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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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1. Executive Summary

The project TRACECA Maritime Safety and Security II – hereafter TRACECA Maritime, was launched by the European Commission in January 2013 for a duration of three years.

It builds on the results of two previous projects, SASEPOL and MONINFO, implemented between 2009 and 2011. TRACECA Maritime beneficiaries are Georgia, Moldova, Turkey and Ukraine in the Black Sea, Azerbaijan, Kazakhstan and Turkmenistan in the Caspian Sea, and Armenia, Kyrgyzstan, Tajikistan and Uzbekistan for landlocked countries in the Caucasus and Central Asia. Bulgaria and Romania, in their quality as EU Member States, are indirect project beneficiaries.

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 project is implemented both by the TRACECA Maritime project office headquartered in Kiev, Ukraine and by the European Maritime Safety Agency in Lisbon, Portugal. This reports relates only to activities delivered by the project office. It documents the period from February to July 2015 included.

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

The document provides an outline of planning activities for the next reporting period and until the end of the project (June 2016) in line with the project extension.

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.

A substantial level of activities has been delivered during the period. All project's components have been impacted. The national work groups have continued their work, with a particular effort in Ukraine. Azerbaijan and Kazakhstan benefitted from preparations to the

IMO Audit Scheme (IMSAS). The regional seminar on the MARPOL Convention has been delivered, and work in Ukraine on implementation of the 2000/59 Directive on port reception facilities, has been continued. Preparations for the field missions on the level of implementation of the IMDG Code has begun with the dissemination of the questionnaire. Activities at several levels have been delivered for the effective implementation of the ILO Maritime Labour Convention: a regional workshop, fellowships at the ILO Training Centre in Turin, in-depth work in Georgia. The second regional workshop on Maritime Security has followed the success of the previous one, national training and awareness-raising activities are being implemented. The project's web page on the TRACECA website is being updated regularly.

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

2. Project Synopsis

Project Name:

TRACECA Maritime Safety and Security II

EuropeAid/133051/C/SER/multi

Contract number: 2012/308-311

Beneficiary countries:

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

Indirect: Bulgaria, 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.
- Maintaining a secure shipping environment by proper implementation of the International Ship and Port Facility Security (ISPS) Regulations.
- Proper dissemination of the project results.

Expected results

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

Target groups

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

Project starting date: 16 January 2013

Project duration: 41 month

Inputs: Technical Assistance will include:

Long-Term Key Experts:

Team Leader: 775 MD

Senior Experts: 569 MD

Short-Term Experts:

Senior Experts: 752 MD

Junior Experts: 357 MD

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3. Analysis of the Project

3.1 Relevant project context

The TRACECA Maritime Safety & Security II Project is to some extent a follow-up on the EU-funded SASEPOL Project, implemented between 31 July 2009 and 31 December 2011. SASEPOL's objectives were similar to TRACECA Maritime, with fewer beneficiaries. TRACECA Maritime also builds on the results of the MONINFO Project, which objective was to establish a regional AIS server in the Black Sea. Further work on traffic monitoring cooperation is implemented by EMSA.

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

3.2 Implementation approach

3.2.1 General implementation

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

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

- 1) Inception and Pre-assessment. This phase was destined to acquire general knowledge about the beneficiaries, take stock of the achievements of past projects, and present the project to national authorities and regional organizations. The Inception Phase was completed in April 2013, while the pre-assessment phase was completed in July 2013.
- 2) Assessment: This phase is now achieved. It was devoted to in-depth missions in the field in the following domains, in line with the project's activities:

