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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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Contractor	NTU, Egis International, Egis Ukraina
Project Office Address:	119-A, Saksaganskogo Street, office 30, Kiev 01032, Ukraine
Tel/Fax:	+38044 235 53 44
Head Office Address:	NTU Ved Stranden 22, P.O. Box 1111 DK – 9100 Aalborg, Denmark
Tel:	+45 9930 0000
Fax:	+45 9930 0001
Contact Person:	Mrs Emina Kapetanovic
E-mail:	ehk@ntu.eu

Recipient list:

Name	PS IGC TRACECA
Address	8/2, General Aliyarbekov Str., Baku AZ 1005, Azerbaijan
Tel. number	+99412 498 27 18,
Fax:	+99412 498 64 26
E-mail:	office@ps.traceca-org.org
Contact Person:	Mr Eduard Biriukov

Name	Permanent Representative of PS IGC TRACECA in Armenia
Address	P.O. Box 69 28, Nalbandyan Str., Yerevan, 0010 Armenia
Tel. number	+374 10 59 00 09
Fax:	+374 10 52 38 62
E-mail:	traceca.ncommission@gmail.com
Contact Person:	Mr Gagik Grigoryan

Name	Permanent Representative of PS IGC TRACECA in Azerbaijan
Address	8/2, General Aliyarbekov Str., Baku AZ 1005, Azerbaijan
Tel. number	+99412 493 37 76
Fax:	+99412 498 64 26
E-mail:	akif.m@ps.traceca-org.org
Contact Person:	Mr Akif Mustafayev

Name	Permanent Representative of PS IGC TRACECA in Georgia
Address	12, Chanturia Str. Tbilisi 0108 Georgia
Tel. number	+995 32 299 10 85, +995 32 299 11 50
Fax:	+995 32 292 15 34
E-mail:	n.mikeladze@economy.ge
Contact Person:	Ms Natia Mikeladze

Name	Permanent Representative of PS IGC TRACECA in Kazakhstan
Address	32/1, Kabanbai Batyra Ave. Astana 010000 Kazakhstan
Tel. number	+77172 24 26 46
Fax:	+77172 24 00 80
E-mail:	traceca@mtc.gov.kz
Contact Person:	Mr Marat Saduov

Name	Permanent Representative of PS IGC TRACECA in Kyrgyzstan
Address	42, Isanova Str., Bishkek 720017 Kyrgyzstan
Tel. number	+996 312 314266
Fax:	+996 312 312811
E-mail:	aakmatov@mtk.gov.kg
Contact Person:	Mr Adylbek Akmatov

Name	Permanent Representative of PS IGC TRACECA in Moldova
Address	162, Stefan cel Mare Ave., MD-2001, Chisinau, Republic of Moldova
Tel. number	+373 22 82 07 25
Fax:	+373 22 82 07 25
E-mail:	andrei.cuculescu@mtid.gov.md
Contact Person:	Mr Andrei Cuculescu

Name	Permanent Representative of PS IGC TRACECA in Tajikistan
Address	80, Rudaki Str. Dushanbe Tajikistan
Tel. number	+992 372 21 09 70
E-mail:	straceca@mail.ru
Contact Person:	Mr Solih Muminov

Name	Head of the State Administration on Supervision of Navigation in Turkmenistan
Address	Shagadam street 8 «a» Turkmenbashi city Turkmenistan
Tel. number	+993 243 20799
E-mail:	gosnadzor_tm@mail.ru
Contact Person:	Mr Begenchgeldi Hanmammedov

Name	Permanent Representative of PS IGC TRACECA in Ukraine
Address	14, Peremogy Ave., Kiev 01135 Ukraine
Tel. number	+38044 351 48 58
E-mail:	ua_traceca@mtu.ua (copy to: ptm@mtu.gov.ua)
Contact Person:	Mr Valentyn Kasapchuk

Name	Permanent Representative of PS IGC TRACECA in Uzbekistan
Address	68-A, Mustakillik Ave., Room 501, Tashkent Uzbekistan
Tel. number	+998 93 537 08 65
E-mail:	olimjon_buranov@mail.ru
Contact Person:	Mr Olimjon Buranov

Name	Permanent Representative of PS IGC TRACECA in Bulgaria
Address	9, Diakon Ignaty Str., Sofia 1000, Bulgaria
Tel. number	+359 2 9409 409
E-mail:	imoskovski@mtitc.government.bg
Contact Person:	Mr Ivaylo Moskovsk

Name	Permanent Representative of PS IGC TRACECA in Romania
Address	36-38, Dinicu Golescu Bvd., Room 119, Bucharest 010873 Romania
Tel. number	+4021 319 61 63
Fax:	+4021 319 61 63
E-mail:	traceca@mt.ro
Contact Person:	Mr Mihai Grecu

Name	Permanent Representative of PS IGC TRACECA in Turkey
Address	Hakkı Turaylıç Cad. No:5 Pk: 06338, Emek / Ankara, Turkey
Tel. number	+90 312 203 20 23
Fax:	+90 312 203 14 02
E-mail:	sozyanik@ubak.gov.tr



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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 first six months of its implementation.

The report provides short information on the project and elaborates on its start and initial implementation 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. This planning 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.

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, Romania and 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.
- Maintain 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. Improvement of the 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.

Activities:

Component 1 Regional coordination

Activity 1.1 Support to the Regional Working Group

The terms of reference for the Regional Working Group have been drafted by the SASEPOL project team. Currently the presidency of the RWG is ensured by Turkey. A meeting with the presidency prior to the next meeting will allow assessing the current state of the workgroup and set an agenda that may include a revision of the Terms of Reference of the group. The project will support the organisation of a maximum of two RWG per year; the frequency will depend on the progress of implementation of identified measures and priority actions. Meeting dates will be determined in liaison with the TRACECA Permanent Secretariat in order to ensure consistency with the other planned activities of the TRACECA ICG. Expected results of the meetings will be:

- Identify the measures and priority of the TRAS activity plans;
- Coordinate the implementation of activities under the TRAS priority actions;
- Monitor the progress of the implementation of the TRAS

Activity 1.2 Support to National Working Groups

The National Working Groups on maritime safety, security and marine pollution will be supported and strengthened with the purpose of enhancing the regional cooperation and interchange of knowledge and practices between the countries participating in the TRACECA Maritime Safety II project. The main task of the NWGs will be to adopt the identified objectives and priority actions by the RWG in the national plans of each beneficiary country. The project experts will advise on the following organisational elements and activities of the Working Group:

- Objectives and terms of reference of the Working Group and its meetings;
- Organization and logistics, procedures and schedules;
- Identification, position and expertise of the participants; and
- Drafting of findings and recommendations of the Working Group mainly addressed to the elaboration of the regional Action Plan on maritime safety, security and protection of the marine environment.

The National Working Groups will support the RWG in coordinating its activities for their respective assigned priority actions. The NWGs will also oversee the implementation of the TRAS for their specific priority actions and, where required, develop specific implementation plans. Through the NWGs the Participating States will contribute to the overall regional coordination of the TRAS. Participants will be the national officials in charge of maritime safety, security and protection of the marine environment. A representative from the National TRACECA Secretariat will be invited to participate.

Activity 1.3 Contribution to the implementation of the TRAS

The TRACECA Regional Action Strategy (TRAS) on Maritime Security, Safety and Environmental Protection for the period up to 2021 points out the main directions of collaboration on maritime security, safety and environmental protection between the Participating States. The main purpose of TRAS is the creation of a highly efficient regional maritime transport system, which combines the national maritime transport programs with the development plans of the Pan-European transport corridors. The Strategy is considered as a general framework for the cooperation of the Caspian and Black Sea countries in the field of maritime transport with particular focus on maritime safety, security and environmental protection. Based on the results of the SASEPOL Project and, if need be, of an expert's mission in the field, an assessment of the status of implementation of the TRAS and identification of impediments will be carried out. Results of this study will be presented to the beneficiaries and national action plans for the implementation of national and international legislation (EU/IMO/UN) on maritime safety, security and environment protection will be designed. The TAT will assist the partner administrations (maritime authorities) in preparing the national Action plans in formulating specific actions, time frames and budgets. Where needed, assistance will be provided in structuring the relevant organisational capacity (manpower, human resource qualifications, and budgets) to implement the national action plans. These national measures will be aligned with regional efforts to reach the objectives of the Strategy. The project experts will assist and support the implementation of the TRAS in to the national plans of the beneficiary countries.

