC in Ukraine will continue, with an involvement of all relevant stakeholders. Other requests that may come to be expressed by beneficiaries during the period will be examined keeping in mind the available resources and project time-frame.

#### **Component 2: Flag State Implementation**

In order to build the capacity of beneficiaries to prepare for the Audit, the Auditor's training course under activity 2.6 will be delivered during this period. It is appropriate to do it now that the dedicated program of assistance has been offered and the first preparatory sessions will have been delivered. The training will focus on internal audits, because this is the priority.

#### **Component 4: Protection of the Marine Environment**

The MARPOL Seminar, under activities 4.2 and 4.3, will update the participants on the latest developments of the MARPOL Convention and demonstrate the benefits of its cohesive system to prevent pollution from ships. As few partners have ratified Annex VI on Emission Control, the focus will be on this Annex, in order to raise awareness on the benefits of its ratification and measures States have to take to ensure effective implementation. Practical enforcement of MARPOL will be detailed.

The study on Handling of Dangerous Goods (IMDG Code implementation), under Activity 4.4.c, will be started. Its purpose is to assess for each partner, the needs related to the implementation of international standards on the handling, transport and storage of dangerous cargoes in ships and port areas. In addition, a risk analysis will lay the ground for the preparation of emergency plans and will provide administrative and technical advice to comply with SOLAS requirements and the IMDG Code.

## **Component 5: Human Element**

For activity 5.3, Maritime Labour Convention (MLC) and its national and regional components, the following activities will be implemented:

- In Georgia, the next step is the stakeholders' meeting which will convene government agencies, seafarers' representatives and crewing agencies together to discuss the various legal options that need to be decided before the drafting of legislation can start.
- Training at the International Training Centre of the International Labour Organization will be offered. During the upcoming reporting period the proposed course will be devoted to drafting of legislation, whilst surveyors and inspectors will have the possibility to attend a dedicated course during the second semester. In total, two scholarships per beneficiary country will be offered.
- The regional workshop aimed at raising awareness on the benefits of ratification of the MLC will be delivered. It will amply use the experience of Georgia, allowing to bridge the national activities implemented under the addendum with the regional activities under this component.

## **Component 6: Security of ships and ports**

The second regional workshop on exchanges of best maritime practices will be held during the upcoming reporting as it had to be rescheduled due to late nominations and other logistical issues. The purpose of the workshop will be to update participants on the evolutions of the regulatory framework at international and EU levels, raise awareness on the new security threats in the maritime sector, and provide an open discussion platform between the partners, the European Commission and the project's team.

For national training activities, an awareness-raising session will be conducted in Ukraine. Its purpose is to convince the national authorities of the benefits of the training program offered by the project and assess how best to deliver it. The schedule of other national trainings will depend on the outcomes of discussion held during the second regional workshop.

## **Component 7: Communication**

The part of the traceca-org.org website devoted to the TRACECA Maritime project will continue to be updated, with events announced and reports published. Project material is disseminated at all events. Participation to relevant conferences will be ensured.

The table below details the planned use of resources for the upcoming period.

**Table 4: Planned activities for the next reporting period**

	February	March	April	May	June	July
1.2 National Working Group			X	X		X
2.6 IMO Auditors Training					X	
4.1 Port Reception Facilities	X		X		X	
4.2 MARPOL Training						X
4.4 Handling of dangerous goods				X	X	X
5.3 ILO MLC 2006		X		X		X
6.3 ISPS Training delivery	X				X	
6.2 ISPS Workshop		X				