- a. GAP analysis part of activity 2.1 “Strengthening the models for Flag State administrations, including the establishment of a quality system (TRAS priority action 4)
- b. Assessment part of activity 2.2 “Supporting the implementation of international legislation in the area of flag state including the monitoring of flag performance and monitoring by recognised organisations
- c. Assessment part of activity 2.3: “Assisting beneficiaries to set up independent accident investigation bodies and provide one basic training for accident investigators in coordination with EMSA (TRAS paragraph 3.2.3)”
- d. Assessment part of activity 3.1: “Vessels Traffic Monitoring Systems needs assessment”
- e. Assessment part of activity 4.1: “Training to strengthen national legislation regarding port reception facilities for ship generated waste and cargo residue and provide support for improving the implementation arrangements (TRAS priority action 10 and 12)”
- f. Assessment part of Activity 4.2: Supporting activities related to prevention of pollution by oil, pollution by noxious liquid substances, and pollution by harmful substances carried by sea (TRAS priority action 10 and 14)
- g. Assessment part of activity 4.4.c “Assistance in the handling of dangerous goods”
- h. Assessment part of activity 6.1 “Organisation of training for staff on the ISPS Code”

- 3) National work and output of assessment missions / Action Plans: Assessment has been carried out during the initial phase in Azerbaijan (GAP Analysis), Georgia (GAP Analysis), Kazakhstan (request for assistance), and Moldova (assessment mission). In spite of repeated attempts during the year 2013, it has not been possible to achieve substantial results out of the various meetings that took place with the Ukrainian Authorities of the time. Contacts with Turkmenistan are difficult, with all official communication channels having to go through the Ministry of Foreign Affairs via the Turkmen Embassy in Kiev. The lack of a direct contact with the maritime authorities has impeded the possibility of setting up national missions.
The overall results of performed assessments is that there is room for improvement in terms of flag State performance in all relevant domains. The enforcement capacity is lacking strength in several countries, a precise delimitation of responsibilities is not always present, and monitoring of Recognized Organizations authorized to perform on behalf of the States is not performed efficiently. Priority plans have been designed accordingly.
- 4) Development of training programmes: the training topics are in line with the activities identified in the inception report. However, the outcome of the assessment missions are used to fine tune the programmes and focus on the priorities identified to achieve the project's objectives. The refinement is an ongoing process in view of the rapidly changing context.
- 5) Training delivery: the TRACECA Maritime project is designed mainly for capacity-building. In line with this design, the majority of the project resources are devoted to the delivery of training activities. Training has begun at the end of the first year of the project and will be pursued until the end.
- 6) Results monitoring: Through the Steering Committee Meeting delivered in cooperation with EMSA under a revised Activity 1.1, the project's achievements, and progress made by the beneficiaries is monitored and refinements in implementation are enacted.

4. Project Progress

4.1 Implementation overview

This reporting phase encompasses the fifth six months' period of the project implementation from February until the end of July 2015. The list of activities show that four regional training sessions have been delivered, one more than during the previous reporting period. Eight national missions have been undertaken, plus two meetings with national authorities at the project office, reflecting the intense effort carried out to provide tailor-made assistance.

About 170 officials have taken part in our activities during this period.

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

4.2 Components

Component 1: Regional Coordination and National Work

Activity 1.2: National Work Groups activities

Four countries were the main beneficiaries of national work carried out within the framework of the project:

- Azerbaijan,
- Georgia,
- Kazakhstan and
- Ukraine.

The domains covered were:

- Preparations to the IMO Audit Scheme (Component 2)
- Port Reception Facilities (Component 4)
- ILO MLC, 2006 (Component 5)

For the sake of clarity, details of these activities are reported under their respective components.

Component 2: Flag State performance

Activity 2.1: Strengthening the model for flag State administrations (IMSAS preparations)

Following the successful Steering Committee Meeting reported in the project's progress report IV, Azerbaijan and Kazakhstan have requested the project's assistance to prepare for the IMO Audit Scheme (IMSAS). Both countries are among the first project's partners to be audited under the IMO draft schedule and in this respect project's activities are particularly relevant. The missions in both countries, undertaken in Astana between 21 and 23 April and in Baku between 4 and 6 May, followed a similar pattern: the Pre Audit Questionnaire under Appendix 2 of the Annex of IMO A 28/Res.1067 was sent in advance for partial completion and answers were analysed during the first sessions of the mission. A series of presentations allowed to focus on the various aspects of State obligations as Flag, Port and Coastal States. Interviews are conducted to determine the state of play and provide recommendations. A second mission will assess the level of implementations of the recommendations and if the results are positive, a mock-audit will be organized. In Ukraine, a specific program of ad hoc assistance is being set up, beginning with the need to restructure the maritime administration, and delivered in line with the capacities of the Authorities to implement the change. A series of two meetings focused on the basis of a structured maritime authority have been conducted.