Component 2: Flag State implementation

Obligations of Flag States

As a consequence of ratification of international instruments a number of obligations are to be dealt with by Flag states. One of the topics being an on-going concern of the EC is the certification of seafarers in accordance with the STCW Convention to ensure proper education and training and to minimise the risk of fraudulent certificates. The results of port State control inspections, and of statistics and anonymized data from the voluntary Audits carried out by the IMO, reveal the difficulties flag States have in surveying ships flying their flags and the insufficient monitoring of recognized organizations for duties that have been delegated. In order to strengthen the beneficiaries' capacity to perform their duties under the EU and international regulations, the project will provide assistance in the form of

regional and national training sessions, national action plans and studies based on the results of previous projects and updated assessments.

Activity 2.1: Strengthening the models for Flag State administrations, including the establishment of a quality system (TRAS priority action 4)

In recent years the scope of duties for maritime Administrations has broadened significantly on one hand through new international conventions developed primarily by the International Maritime Organisation as well as by the International Labour Organisation and on the other hand through technical developments in shipping industry as per public expectations. In order to adequately cope with these requirements, maritime Administrations need to review their setup.

As described in 1.4.1 above the IMO Member states established an audit regime looking on how the individual Member states meet their obligations emanating from the various instruments (CODE FOR THE IMPLEMENTATION OF MANDATORY IMO INSTRUMENTS, 2011, IMO Resolution A.1054(27)). While this regime is currently voluntary, it is decided that from late 2015 this audit scheme will become mandatory. The most reasonable approach to ensure best possible compliance with the obligations is to establish well documented processes. In order to ensure a continuous quality level of such processes of a maritime Administration a quality management system following ISO 9001:2008 is the most promising way forward.

The project will support the partner countries in these efforts by a number of means. First step is a review of the setup of the maritime Administration through a GAP analysis or alternatively a review of the existing organisational structure followed by an analysis in view of possible improvements. For the purpose of the review, the expert team will develop a questionnaire for a preliminary assessment of performance. Recommendations as a result of this analysis / review will allow the beneficiary administration to strengthen their organization.

For those beneficiaries that have officially volunteered for the Audit Scheme, the project will propose a mock-audit, performed by two experienced auditors, in conditions similar to an actual audit. The mock-audit will allow those beneficiaries to best prepare for the actual exercise and work on identified non-conformities.

For Quality Management Systems (QMS), an introductory workshop will be organized. Its purpose will be to explain the principles of Quality Management, applicable ISO standards, and relevance to the performance of duties by Maritime Authorities. Respective roles and responsibilities within the administrations will be distinguished. As a follow-up to this workshop, for those partners expressing interest in an ISO implementation project, an initial national consultancy will be proposed.

For the project's partners that are landlocked and have expressed an interest in the project, a specific programme designed to raise awareness for maritime issues for such countries has been drafted.

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.

Ratification of Conventions in General (TRAS priority items 4, 15, 17-21)

Effective implementation of international conventions is a key element to flag State performance. The partner countries may meet obstacles in the process, and this task will support them in this respect, based on the principles set in Directive 2009/21/EC of 23 April 2009 on compliance with flag State. Effective monitoring by Recognised Organisations is part of flag performance and both topics will be treated jointly. In section 1.6.3 above the different international maritime Instruments ratified by the partner countries are considered. It is noted that none of the later instruments have been ratified until today, in particular to mention the Ballast Water Management Convention and the Maritime Labour Convention 2006. It is further noted that only one accession to an instrument has been noted by the IMO for the partner countries within the last three years (Azerbaijan, BUNKERS 2001 on 22.6.2010). Within the project specific information will be provided about the different instruments in focus of the TRACECA Strategy allowing an in depth understanding of the instruments in question and consequences of ratification.

The expert team will provide an assessment of and advice to the maritime administrations in the following aspects:

- undertaking reviews of bodies and institutions dealing with maritime issues and clear definition of their individual and joint responsibilities;
- analysing the involved organizations, operations and staff activities and performance of the maritime administrations on effectiveness and efficiency;
- capacity of each beneficiary to integrate EU and international legislation in its national law and
- development of an action plan for improving flag State performance in collaboration with the concerned administrations to support the implementation of international legislation and the development of modern maritime administrations. The National Working Group of each partner will assess progress made in the implementation of the action plan.

Part of this assistance will be delivered in the form of a regional workshop where the participation of EU Member States will be sought in order to share experience on approximation of EU legislation and ratification of conventions. The workshop will also provide guidance for the development of a relevant ship safety philosophy and addressing a number of sample cases from various chapters of SOLAS and other IMO ship safety instruments. This ship safety philosophy will allow beneficiaries to address the issue of the SOLAS regulations that are to be implemented to the satisfaction of the administration.

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)

According to the regulations named above, each state should engage in a formalised accident investigation in accidents in its territorial waters and on ships flying that states flag,

regardless where the accident is occurring. Statistical evaluations of Flag state audits reveal this as a weak point in several cases. Core requirements of the regulations are:

1. Independence of the Accident Investigation body from the maritime Administration,
2. Qualification of accident investigators,
3. Communication of results.

The project will assess the statutory and regulatory status of those investigating bodies in partner countries in view of securing implementation of an independent analysis of maritime casualties. As a result of this assessment, recommendations will be drafted to improve the efficiency of investigation bodies in compliance with principles and recommendations of above-mentioned EU and international regulations.

A workshop on best practices to set up an independent investigation body will be held with the cooperation of EMSA, possibly in Lisbon.

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)

Rules related to Port State Control inspections are detailed in the IMO Assembly Resolution A27/Res.1052 revising applicable port State control procedures. Specific rules for the region are detailed in the Black Sea MoU Port State Control Officers' manual.

The main purpose of this activity will be to raise further awareness, as follow-up from SASEPOL training activities during recent years, of the necessity of an improved and harmonised system of port State control in Ukraine and Georgia as well as strengthening co-operation and the exchange of information. The inclusion of Azerbaijan, which enjoys observer status in the Black Sea MoU, will be sought since the Maritime Administration of the country has been performing Port State Control tasks for a number of years.

An ad hoc national tutoring programme will be developed for Ukrainian, Georgian and Azerbaijani PSCOs. In case Moldova is intending to become member to the Black Sea MoU, this country may participate in the programme.

The implementation of this training programme will be commensurate to the PSC responsibilities of the partner countries. The tutoring would be a one week national training course, including inspections in a main port, under the lead of an EMSA officer one Paris MoU officer and one Black Sea MoU officer. The theoretical part of the training will take place in the premises of the partner country's institutions.

Activity 2.5: Assist in continuing data exchange, to support to the Black Sea MoU information system (BSIS)

The BSIS system has been launched in 2003 by the Russian Federation, for the purpose of exchanging information on port State inspections, in order to make available to Authorities information on inspection of ships in other regional ports to assist them in their selection of foreign flag ships to be inspected and in the exercise of port State control on selected ships; and provide effective information exchange facilities regarding Port State Control in the region.

The BSIS features allow the Secretariat to provide statistical data and for the Black Sea MoU members to examine the inspection reports in order to continually assess PSC effectiveness in the region and identify areas where improvement of the performance is required. Each Authority will report on its inspections under the Memorandum and their results, in accordance with the procedures specified in the Manual.

The Black Sea Information System also provides for information exchange with the information system of the other regional agreements.

The Experts will assess the current performance of the system, identify areas with potential room for improvement and provide assistance in continuing data exchange in two directions:

- assistance to the implementation of the data exchange agreement between the Black Sea MoU and the IMO Secretariat in order to feed the corresponding PSC module of IMO's Global Integrated Shipping Information System (GISIS), thus relieving the Black Sea MoU members of their individual reporting obligations for PSC;
- data exchange with other MoU regimes. The project will assess the technical feasibility of such measures, and take into account the decision-taking process of neighbouring regimes that may potentially be interested in such exchanges.

On the basis of the abovementioned assessment, a set of remedial, improvement and upgrading measures will be recommended.

Activity 2.6: Training of auditors to the IMO Audit Scheme

This activity is proposed in reference to TRAS priority n° 4 "... fulfil the requirements of the IMO MS Audit Scheme / Assistance to participating States in preparation of VIMSAS".

As described in 1.4.1 and further addressed in Activity 2.1, the VIMASA audit is currently the most common instrument to evaluate the performance of a Flag state. In order for being able to do proper self-assessments it is beneficial to have trained auditors in the administration. A regional training course will be organised possibly in cooperation with IMO. It will focus on the principles and objectives of the Scheme, its evolutions in view of the coming institutionalisation of the Scheme after 2014. The course will focus both on training of auditors and as a first step in beneficiaries' assistance to the preparations to the Audit.