**Table 5: Working time allocation / balance for the next reporting period**

1. Work allocation (amended)

Code	Experts	TOTAL PLAN (work days)	Inception Phase	Component 1	Component 2	Component 3	Component 4	Component 5	Component 6	Component 7
KE1 TL	Albert Bergonzo	660	40	165	130	35	130	100	20	40
KE2	Rene Kist	554	10			34				
KE3	Stephan Assheuer		15	100	215		90	65		15
	<b>TOTAL KEY EXPERTS</b>	<b>1,214</b>								
	<i>Short-Term Non Key experts</i>									
SSTE	<b>TOTAL SSTE EXPERTS</b>	<b>597</b>		45	63	40	124	175	116	34
JSTE	<b>TOTAL JSTE EXPERTS</b>	<b>357</b>	10	172	56		19	47	12	41
	<b>TOTAL WORKING DAYS</b>	<b>2,168</b>	75	482	464	119	363	387	148	130

2. Planned for next reporting period

Expert	Initial Quantity	Balance 01/02/15	Component 1	Component 2	Component 4	Component 5	Component 6	Component 7	Total for the period	Balance 01/08/15
KE1	660	191.5	30	15	25	10	10	5	95	96.5
KE2	54	0								
KE3	500	234.5	20	15	20	20			75	159.5
SSTEs	597	361.5			30	55	35		120	241.5
JSTEs	357	197.5	5		10	15		10	40	157.5

**Table 6: Performance Monitoring Indicators**

Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
0	Project inception	Project kick-off	1 kick-off meeting held in Brussels	25 January 2013	Delivered
		Team mobilization	1 team meeting held in Brussels	1 February 2013	Delivered
		Project office set up	Project office established	February 2013	Delivered
		Contact with beneficiaries	Letters sent to TRACECA NS	March 2013	Delivered
		Project presentation to national authorities	6 missions in the beneficiaries	June – July 2013	Delivered
<b>Component 1: Regional coordination</b>					
1.1	Steering Committee Meetings	Priority actions for sustainable project results	2 Steering Committee meetings		On-going
1.2	National Working groups	Recommendations for fulfillment of project objectives at national level	3 national missions per active participating partner		On-going
<b>Component 2: Flag State implementation</b>					
2.1.a	Maritime Administration Review	Recommendation for increased compliance with EU regulations and international maritime Conventions	2 National in-depth reviews, 2 GAP analyses, 3 assessments	Preliminary assessment performed following project presentation to national authorities	Delivered
2.1.b	Quality Management Systems Workshop	Explain the principles of Quality Management, applicable ISO standards, and relevance to the performance of duties by Maritime Authorities	1 regional workshop delivery	Delivered in December 2013	Delivered
2.2.a	Convention enforcement Workshop	Raising awareness on the integration of EU and international instruments in national legislation and mechanisms for approximation and ratification	1 regional workshop delivery	1 <sup>st</sup> semester 2014	Delivered



Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
2.2.b	Recognized Organization Monitoring Workshop	Recommendations for effective monitoring mechanisms	1 regional workshop delivery		Delivered
2.3	Accident Investigation Workshop	Recommendations to improve the efficiency of investigation bodies in compliance with relevant EU and international regulations	1 regional workshop delivery		Transferred
2.4	National Port State Control Officers Tutoring	Capacity-building for PSCOs	1 week national training delivery		Transferred
2.5	Black Sea MoU Information System Assessment	Assessment of system performance and data exchange	Provision of assistance on data exchange improvement		Transferred
2.6	VIMSAS Auditors Training	Internal audit capacity for beneficiaries	1 regional workshop		Not started
<b>Component 3: Safety of navigation</b>					
3.1	Vessel Traffic Systems (VTS) Assessment	Update on VTS status in beneficiaries	1 report on Identification of equipment, local experts and training institutions	Relevant for coastal States	Delivered
3.2	VTS Training plans design	Development of training programmes	Approval of training plans by national authorities	Relevant for coastal States	Transferred
3.3.a	VTS operators training	Capacity-building for VTS operators	VTS operators training delivery	Relevant for coastal States	Transferred
3.3.b	VTS Workshop	Promotion of regional exchange of AIS data	1 regional workshop	Relevant for coastal States	Transferred
3.3.c	Long Range Id. & Tracking Workshop	Provision of information on LRIT architecture and legal obligations	1 regional workshop		Transferred
<b>Component 4: Protection of the marine environment</b>					
4.1	Port Reception Facilities Training	Action plan on compliance with regulatory obligations	1 regional workshop	Relevant for port States	Delivered

Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
4.2	Prevention of pollution by oil, noxious and harmful substances carried by sea	Evaluation of the level of compliance with EU and international maritime Conventions and recommendations	1 regional workshop		In preparation
4.3	Sulphur content on marine fuels	Raising awareness on the benefits of implementing applicable EU and international regulations	1 regional workshop	Possibly organized jointly with 4.2	In preparation
4.4.a	Places of Refuge Workshop	Assessment of the effective application of existing regulations and recommendations	1 regional workshop	Relevant for coastal States	Not started
4.4.b	Anti-Fouling Systems Convention Workshop	Exchange of views regarding best practices on surveys and inspections	1 regional workshop		Not started
4.4.c	Dangerous Goods (IMDG Code)	Needs assessment and risk analysis for the beneficiaries	1 evaluation per country 1 risk analysis per country		Not started
4.4.d	Ballast Water Mgmt. Conv. Course	Awareness raising on BWM issues	1 regional course		Not started
4.5	<i>CleanSeaNet Introductory Workshop (optional)</i>	<i>Awareness raising on ClenSeaNet service</i>	<i>1 regional workshop</i>		<i>Transferred</i>
4.6	<i>Oil Pollution Response Training (optional)</i>	<i>Awareness on preparedness and response to oil pollution from ships</i>	<i>1 regional training</i>	<i>Relevant for port and coastal States</i>	<i>Superseded</i>
4.7	Mobile Offshore Drilling Units Training	Awareness raising on coastal States obligations	1 regional training	An assessment will determine how many beneficiaries are concerned	Not started
<b>Component 5: The Human element</b>					
5.1	Intl. Ship Mgmt. (ISM Code) Training	Training of ISM auditors	1 regional training		Delivered
5.2	Standards Training Certification & Watchkeeping Convention Course	Awareness raising on the obligations of parties	1 regional training		Not started

Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
5.3.a	ILO Maritime Labour Convention (MLC 2006) Seminar	Awareness raising on the benefits of ratifying the ILO MLC 2006	1 regional training	For beneficiaries that are at a preliminary stage in the process	In preparation
5.3.b	ILO MLC 2006 Training	Training of managers and surveyors	2 regional trainings	For beneficiaries at an advanced stage of ratification	Partially delivered
<b>Component 6: Ports &amp; ships security</b>					
6.1.a	Ports & Ships Security (ISPS Code) training needs assessment	Training program	1 Draft training programme per active partner		Delivered
6.1.b	ISPS Training	Awareness-raising and capacity-building for ISPS	1 National training per active partner		On-going
6.2	ISPS Workshops	Promotion of reforms for an effective ISPS implementation and exchange of views	3 regional workshops		First and second workshop delivered
<b>Component 7: Visibility and communication</b>					
7.1	Communication Strategy development	Communication strategy	1 Technical report		Strategy drafted
7.2	Dissemination activities	Increased project visibility	Participation to 3 professional events, dissemination of project information, systematic dissemination of project material, systematic upload of information and documents		On-going



## **Annexes**

- Annex I National Workgroup meeting 1 in Kazakhstan**
- Annex II Mock Audit in Georgia**
- Annex III Workshop on Strengthening of National Legislation Regarding Port Reception Facilities for Ship Generated Waste and Cargo Residue**
- Annex IV Meeting of Heads of Maritime Administrations from East Europe and West Asia**
- Annex V National ISPS Training in Aktau, Kazakhstan**
- Annex VI ISM Auditors Training Course**
- Annex VII National ISPS Seminar in Baku, Azerbaijan**
- Annex VIII National ISPS Training in Batumi, Georgia**
- Annex IX National Workgroup meeting 2 in Georgia**
- Annex X Expert's mission on Waste Management Plan for USPA, Odessa, Ukraine**
- Annex XI 1<sup>st</sup> Steering Committee meeting**