Activity 2.6 IMSAS Auditors training

A training for internal auditors was delivered in Kiev, Ukraine, from 30 June to 2 July. Focusing on internal auditors was identified as a priority following the assessment undertaken during the various missions in the field and observations from the regional training sessions. The purpose of this training was to empower participants with the audit process so that they will be able to use this knowledge inside their own administrations to prepare for the Audit. The workshop was successful and could be supplemented by a further workshop to train IMO Auditors according to IMO standards, so as to enable them to perform IMO Audits in the future.

Component 4: Protection of the Marine Environment

Activity 4.1: Port Reception Facilities / Update of the Port Waste Management plan in Ukraine

This activity was started following the successful delivery of the Workshop on Port Reception Facilities in Chisinau, Moldova, between 9 and 10 September 2014. A request was made by the Ukrainian delegates to assist in updating the Waste Management Plan in the port of Odessa. This request was accepted, a workgroup was set up and work carried out during the reporting period included two meetings in Odessa. This activity, which was not initially planned, is designed to cover the needs of the port of Odessa but also as a model for other ports. Adoption of the new Port Waste Management Plan will pave the way for compliance with Directive 2000/59/EC on port reception facilities for ship-generated waste and cargo residues. The Ministry of Infrastructures is kept informed of the development of this activity and a formal meeting will be held during the next reporting period.

Activity 4.2 Supporting activities related to prevention of pollution by oil – Activity 4.3 Training session on the latest amendments of international and EU legislation related to the sulphur content on marine fuels.

The workshop was delivered in Chisinau, Moldova, between 21 and 23 July. These activities have been implemented together for reasons of consistency. Both subjects refer to the same Convention on protection of the marine environment. Studying them together allowed to emphasize that this Convention constitutes a cohesive and comprehensive set of rules aimed at prevention of ship-sourced pollution. The presence of the representative nominated by the Black Sea Commission, Capt. Alexei of the Romanian Naval Authority gave the possibility to emphasize the range of activities of the Commission in terms of regional mechanisms of cooperation in the field of the marine environment. It also opened perspectives of cooperation for future activities linked to marine environment protection. Nineteen participants were trained. The presence of a lecturer despatched by the IMO was particularly appreciated.

Component 5: Human Element

Activity 5.3. 1: Training of flag and Port State inspector to the ILO MLC, 2006

Regional training

The regional workshop on the Maritime Labour Convention of the ILO (ILO MLC) has been organized in Batumi, Georgia, from 19 to 21 May 2015. It was highly successful, with 16 participants and an important number of lecturers, from the ILO, civil society, and the project's experts. The objectives of the workshop were:

- Raising awareness on the benefits of ratification of the ILO MLC, 2006;
- Detailing steps to be taken for effective implementation;
- Emphasizing the importance of dialogue with stakeholders and;
- Fostering an exchange of experiences with project partners having ratified or currently preparing for ratification of the Convention.

Involvement of various bodies and the direct experience of Georgia allowed to fulfil the workshop's objectives fully. It is expected that participants are now aware of what is at stake and able to start preparatory work for the ratification process in their countries.

ILO ITC training

The second leg of activity 5.3.1 is the granting of fellowships to the International Training Centre of the ILO in Turin, Italy. Four participants from the project's partners benefitted from these grants and took part in Track 2 "Training on national legal implementation of the ILO MLC between 15 and 19 June.

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

The dedicated Senior Non-Key expert proceeded with this initial assessment with the assistance of a local Junior expert and the full cooperation of the Georgian Authorities. This step was necessary to prepare for the changes, and it turned out that the Convention would actually impact a big set of legislation.