Component 3 Safety of navigation – Traffic monitoring

The purpose of this component is to support the project partners in complying with international regulations related to traffic monitoring instruments: AIS, VTMIS and LRIT. This component will also lay the ground for a possible future participation of the partner countries to SafeSeaNet. It is divided into three activities: needs assessment, development of training program, delivery of training. Reference is made to Priority Action 1 of the TRACECA Regional Action Strategy.

Activity 3.1: Needs assessment

In principle only coastal states will be visited initially, i.e. Ukraine, Georgia, Azerbaijan, Kazakhstan and Turkmenistan and those states that have a national ocean going fleet. The visits will be scheduled to take place in 2013. The preliminary assessment missions carried out at the beginning of the project will allow determining the countries where major changes, if any, have taken place since the SASEPOL project has ended, in terms of traffic monitoring capacities. This will in turn determine the need for further assessment.

Some countries have already adopted VTS and VTMIS systems and made these operational in its main ports, such as Ukraine, Azerbaijan (Baku) and Georgia (Batumi). The project experts will build on the results of the SASEPOL Project Activity 2.2 and analyse the situation of VTS systems in the partner countries in order to identify their needs and priorities. This will be achieved through implementation of the following tasks:

- review and evaluation of the functioning and utilisation of existing VTMIS systems in the partner countries;
- assessment of the needs of new VTMIS in major national ports that do not have the system at present;
- identification of equipment for the modernisation or new installation of VTMIS in the partner countries and preparation of cost estimates (investments and operations);
- provision of advice on the efficient use and management of the VTMIS;

The second goal of these meetings with Maritime Administrations, Port Authorities and relevant academic institutions of the partner countries will be to identify local experts, training institutes and discuss background qualifications, requirements and estimated numbers of key personnel to be trained.

Third, an assessment will be made of the knowledge and experience with AIS data exchange between individual partner states and to EU member states. At the same time experts will assess the willingness of partner countries (port authorities) to have a regional AIS server installed in their country. The eventual installation of such a server follows the directive 2002/59/EC of 27 June 2002 institutes vessel traffic monitoring and information system in Europe. In order to realise its objectives, the European Commission set off the development of SafeSeaNet (SSN) system (see further Activity 3.2).

Activity 3.2: Development of training plans

Building on the results of the assessment phase, the training programs will be developed with a view to the trainings which need to be held at national or regional levels. Special attention will be given to training of teachers (the Train-the-Trainer concept) of selected training institutes.

The training plan, when finalised, will be agreed with the contracting authority and the partner countries.

For those countries that are able and interested to join the SafeSeaNet further support will be given to the methods, means and conditions to participate.

Activity 3.3: Training delivery

a) VTS/VTMIS and AIS

Training courses will include, inter alia, the following:

- Functional and organisational aspects of Vessel Traffic Services operations (VTS)
- The respective roles and responsibilities of Maritime Administrations, Port Authorities in view of and VTMIS.
- organisation of training courses for the VTMIS operators.

A workshop on VTMIS best practices will be organized in cooperation with EMSA. This workshop will focus on facilitating a discussion on the establishment of a coordinated regional VTMIS where the service involves two or more neighbourhood countries. The workshop will include a module on SafeSeaNet, and will promote regional exchange of AIS data and in particular the establishment of a regional AIS server, building on the technical specifications produced by the MONINFO project. The workshop will be held in 2015.

b) LRIT

A regional workshop on LRIT will be organized in a country where participants will receive detailed information on the LRIT system, including the LRIT architecture system and its main components as well as the legal obligations of the Administrations and vessels. The participants will update the Workshop on how their respective Administrations are implementing the LRIT requirements.

Component 4 Protection of the marine environment

The purpose in relation to the protection of the marine environment is to facilitate the implementation of relevant regulations and mechanisms. This purpose is closely connected to the Priority Actions No. 10 to 21 of the TRACECA Regional Action Plan for 2021 on Marine environment protection. Protection of the marine environment from pollution originating from ships is covered by EU Marine Strategy Directive 2008/56/EC, Directive 2013/30/EU of the European Parliament and of the Council of 12 June 2013 on safety of offshore oil and gas operations, Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC as regards the sulphur content of marine fuels, Commission Directive 2010/26/EU of 31 March 2010 amending Directive 97/68/EC of the European Parliament and of the Council on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery, Directive 2009/123/EC of the European Parliament and of the Council of 21 October 2009 amending Directive 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements, Commission Directive 2007/71/EC of 13 December 2007 amending Annex II of Directive 2000/59/EC of the European Parliament and the Council on port reception facilities for ship-generated waste and cargo residues, Directive 2005/35/EC of the European Parliament and of the Council of 7 September 2005 on ship-source pollution and on the introduction of penalties for infringements.

In the Black Sea, the Convention on the Protection of the Black Sea Against Pollution 1992 (the Bucharest Convention) entered into force on 15 January 1994. Article VIII of the Convention Pollution from vessels provides that: “The Contracting Parties shall take individually or, when necessary, jointly, all appropriate measures to prevent, reduce and control pollution of the marine environment of the Black Sea from vessels in accordance with generally accepted international rules and standards.” Three protocols complement the Convention, including in particular the Protocol on Cooperation in combating pollution of the Black Sea Marine Environment by Oil and Other Harmful Substances in Emergency Situations and the Protocol on The Protection of The Black Sea Marine Environment Against Pollution by Dumping.

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)

The International Convention for the Prevention of Pollution from Ships (London, 1973 and 1978 [protocol]; MARPOL 73/78) regulates the quantities of various wastes that vessels may discharge into the sea. Port states are requested to provide suitable reception facilities to allow ships to deposit residuals which in accordance to the Convention have to be disposed land side. This refers to cargo residuals and cargo tank cleaning residuals (MARPOL Annex I and Annex II) as well as to ship borne residuals like sewage, garbage and ozone depleting substances (MARPOL Annex IV, V and VI). The EU directive 2000/59/EC gives guidance in implementation of the MARPOL requirements including fees and enforcement. The Regulations for the Prevention of Pollution by Garbage from Ships (Annex V to the Convention) deals with the marine litter problem because any garbage or solid waste thrown out overboard can be considered as marine litter. According to Regulation 5 of Annex V, the Black Sea is defined as a Special Area¹ with much stricter requirements on the disposal of garbage than in many other maritime areas of the world. Any discharges of garbage (except food waste) are prohibited here. However, the garbage discharge requirements for a region that has been designated as a Special Area (e.g., the Black Sea area) will not enter into force until adequate garbage reception facilities are provided by all riparian countries in their ports and harbours. The project will assist in reaching the objective of reduction of dumping of wastes and marine litter by providing guidance for port states on how to best implement respective legislation but also practical advice such as on the layout or capacities of reception facilities. This guidance will include the following:

- Assess existing national legislation related to port reception facilities
- Deliver a two or three days regional workshop to present the results of the assessment, analyse impediments and propose action plans for an effective implementation of the MARPOL Convention as related to Port Reception Facilities, using EU directive 2000/59/EC where relevant. Cost-recovery mechanisms will be presented. A roundtable with the participants will assess which solutions are considered most feasible.

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)

Based on the outcome of studies and GAP analyses carried within the project, an assessment study will be undertaken to evaluate the level of implementation of the relevant MARPOL requirements in the partner countries. The study will focus on the existing regulations, administrative organisation, and efficiency of the enforcement system of the implementation of the Convention.

A 3- to 4-day regional workshop will update the participants on the latest development of MARPOL, further the workshop will demonstrate the benefits of the Convention and how the collection of its Annexes creates a cohesive and efficient system to prevent pollution from ships, and thus will promote more thorough implementation.

Activity 4.3: Training session on the latest amendments of international and EU legislation related to the sulphur content on marine fuels

The EU adopted in 1999 Council Directive 1999/32/EC relating to a reduction in sulphur content of certain liquid fuels, following the addition of a new Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL). The Regulations for the Prevention of Air Pollution from Ships (Annex VI) seek to minimize airborne emissions from ships (SO_x, NO_x, ODS, VOC) and their contribution to local and global air pollution and environmental problems. The purpose of directive 1999/32 is to reduce the emissions of certain types of liquid fuels and thereby to reduce the harmful effects of such emissions on man and the environment. The directive requires the Member States to determine the national penalties applicable to breaches of the directive's provisions.