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

The work carried out under this activity relates mostly to drafting of legislation, work which is expected to be finished during the next reporting period. However, choices needed to be made and to that effect a consultation with stakeholders, itself a necessary step of the ILO MLC prior to ratification was organized on 9 March 2015 in Batumi. Representatives from the following bodies and organizations participated in the consultation:

- Ministry of Economy and Sustainable development;
- Ministry of Labour, Health and Social Affairs;
- Maritime Transport Agency;
- Georgian seafarers trade union;
- Crewing companies.

This consultation allowed to reach a consensus on orientations to be taken, and the Senior Non-Key expert is drafting legislation in line with said orientations. The optimum approach required to incorporate the MLC requirements is to create a new Georgian Seafarers' Employment Code. A first draft of legislation has been drafted for review at the very end of the reporting period. Completed and validated work will be annexed to the next progress report.

Component 6: Security of ships and ports

Activity 6.1: Organization of training for staff

Two national training sessions were organized in Kiev and Odessa, Ukraine, respectively during the reporting period. The Kiev session was targeted at senior maritime officials and the purpose of the session was to raise awareness on maritime issues and update participants on EU and international regulatory evolutions. The training in Odessa was targeted at heads of maritime security departments in ports and gathered representatives of all main Ukrainian ports, leading to a very successful activity.

Activity 6.2 Organising exchange of experiences and best practices on maritime security

The second workshop on exchanges of best practices in maritime security was held in Bucharest, Romania, on 11-13 March 2015. This format of yearly workshops has proven to be successful to allow participants to exchange experiences and get updated on the evolutions. In particular, the presence of a representative from the European Commission (DG/MOVE) allows participants to benefit from most recent information and analyses of actions taken at EU level. The presence of the indirect beneficiaries, Bulgaria and Romania, also adds to the interest of the meetings. This second edition was devoted to evolutions and the challenges of cyber maritime security issues. The yearly workshop is also a tool to monitor progress in the beneficiaries, and an action plan was agreed upon to that effect. The project team would like to thank the host, Romania, for its support and the organization of the cross border police monitoring center.

Component 7: Visibility

The web page of the project is regularly updated and regional training sessions presentations, documentation and reports are published in both English and Russian language versions.

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

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

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

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

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

Table 1: List of missions, meetings and events

Country / Organization	Date	Team Mobilization	Event
Odessa, Ukraine	17-19 February	SNKE	Second Expert's mission on Waste Management Plan for USPA
Kiev, Ukraine	24 February 2015	KE1, SNKE, JNKE	ISPS Seminar
Batumi, Georgia	9 March 2015	KE1, SNKE	ILO MLC Stakeholders meeting
Bucharest, Romania	11-13 March 2015	KE1, SNKE, JNKE	Second Regional ISPS Workshop
Astana, Kazakhstan	21-23 April 2015	KE1, KE3	IMSAS preparation assistance mission
Odessa, Ukraine	27-29 April 2015	SNKE	Third Expert's mission on Waste Management Plan for USPA
Baku, Azerbaijan	4-6 May 2015	KE1, KE3	IMSAS preparation assistance mission
Batumi, Georgia	19-21 May 2015	KE3, SNKE	ILO MLC 2006 Workshop
Odessa, Ukraine	2-5 June 2015	SNKE	ISPS Training
Turin, Italy	15-19 June 2015	Organised by Project team	ILO Maritime Labour Academy - Track 2: Workshop on national legal implementation of the ILO MLC, 2006
Kiev, Ukraine	30 June-2 July 2015	KE1, KE3, SNKE, JNKE	IMSAS Internal Auditors Training
Kiev, Ukraine	3 July 2015	KE1, KE3, JNKE	Meeting with the Ministry of Infrastructure of Ukraine
Kiev, Ukraine	6 July 2015	KE3	Meeting with the Ministry of Infrastructure of Ukraine
Chisinau, Moldova	21-23 July 2015	KE1, KE3, SNKE, JNKE	Regional Seminar on MARPOL - Awareness and Implementation