Following the entry into force of MARPOL Annex VI in May 2005, work started on the revision of Annex VI and the NO_x Technical Code with the aim of significantly strengthening the emission limits in light of technological improvements and implementation experience. As a result, in October 2008, MEPC 58 adopted the revised MARPOL Annex VI and the NO_x Technical Code which entered into force on the 1 July 2010.

The new revised MARPOL Annex VI substantially tightens the NO_x and the Sulphur limits when compared to the original requirements of the said Annex. The main changes will result in a progressive reduction in sulphur oxides (SO_x) emissions from ships, both globally and also in the established Sulphur Emission Control Areas (SECAs) and also progressive reductions in NO_x emissions from marine engines, with the most stringent controls on the so-called "Tier III" engines, i.e. those engines installed on ships constructed on or after 1 January 2016, operating in Emission Control Areas (ECAs). The new revised Annex VI also allows for an Emission Control Area (ECA) to be designated for SO_x and Particulate Matter (PM), or NO_x, or all three types of emissions from ships.

Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC aligns the Directive with the latest IMO provisions on the sulphur content of marine fuels, adapts the Directive to the IMO provisions on alternative compliance methods, maintains the link between the stricter fuel standards in Special Emission Control Areas (SECAs) and the fuel requirements for passenger ships on

regular service and improves implementation of the Directive by harmonising and strengthening provisions for monitoring of compliance and reporting.

A regional workshop will be convened in order to raise awareness within the Black and Caspian Seas coastal States of the benefits of ratifying Annex VI, familiarize the participants with Annex VI requirements in general and, in particular, the key changes that the revised Annex VI brought along, assist in the preparatory work for the ratification, implementation and enforcement of Annex VI, and finally to make the participants aware of the requirements and the preparatory work needed for the designation of the Black and Caspian Seas regions as an Emission Control Areas (ECA). This seminar will also allow Flag states to keep vessels flying their Flag up to date on necessary precautionary measures when sailing in Emission Control Areas.

Activity 4.4: Assistance for regional and national activities related to places of refuge, the Anti-Fouling Convention, ballast water management and the handling of dangerous goods.

a) Places of refuge

The issue of "places of refuge" is one aspect of contingency planning in the consideration of which the rights and interests of coastal States as well as the need to render assistance to vessels that are damaged or disabled or otherwise in distress at sea ought to be taken into account.

Activities related to this topic will take into account the state of legislation, EU Directive 2002/59 establishing a Community vessel traffic monitoring and information system, and in particular article 20 on places of refuge making reference to IMO guidelines. A regional workshop, to which the Black Sea Commission will be invited to participate, will assess in which respect the above mentioned regulations and guidelines apply effectively to the beneficiaries and evaluate the willingness of partners to put in place a regional coordination mechanism.

b) Anti Fouling Convention

The International Convention on the Control of Harmful Anti-fouling Systems on Ships, which was adopted on 5 October 2001, prohibits the use of harmful organotins in anti-fouling paints used on ships and establishes a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems. The convention entered into force on 17 September 2008. EU regulation 782/2003 prohibits organotin compound on ships and takes additional steps to ensure a general ban on tributyltin (TBT) coatings.

A Regional Workshop, will be organised in order to take stock of the level of implementation of the AFS Convention, in particular, with respect to the survey and inspection procedures adopted by the Black and Caspian coastal States, and to exchange views regarding the best practices with regard to these surveys and inspections which are essential for the effective implementation of the AFS Convention.

c) Handling of dangerous goods

The International Maritime Dangerous Goods (IMDG) Code was developed as a uniform international code for the transport of dangerous goods by sea covering such matters as packing, container traffic and stowage, with particular reference to the segregation of incompatible substances.

In order to assist the beneficiaries in the full implementation of the IMDG Code, the Project will:

- Evaluate, for each partner country, the needs related to the implementation of international standards on the handling, transport and storage of dangerous cargoes on ships and in port areas;
- Provide a risk analysis in the same countries to facilitate the preparation of emergency plans and to provide them with administrative and technical advice to comply with the SOLAS requirements and the IMDG Code.

d) Ballast Water management

Since the introduction of steel hulled vessels around 120 years ago, water has been used as ballast to stabilize vessels at sea. Ballast water is pumped-in to maintain safe operating conditions throughout a voyage. This practice reduces stress on the hull, provides transverse stability, improves propulsion and manoeuvrability, and compensates for weight lost due to fuel and water consumption.

While ballast water is essential for safe and efficient modern shipping operations, it may pose serious ecological, economic and health problems due to the multitude of marine species carried in ships' ballast water. These include bacteria, microbes, small invertebrates, eggs, cysts and larvae of various species. The transferred species may survive to establish a reproductive population in the host environment, becoming invasive, out-competing native species and multiplying into pest proportions.

The Ballast Water Management Convention, adopted in 2004, aims to prevent the spread of harmful aquatic organisms from one region to another, by establishing standards and procedures for the management and control of ships' ballast water and sediments. TRAS Priority Action 15 refers. With the entry into force of the Convention it is expected that enforcement will be carried out in the context of Directive 2009/16/EC on Port State Control.

A regional Consolidation and Implementation Training Course on the Ballast Water Management (BWM) Convention, 2004 will aim to promote awareness in the Region and to support preparatory steps of implementation. Issues associated with the implementation of the Convention and the respective roles of the Flag, Coastal and Port State will be debated. The question of Port State Control and sampling will be developed to highlight its complexity.

Activity 4.5: Support the introduction of satellite surveillance (CleanSeaNet) on a sustainable basis in the Black Sea (optional)

This activity relates to Priority Action nr 13 of the TRACECA Regional Action Plan for 2021 in which a Regional Environmental Management System (EMS) is programmed to be established by 2017.

In line with the existing EU member states CleanSeaNet service, the support of our experts will be directed towards the following actions:

Enhancing awareness and methodology to partner states of the CleanSeaNet service through the assistance of EMSA in a regional workshop, in combination with other support activities on marine environment prevention and protection.

Activity 4.6: Training on pollution response (optional)

Marine pollution is a major field of concern, and staff of maritime administrations and port authorities must be trained in prevention, identification and combat of all types of marine pollution from ships. This activity is in line with TRAS Priority Action n° 14 “Enhance national and inter regional response to maritime pollution incidents”.

The training will contain an overview of marine pollution combating systems (equipment, detection, information collection, legal action) and elaborate on ways to prevent pollution.

The training could be best provided in training sessions for relevant maritime administration officers (including Port authority and Coastguard staff) engaged in pollution prevention and combat and in collecting, controlling and maintaining maritime data between member states. The Training is primarily targeted at participants from Coastal States.

For training on pollution response, a regional course on pollution prevention and control will be organised with the objectives of:

- (a) familiarising participants with relevant EU regulations and international conventions on pollution prevention and control;
- (b) raising awareness on regional contingency planning for preparedness and response to marine pollution incidents;
- (c) providing the participants with an insight on oil spill control systems together with practical training; and
- (d) providing information on liability and compensation for oil pollution damage.

The training could be modelled on the INFOPOL training course delivered by CEDRE.

In order to maximise efficiency within the limits of available budget, the training will be organised under the “Train the trainers” principle.

Timing of training is best scheduled after initial assessment has been made on levels of progress in prevention of marine pollution and the protection of marine environment in terms of regulation and implementation plans as available. Training could be planned in 2014.

Activity 4.7: Training on offshore units regulations

Training on offshore unit regulations will focus on the obligations on Coastal States in relation with the issuance of surveys and monitoring by recognised organisations for the mobile offshore drilling units operating in their waters, as well as issuance of exemptions and equivalences, control of certificates and incident/casualty investigation. A questionnaire to the partners will allow a first assessment of the number of countries concerned. Depending on the results of this assessment, regional or national training on the job will be provided.

Component 5 The Human Element

Activity 5.1: Implementation and enforcement of the International Safety management Code (ISM Code) – training of ISM auditors

The ISM regime is the mandatory quality management system to be used for the management of ships. Amongst the obligations of a Flag State is the auditing and certification of the ISM system. For managing the survey and certification it is helpful to have Flag State Surveyor having experienced an ISM auditor training. Therefore an ISM auditor training course will be organised. The main objective of the Training Course will be for the trainees to acquire good knowledge and understanding of:

- the requirements of the ISM Code, its interpretation and application;
- the process of certification within the scope of the ISM Code;
- 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

Activity 5.2: Specialised STCW course

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW convention) forms the basic instrument for the education and certification of seafarers. The latest comprehensive set of amendments was adopted on 25 June 2010 during a diplomatic conference in Manila. The training will take into account the latest amendments and focus on the obligations of Parties to the Convention to ensure compliance with its requirements including requirements emanating from the amendments. This includes that:

- training, assessment of competence and certification of seafarers are in accordance with the provisions of the Convention;
- STCW certificates and endorsements accurately reflect the competencies of the seafarers, using the appropriate STCW terminology as well as terms which are identical to those used in any safe manning document issued to the ship;
- impartial investigation can be held of any reported failure, whether by act or omission, that may pose a direct threat to safety of life or property at sea or to the marine environment;
- certificates or endorsements issued by the flag State can be effectively withdrawn, suspended or cancelled when warranted, and when necessary to prevent fraud

Activity 5.3: Training of flag and port State inspectors to the ILO MLC 2006

In view of the Priority nr 8 of the TRACECA Regional Action Plan for 2021, ratification of the ILO Maritime Labour Convention (MLC) of 2006 needs to be completed in partner states by 2014.

A questionnaire will help to determine the status of the partners' ratification process of this Convention. Those partners that are considering whether to join the Convention will be invited to take part in an introductory seminar detailing the ILO MLC 2006 and its benefits, in view of its entry into force in 2013. Partners that have progressed further will have the possibility to send participants to the sessions of the ILO International Training Centre in Turin targeted at law and/or policy officials from government departments concerned with the legal aspects of treaty implementation and focused on questions that may arise for personnel entrusted with implementing the MLC 2006 in national legal systems, or targeted at maritime inspectors and surveyors and aimed at strengthening the capacity of trainers to train maritime labour inspectors in the MLC 2006 and ensuring better quality and consistency in the inspection systems worldwide.

Component 6 Security of ships and ports

This component is closely related to Priority Actions No. 22 to 27 of the TRACECA Regional Action Strategy for 2021. Support in various forms is required on the implementation and coordination of maritime security in and between partner states, in particular Coastal states.

Activity 6.1: Organisation of training for staff on the ISPS Code and support its implementation

The International Ship and Port Facility Security Code (ISPS Code) is a comprehensive set of measures to enhance the security of ships and port facilities. The ISPS Code is a part of International Convention for the Safety of Life at Sea (SOLAS), 1974.

The purpose of the Code is to provide a standardised, consistent framework for evaluating risk, enabling Governments to offset changes in threat with changes in vulnerability for ships and port facilities through determination of appropriate security levels and corresponding security measures.

Based on assessments in partner states, in combination with assessments from other activities, a status report will be composed for each partner states describing organisation and performance via indicators on the effectiveness of the ISPS code implementation.

Training programmes will be composed for each partner state which shows serious gaps in performance levels. The programmes aim at upgrading the awareness, knowledge and proficiency of the maritime security management and to enhance the capabilities of the partner countries to effectively control their own flagged ships, ports/port facilities and foreign ships (ref. IMO MSC.1:Circ.1341. To that effect, national training courses will be organised, consisting of one 4-day course covering the maritime security management intended to upgrade the awareness, knowledge and proficiency of the Designated Authority (DA) of the beneficiary. After the training is held and evaluated, performance by National governments and their executing agencies will be monitored through the remaining period of the project. Therefore all programmed, budgeted and approved training sessions need to be held latest in year 2 (by July 2014) to enabling monitoring to take place over a sufficient period of time.

A Study Tour will be organised to 1 or 2 EU member states in year 2. Participants will be selected from various partner states (preferably Trainers, max 3 per state) to secure sustainability of training to local staff dealing with ship and port security.

In case the interest of partner states for the Study Tour exceeds budget limits the TAT will make a selection. In case budget limits allow, large groups will be split into smaller groups. Each Study Tour group will whenever possible be limited to maximum 6 participants to secure transfer of knowledge and skills and to manage tour logistics more efficiently.

Activity 6.2: Organising exchange of experiences and best practices on maritime security issues in close coordination with other relevant regional initiatives.

A yearly regional workshop, for which the cooperation of DG MOVE has been approved, will be organised. The purpose of these workshops will be to promote the reforms that are necessary for an effective implementation of the ISPS Code within the partner countries. The workshops will address both the regulatory and technical aspects of the implementation of the maritime security rules.

The main priority will be to recall the common objectives and commitments and to identify:

- the level of the implementation of the relevant legal instruments in each of the partner countries and the definition of the most suitable “Organisational chart” for each country, completed by a coherent Action Plan identifying the reforms needed;
- the level of implementation of SOLAS maritime security requirements both for ships and port facilities based on self-assessments of the partner countries.

An evaluation of the assessments and an analysis of the results should lead to an identification of relevant best practices and gaps and to proposals for the right mixes of technology/ procedure/human resource for each partner country;

The partner countries will be required to provide an input in these workshops by providing an updated state-of-play of the implementation of the maritime security.

Component 7 Visibility and communication

We strive to ensure that all stakeholders and the general public are provided with an adequate opportunity to learn about the aim and objectives of this specific project and about the work being carried out by the Contractor, experts and public officials in collaboration with the Contracting Authority and the partner countries. The specific objectives of this component are to:

- generate a high level of awareness of the background, objectives, scope of works and the status of activities and deliverables,
- deliver a high level of accurately, prior approved visibility of the project, and
- communicate and disseminate the project results.

All activities will be carried out in close collaboration with the Client and the Project Partners. The activities will strictly follow the guidelines set up by the EC in their

“Communication and Visibility Manual”. The Manual outlines rules and procedures for project promotion material for all contractors working under the EU.

Activity 7.1: Developing of Strategy, Guidelines and Procedures for Communications

The aim of this task is to set up a framework for continuous conversation in which awareness and knowledge of specific issues is shared and largely discussed between all the other relevant stakeholders involved.

The Contractor will develop a communication strategy and detailed guidelines and procedures for internal and external project information, communication and dissemination of information. The strategy will consider different target groups and stakeholder interests. The procedures will follow the communication strategy and set out communication rules and procedures, including approval and back-up procedures. The strategy will be developed in coordination with the Transport Dialogue and Network Interoperability II Project in order to ensure complementarity of efforts and achieving common goals in a synchronised way. A Senior Communication Non-Key Expert will be recruited for this purpose, after the necessary structures of the Transport Dialogue and Network Interoperability II Project are in place and allow for an integrated and coordinated communication approach.

Activity 7.2: Dissemination activities and project portal

The dissemination programme will include a combination of all communication instruments/tools such advertisements, PR, website promotion, participation at fairs and events, based on a unified comprehensive communication concept.

The Contractor will contribute to the TRACECA Web page and liaise with the Transport Dialogue and Network Interoperability II project on this.

The Contractor will prepare Press Releases for approval and publication by the Client, Project Partners or the stakeholders identified to release such communications.

All visibility and publicity activities will be carried out in close cooperation with and with the approval of the Project Partners and Contracting Authority. The EU and TRACECA logos will appear in all visibility documents, reports, training materials etc.

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: 500 MD

Senior Experts: 1000 MD

Short-Term Experts:

Senior Experts: 275 MD

Junior Experts: 285 MD

Project main office:

Ulitsa Saksaganskogo n° 119, building 1, office n° 30, Kiev 01032, Ukraine

Tel: +380 44 235 5344, +380 97 379 9574

Email: tracecamar@ntu.eu

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.

One of the objectives of the period covered by this report was to gain knowledge on the maritime status of the beneficiaries. The most salient points are detailed for each beneficiary in part 4 "Project progress in the reporting period". 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, and signature of an association agreement for these countries would imply the commitment to adopt relevant *acquis communautaire* including in the topics covered by the project. The presence of landlocked countries is a novelty of TRACECA Maritime. It is one of the findings of this reporting period that some of these countries have expressed interest in the TRACECA Maritime project and missions there have revealed need for technical assistance.

Since the project is targeting TRACECA ICG members, one of the objectives is to support the implementation of the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection for the period up to 2021 (TRAS). This strategy is an outcome of the SASEPOL project. The project's team first mission in March was to the Permanent Secretariat of the Inter-Governmental Commission TRACECA in order to present the project to its Secretary-General.

Contacts have been taken during the reporting period with the Commission on the protection of the Black Sea against pollution (Black Sea Commission), the Secretariat of the Black Sea MoU on Port State Control and the International Maritime Organization. Coordination and cooperation with these institutions will help ensure the project addresses the specific needs of the beneficiaries and is technically up to date.

3.2 Implementation approach

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 will, as much as possible, tailor its approach to the specific needs of each beneficiary.

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 which basically covers the period of the second progress report will be 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) Drafting of National Action Plans: based on the results of the assessments, drafting of priority plans for the beneficiaries will be proposed as a basis for the works of the National Working Groups to be set up under the terms of Activity 1.2 “Support to National Working Groups”.
 - 4) Development of training programmes: the training topics will be in line with the activities identified in the inception report. However, the outcome of the assessment missions will be used to fine tune the programmes and focus on the priorities identified to achieve the project’s objectives.
 - 5) Training delivery: the TRACECA Maritime project is designed mainly for capacity-building. In line with this design, the majority of the project resources will be devoted to the delivery of training activities. These will begin from the next progress report phase until the end of the project.
 - 6) Results monitoring: Through the Regional Working Groups meetings to be supported by the Project under Activity 1.1, the project’s achievements, and progress made by the beneficiaries will be monitored and where necessary corrective action will be taken.

4. Project Progress

4.1 Implementation overview

This reporting phase encompasses the first six months of the project implementation from end of January until the end of July 2013. The priorities of these six months were the completion of the inception phase during the first two months, presentation of the project to beneficiaries, regional and intergovernmental organisations and stakeholders, acquiring knowledge on the status of maritime authorities in the region, pre-assessment missions in the beneficiary countries. The coordination with the European Commission took part throughout the overall project implementation.

The project's kick-off meeting was held in Brussels at the European Commission on 25 January 2013. It was followed by a key experts' meeting in Brussels on 31 January. The office in Kiev was opened on 10 February 2013 and became operational later on during the month.

Because there was a gap of more than one year after the end of the SASEPOL project and also because TRACECA Maritime encompasses a wider list of beneficiaries, a letter was sent in March 2013 to the National TRACECA Secretaries suggesting to present the project in their countries. This initiative was met positively. All EU delegations were contacted each time the experts carried out a mission in the field. The EU delegation in Ukraine where the project is headquartered was visited in February.

The draft Inception Report was submitted on 24 March 2013, and following remarks made on 2 May. A revised version was sent on 28 May. Following the European Commission's comments received on 31 July 2013, the revised version of the Report was submitted on 26 August 2013 and approved on the 28th of August.

During the reporting period, thirteen meetings, missions and participations to conferences have taken place (see Table 1 for the list). Monthly reports on project activities have been submitted to the Task Manager at DEVCO.

The missions that took place in the beneficiaries, even though short by nature, allowed to collect important information on the state of the countries. Important reforms taken include: on-going process of reform, deleting sub-standards ships from their registers, investing substantial resources and equipment, preparing for compliance with EU regulations in view of the planned signature of association agreements. The project will strengthen these efforts by offering guidance and high-level expertise during the delivery of the activities. Those beneficiaries that have undergone a successful process of reform will be encouraged to share their experiences during regional seminars and workshops. The reporting period was also an opportunity to better assess what the project can bring to the land-locked countries. Those beneficiaries that expressed a need in line with the project's objectives will be invited to take part in the relevant project's activities.

This first reporting period has seen some delay in the start of the project's activities, in particular regional ones. This was due mainly to some procedural issues at the very beginning of the project during the setup of the project's office, plus some unexpected

issues, e.g. visa issuance procedures that took longer than expected, which in turn impacted the team's reactivity and led to some scheduling issues. In order to mitigate the impact of these delays, it has been decided that there will be no more preliminary missions and that those countries which have not been visited during the reporting period will benefit directly from the assessments planned in components 2, 3, 4 and 6. Besides the timing factor, two elements allow to use this approach: there is no doubt of the relevance of the project for these countries, and the project is now well-known to the beneficiaries, thanks to the project's participation in regional and international events.

4.2 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 are the primary 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 has also been established with relevant TRACECA projects financed by the EU at regional level. These include:

- Transport Dialogue and Networks Operability II
- Logistics Processes and Motorways of the Sea II

One example of this cooperation that took place during the reporting period is the participation of the project's team to the Coordination Meeting between European Commission, IGC TRACECA and Technical Assistance-Projects in Kiev organized by the Transport Dialogue and Networks Operability II project and which took place in Kiev on 16-17 April 2013. Participation allowed for a brief project presentation to all the TRACECA National Secretaries and a fruitful exchange of views on the project's objectives and implementation approach.

All TRACECA National Secretaries have been informed in March 2013 about the start of the project, by letter. A visit to the countries to present the project to the National Authorities was proposed and received an overall positive response.

During the reporting period the team presented the project:

- In bilateral meetings
- At regional events
- In international forums

The project brochure has been developed and distributed. It presented project overview, objectives and approach.

Table 1: List of missions, meetings and events

Country / Organization	Date	Team Mobilization	Event
TRACECA Permanent Secretariat, Baku, Azerbaijan	12 March 2013	KE1 KE2 KE3 JNKE	Meeting with the Secretary General of the Intergovernmental Commission on TRACECA, with the TRACECA National Secretary for Azerbaijan and with the EU Delegation in Baku
Kiev, Ukraine	16 – 17 April 2013	KE1 KE2 KE3 SNKE JNKE	Participation to the Coordination Meeting between European Commission, IGC TRACECA and Technical Assistance-Projects in Kiev
Tbilisi, Batumi, Poti, Georgia	3 to 5 June 2013	KE1 KE2 KE3	Preliminary assessment mission and meetings with the Ministry of Economy and Sustainable Development of Georgia, Maritime Transport Agency, Batumi and Poti Ports Authorities
Yerevan, Armenia	6 June 2013	KE1 KE3 JNKE	Preliminary assessment mission and meeting with the National TRACECA Secretary for Armenia, Ministry of Transport and industry stakeholders
Kiev-Odessa-Illichevsk-Nikolaev, Ukraine	17-20 June 2013	KE2 JNKE	Preliminary assessment mission and meetings with representatives of Ministry of Infrastructure of Ukraine, State Inspectorate of Ukraine on Safety for Maritime and Inland Water Transport, and of Regional Maritime Port Administrations in Odessa, Illichevsk and Nikolaev Ports
Bishkek, Kyrgyzstan	26 June 2013	KE1 KE3	Preliminary assessment mission and meeting with the National TRACECA Secretary of Kyrgyzstan, representatives from the Transport Ministry and Inland Water Navigation Authorities
Kiev, Ukraine	3 July 2013	KE3	Meeting with the National Secretariat TRACECA in Ukraine, and representatives from the Ministry of Infrastructure of Ukraine, State Inspectorate of Ukraine on Safety for Maritime and Inland Water Transport, Kiev, Ukraine
London, United Kingdom	11 July 2013	KE1	TRACECA Maritime Project presentation during the 63 rd session of the IMO Technical Cooperation Committee
Baku, Azerbaijan	11 – 12 July 2013	KE2 KE3	Preliminary assessment mission and meeting with the Azerbaijani Maritime Authorities
Brussels, Belgium	22 – 23 July 2013	KE1	TRACECA Maritime project presentation at the Seminar on EU maritime transport policy and legislation under Eastern Partnership transport cooperation
Tashkent, Uzbekistan	26 July 2013	KE1 KE3	Preliminary assessment mission and meeting with the Uzbek TRACECA National Secretary and Transport Authorities

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

Table 2: Working time allocation / balance

		Total	Component of activities as per TOR							Balance	
			0	1	2	3	4	5	6		7
Total according to the TA Contract	KE 1: 500 KE 2: 500 KE 3: 500	1500	65	280	280	190	200	200	180	105	0
	SSTE	275		35	40	40	45	35	45	30	0
	JSTE	285	10	45	40	45	40	40	40	30	0
Total WD allocated/ planned	KE 1: 110 KE 2: 60 KE 3: 80	250	65	22	51	33	20	20	25	14	0
	SSTE	45		5	5	5	5	5	5	15	0
	JSTE	50	10	20	10	5			5		0
Total WD utilised per 30/07/2013	KE 1: 120 KE 2: 44 KE 3: 64.5	228,5	65	10	80	40	12,5		11	10	21.5
	SSTE	11		8						3	34
	JSTE	34	10	21						3	16



Table 3: Overall plan of activities


Project title: TRACECA Maritime Safety & Security II		Project number: EuropeAid / 133051 / C / SER / MULTI		Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																																							
Planning Period: 16 January 2013 – 16 January 2016		EC Contractor: NTU / EGIS International / EGIS Ukraina																																									
Project objective: The overall objective of the TRACECA Maritime Safety & Security II 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 Caspian Sea partner countries with the overall objective of making shipping safer, more secure and environment friendly.																																											
N°	Activities	TIME FRAME																																	Expert Inputs / Days								
		2013												2014												2015																	
Year	Calendar month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	TL	KE2	KE3	SE	JE	
0	Inception phase	X	X	X																																			40	10	15		10
1.1	Regional Working groups										X						X							X											X								
1.2	National Working groups								X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	165	100	130	34	195	
2.1.a	Maritime Administration Review				X	X	X	X	X	X	X	X																											77	15	185	40	60
2.1.b	Quality Management Systems Workshop											X																															
2.2.a	Convention enforcement Workshop															X																											
2.2.b	Recognized Organization Monitoring Workshop																		X																								
2.3	Accident Investigation Workshop																																		X								
2.4	National Port State Control Officers Tutoring																		X	X	X																						
2.5	Black Sea MoU Information System Assessment										X																																

Project title: TRACECA Maritime Safety & Security II		Project number: EuropeAid / 133051 / C / SER / MULTI		Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																																													
Planning Period: 16 January 2013 – 16 January 2016		EC Contractor: NTU / EGIS International / EGIS Ukraina																																															
Project objective: The overall objective of the TRACECA Maritime Safety & Security II 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 Caspian Sea partner countries with the overall objective of making shipping safer, more secure and environment friendly.																																																	
N°	Activities	TIME FRAME																											Expert Inputs / Days																				
		2013												2014												2015																							
Year	Calendar month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	TL	KE2	KE3	SE	JE							
Implementation month		1	2	3	4	5	6	7	8	9	10	11	12	1	1	1	1	1	1	1	2	2	2	2	2	1	2	2	2	2	2	2	2	2	3	3	3	3	3	3									
2.6	VIMSAS Auditors Training																																																
3.1	Vessel Traffic Systems (VTS) Assessment							X	X	X	X	X																																	35	155		25	
3.2	VTS Training plans design												X	X	X																																		
3.3.a	VTS operators training																X	X	X																														
3.3.b	VTS Workshop																																																
3.3.c	Long Range Id. & Tracking Workshop																																																
4.1	Port Reception Facilities Training																																											78	35	90	70		
4.2	MARPOL Convention Workshop																																																
4.3	MARPOL Annex VI Workshop																																																
4.4.a	Places of Refuge Workshop																																																
4.4.b	Anti-Fouling Systems Convention Workshop																																																
4.4.c	Dangerous Goods (IMDG Code) Workshop																																																
4.4.d	Ballast Water Mgmt. Conv. Workshop																																																
4.5	CleanSeaNet Introductory Workshop (optional)																																																


Project title: TRACECA Maritime Safety & Security II		Project number: EuropeAid / 133051 / C / SER / MULTI		Beneficiary countries: Direct: Armenia, Azerbaijan, Republic of Moldova, Ukraine and Georgia, Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan and Turkmenistan Indirect: Bulgaria, Romania, Turkey																																								
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N°	Activities	TIME FRAME																											Expert Inputs / Days															
		2013												2014												2015																		
Year	Calendar month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	TL	KE2	KE3	SE	JE		
Implementation month		1	2	3	4	5	6	7	8	9	10	11	12	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3						
4.6	Oil Pollution Response Training (optional)																				X																							
4.7	Mobile Offshore Drilling Units Training																																						X					
5.1	Intl. Ship Mgmt. (ISM Code) Training																																							44		65	30	
5.2	Standards Training Certification & Watchkeeping Convention Course																																											
5.3.a	ILO Maritime Labour Convention (MLC 2006) Seminar																																											
5.3.b	ILO MLC 2006 Training																																											
6.1.a	Ports & Ships Security (ISPS Code) training needs assessment										X	X	X																											28	165		56	
6.1.b	ISPS Training															X	X	X																										
6.1.c	ISPS Study Tour																																											
6.2	ISPS Workshops															X																												
7.1	Communication Strategy development				X	X	X	X	X	X	X	X																												29	20	15	20	20
7.2	Dissemination activities				X				X			X					X					X			X																			




4.3 Project Progress in the reporting period in the beneficiaries

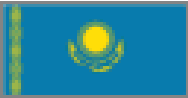
	Armenia
Inception	Armenia is one of the land-locked countries that has expressed interest in the project following the letter sent to the National TRACECA Secretary and further contacts established during the project team participation to the Coordination Meeting between European Commission, IGC TRACECA and Technical Assistance-Projects held in Kiev 16-17 April 2013. A mission to present the project and examine avenues for further cooperation took place on 6 June 2013.
Component 1 Regional coordination	A national working group will be established in line with the outcomes of the mission (see Component 2)
Component 2 Flag State Implementation	Armenia has an actual case for establishing a national ship register and the TRACECA Maritime project is in a position to offer guidance.
Component 3 Safety of Navigation	n/a ¹
Component 4 Protection of the marine environment	n/a
Component 5 Human element	n/a
Component 6 Ports and ships security	n/a
Component 7 Visibility and communication	The project was presented to the national authorities.


¹ Non-applicable for the landlocked countries


	Azerbaijan
Inception	Azerbaijan has been the subject of two missions during the reporting period. The National TRACECA Secretary has been visited on 12 March 2013 and the project has been presented. A preliminary mission to the national authorities took place during 11-12 July.
Component 1 Regional coordination	A national working group will be established during the next reporting period
Component 2 Flag State Implementation	The preliminary assessment mission has indicated progress that needs to be confirmed by a GAP analysis. Azerbaijan is benefitting from a EU-financed twinning programme.
Component 3 Safety of Navigation	The preliminary assessment mission has allowed to take note of the investments made in traffic monitoring systems.
Component 4 Protection of the marine environment	To be detailed later. ²
Component 5 Human element	To be detailed later. Azerbaijan is engaged in the process of ratification of ILO MLC 2006.
Component 6 Ports and ships security	To be detailed later.
Component 7 Visibility and communication	The project was presented to the national authorities.

² Will be reflected in the next reporting period

	Georgia
Inception	Georgia was visited by the project's expert team during a mission on 3-5 June 2013. Meetings were held at the Ministry of Economy and Sustainable Development in Tbilisi, at the Maritime and Transport Agency in Batumi, Batumi State Maritime Academy, Batumi Port Authority, Poti Port Authority.
Component 1 Regional coordination	A national working group will be established during the next reporting period
Component 2 Flag State Implementation	The mission has allowed to take note of the progress of the reform program undertaken by the maritime administration and of the setup of an independent investigation body.
Component 3 Safety of Navigation	Visits to Batumi and Poti ports allowed to take stock of the situation in terms of traffic monitoring and lay grounds for future project's activities.
Component 4 Protection of the marine environment	To be detailed later
Component 5 Human element	To be detailed later. Georgia is in the process of ratification of ILO MLC 2006.
Component 6 Ports and ships security	To be detailed later.
Component 7 Visibility and communication	The project was presented to the national authorities.

	Kazakhstan
Inception	Kazakhstan has responded positively to the project's team suggestion to come present the project to the National Transport Authorities. A planned visit had to be rescheduled, tentatively for October. In this respect, it will be proposed to perform directly the GAP analysis and assessment mission referred to under components 2, 3, 4 and 6 of the project
Component 1 Regional coordination	To be detailed later
Component 2 Flag State Implementation	To be detailed later
Component 3 Safety of Navigation	To be detailed later
Component 4 Protection of the marine environment	To be detailed later
Component 5 Human element	To be detailed later
Component 6 Ports and ships security	To be detailed later
Component 7 Visibility and communication	To be detailed later


	Kyrgyzstan
Inception	Kyrgyzstan has responded positively to the project's team suggestion for a national visit and a mission took place on 26 June 2013 to present the TRACECA Maritime project to the Transport Authorities of Kyrgyzstan and explore possible future avenues for cooperation.
Component 1 Regional coordination	n/a
Component 2 Flag State Implementation	As a follow-up on this preliminary mission, it is recommended to perform a review of the organizational structure of the Kyrgyz Transport Department in charge of navigational issues.
Component 3 Safety of Navigation	Kyrgyzstan has expressed a need for capacity-building of national expertise.
Component 4 Protection of the marine environment	n/a
Component 5 Human element	n/a
Component 6 Ports and ships security	n/a
Component 7 Visibility and communication	The project was presented to the national authorities.


	Moldova
Inception	Moldova has expressed interest in the project during the Coordination Meeting between European Commission, IGC TRACECA and Technical Assistance-Projects held in Kiev 16-17 April 2013. An in-depth assessment mission in Chisinau and Giurgiulesti is scheduled for September
Component 1 Regional coordination	To be detailed later
Component 2 Flag State Implementation	To be detailed later
Component 3 Safety of Navigation	To be detailed later
Component 4 Protection of the marine environment	To be detailed later
Component 5 Human element	To be detailed later
Component 6 Ports and ships security	To be detailed later
Component 7 Visibility and communication	To be detailed later




Tajikistan

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

	Turkmenistan
Inception	Contact has been taken with the national maritime Authorities of Turkmenistan and a mission is tentatively scheduled for November 2013
Component 1 Regional coordination	To be detailed later
Component 2 Flag State Implementation	To be detailed later
Component 3 Safety of Navigation	To be detailed later
Component 4 Protection of the marine environment	To be detailed later
Component 5 Human element	To be detailed later
Component 6 Ports and ships security	To be detailed later
Component 7 Visibility and communication	To be detailed later

	Ukraine
Inception	Ukraine is the host country of the TRACECA Maritime project. Several meetings have taken place to present the project to officials of the Ukrainian Ministry of Infrastructures.
Component 1 Regional coordination	A national working group will be set up during the next reporting period
Component 2 Flag State Implementation	A meeting on 3 rd July allowed to take stock of the recent reform of the maritime administration in Ukraine, laying ground for further work to be proposed during the next reporting period.
Component 3 Safety of Navigation	A visit to Regional Maritime Port Administrations in Odessa, Illichevsk and Nikolaev Ports took place between 17-20 June and on 3 rd July. Preliminary assessment was made regarding VTS capacities in the visited ports.
Component 4 Protection of the marine environment	To be detailed later
Component 5 Human element	To be detailed later
Component 6 Ports and ships security	To be detailed later
Component 7 Visibility and communication	The project has been presented to the national authorities.

	Uzbekistan
Inception	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.
Component 1 Regional coordination	n/a
Component 2 Flag State Implementation	n/a
Component 3 Safety of Navigation	n/a
Component 4 Protection of the marine environment	n/a
Component 5 Human element	n/a
Component 6 Ports and ships security	n/a
Component 7 Visibility and communication	The project has been presented to the national authorities and logistics companies' representatives.

5 Project planning

5.1 Introduction

The overall plan of operation is presented in table 3 of the present report. The necessity to fully set up the project office, the need for the key experts to get acquainted with applicable procedures in the region (e.g. regarding visa issuance) took up some time during the inception phase.

In this respect, the plan of operations had to be adjusted and some beneficiaries have not been visited for a preliminary mission during the reported period. In order to keep close to the original planning schedule, preliminary missions after September will be replaced with full-fledged assessment missions.

5.2 Reporting period II - August 2013 – January 2014

The next reporting phase will focus on:

- Assessment as detailed in the implementation approach;
- Set up of the Regional Working Group and the National Working Groups. These groups were initially constituted during the SASEPOL Project. Their terms of reference will be reviewed and adapted to the present context. National Working Groups may not necessarily be set up for each beneficiary but on an ad hoc basis depending on the volume of priorities that will be the subject of the national action plan for the countries;
- Delivery of regional training: these will start before the end of the year with the Quality Management Systems workshop. The outcome of the GAP analysis and reviews will be examined and the focus will be on the preparations for the IMO Audit Scheme. The first of three regional workshops on the implementation of the International Ships and Port Security (ISPS) Code will also take place during that period.

Table 4: Planned activities for the next reporting period

	September	October	November	December	January
1.1 Regional Working Group (setup)	Turkey (set up)				1 st RWG meeting
1.2 National Working Group	Armenia				
2.1.a Maritime Administration Review (covers either in-depth review or GAP Analysis or Mock-Audit)	Moldova	Kazakhstan Georgia	Azerbaijan Turkmenistan	Ukraine	
2.1.b Quality Management Systems				Regional WS	
2.2.a Convention Enforcement Workshop					Regional WS

2.5 Black Sea MoU information system assessment	Turkey				
3.1 VTS assessment	Moldova	Kazakhstan Georgia	Azerbaijan Turkmenistan	Ukraine	
6.1 ISPS Training needs assessment	Moldova	Kazakhstan Georgia	Azerbaijan Turkmenistan	Ukraine	
6.2 ISPS Workshop					1 st ISPS WS
7.2 Communication Strategy Development	Project office	Project office	Project office		

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

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

		Balance from previous	Total	Component of activities as per TOR							Balance	
				0	1	2	3	4	5	6		7
Total according to the TA Contract	KE 1: 500 KE 2: 500 KE 3: 500		1500	65	280	280	190	200	200	180	105	0
	SSTE		275		35	40	40	45	35	45	30	0
	JSTE		285	10	45	40	45	40	40	40	30	0
Total WD allocated/ planned	KE 1: 85 KE 2: 70 KE 3: 90	21.5	266,5		40	85	70	30	10	16	15	0.5
	SSTE: 60	34	94		5	25	5	5	5	25	15	9
	JSTE: 74	16	90		45	15	5	5	5	5	10	0

Table 6: Short-term experts' profiles (salient points)

	Key Expert 1 (Team Leader)	Key Expert 2	Key Expert 3	Senior Short-term experts	Junior Short-term experts
1.2 National Working Group	<p>Senior STE profile: This expert will be knowledgeable on EU legislative approximation and enforcement mechanisms and will help draft a strategy for the beneficiaries, as regards approximation and effective implementation of international conventions.</p> <p>Junior STE Profile: This expert will have knowledge of the national legal processes in the concerned beneficiary and of the organization of the national authorities.</p>				
2.1.a Maritime Administration Review (covers either in-depth review or GAP Analysis or Mock-Audit)	<p>Senior STE profile: for those beneficiaries that may benefit from a mock-audit (after volunteering) the expert will be an experienced VIMSAS Auditor, preferably as Lead Auditor. Knowledge of the Russian language would be an asset, Russian being an official IMO language.</p> <p>Junior STE profile: This expert will have knowledge of the national legal processes in the concerned beneficiary and of the organization of the national authorities.</p>				
7.2 Communication Strategy Development	<p>Senior STE profile: experienced PR and communication expert with knowledge of Russian language and regional cultures</p>				

Table 7: 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	achieved
		Team mobilization	1 team meeting held in Brussels	1 February 2013	achieved
		Project office set up	Project office established	February 2013	achieved
		Contact with beneficiaries	Letters sent to TRACECA NS	March 2013	achieved
		Project presentation to national authorities	6 missions in the beneficiaries	June – July 2013	achieved
Component 1: Regional coordination					
1.1	Regional Working groups	Regional action plans	Regional WG meeting and work plan	Preliminary contacts taken	On-going
1.2	National Working groups	National action plans	National WG meetings and work plans		Not started
Component 2 Flag State implementation					
2.1.a	Maritime Administration Review	Recommendation for increased compliance with EU regulations and international maritime Conventions	National in-depth reviews, GAP analyses, mock-audits	Preliminary assessment performed following project presentation to national authorities	On-going
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	Planned for December 2013	On-going
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 st semester 2014	Not started

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

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		Not started
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	Not started
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	Technical reports		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>Not started</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>Not started</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
Component 5 The Human element					
5.1	Intl. Ship Mgmt. (ISM Code) Training	Training of ISM auditors	1 regional training		Not started
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	Not started
5.3.b	ILO MLC 2006 Training	Training of managers and surveyors	2 regional trainings	For beneficiaries at an advanced stage of ratification	Not started
Component 6 Ports & ships security					
6.1.a	Ports & Ships Security (ISPS Code) training needs assessment	Training program	Draft training programme		Not started
6.1.b	ISPS Training	Awareness-raising and capacity-building for ISPS	National training delivery		Not started
6.1.c	ISPS Study Tour	Knowledge transfer	Study tour delivery	May be organized back to back with one of 6.2 sessions	Not started
6.2	ISPS Workshops	Promotion of reforms for an effective ISPS implementation and exchange of views	3 regional workshops		Not started
Component 7 Visibility and communication					
7.1	Communication Strategy development	Communication strategy	Technical report		On-going
7.2	Dissemination activities	Increased project visibility	Participation to events, dissemination of project information		On-going