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

Table 2: Working time allocation / balance (before the extension)


Expert	Initial Quantity	Balance 01/02/15	Resources consumption during reporting period						Total for the period	Balance 01/08/15
			Component 1	Component 2	Component 4	Component 5	Component 6	Component 7		
KE1	660	191,5	34	20	30	16	13	3	116	75,50
KE2	54	0							0	0
KE3	500	234,50	30	9	5	13			57	177,50
SSTEs	597	361,50		11	56	47	19		133	228,50
JSTEs	357	197,50	5	7	14	7	10	4.5	47,50	150


Table 3: Resource consumption per task

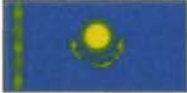
Expert	Activity 1.2	Activity 2.6	Activity 4.1	Activity 4.2 / 4.3	Activity 5.3.1	Activity 5.3.2 / 5.3.3	Activity 6.1	Activity 6.2	Activity 7.2
KE1	34	20	12	18	8	8	5	8	3
KE2									
KE3	30	9		5	13				
SSTEs		11	33	23	12	35	12	7	
JSTEs	5	7	5	9		7	6	4	4.5


4.4 Project Progress in the reporting period in the beneficiaries


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

	Azerbaijan
Inception	
Component 1 Regional coordination	A first mission on IMSAS preparation was held on 4-6 May 2015
Component 2 Flag State Implementation	Azerbaijan participated in the IMSAS internal auditors training course that was delivered in Kiev, Ukraine from 30 June to 2 July 2015.
Component 4 Protection of the marine environment	Azerbaijan participated in the seminar on the MARPOL Convention that was delivered in Chisinau, Moldova, from 21 to 23 July 2015
Component 5 Human element	<p>Azerbaijan participated in the workshop on the ILO MLC, 2006 that was delivered in Batumi, Georgia, from 19 to 21 May 2015.</p> <p>Azerbaijan was granted two fellowships to the ILO International Training Centre in Turin, Italy, on national legal implementation of the ILO MLC.</p>
Component 6 Ports and ships security	Azerbaijan participated in the regional ISPS workshop that was held in Bucharest, Romania, from 11 to 13 March, 2015
Component 7 Visibility and communication	


	Georgia
Inception	
Component 1 Regional coordination	
Component 2 Flag State Implementation	Georgia participated in the IMSAS internal auditors training course that was delivered in Kiev, Ukraine from 30 June to 2 July 2015 and shared its experiences as audited country.
Component 4 Protection of the marine environment	Georgia participated in the seminar on the MARPOL Convention that was delivered in Chisinau, Moldova, from 21 to 23 July 2015
Component 5 Human element	Work on ratification of the ILO MLC has continued. Assessment of existing legislation was made, and the consultation with stakeholders was held in Batumi on 9 March 2015. The workshop on ILO, MLC was held in Batumi between 19 and 21 May 2015.
Component 6 Ports and ships security	Georgia participated in the regional ISPS workshop that was held in Bucharest, Romania, from 11 to 13 March, 2015
Component 7 Visibility and communication	


	Kazakhstan
Inception	
Component 1 Regional coordination	A first mission on IMSAS preparation was held on 4-6 May 2015
Component 2 Flag State Implementation	Kazakhstan participated in the IMSAS internal auditors training course that was delivered in Kiev, Ukraine from 30 June to 2 July 2015.
Component 4 Protection of the marine environment	Kazakhstan participated in the seminar on the MARPOL Convention that was delivered in Chisinau, Moldova, from 21 to 23 July 2015
Component 5 Human element	Kazakhstan participated in the workshop on the ILO MLC, 2006 that was delivered in Batumi, Georgia, from 19 to 21 May 2015.
Component 6 Ports and ships security	Kazakhstan participated in the regional ISPS workshop that was held in Bucharest, Romania, from 11 to 13 March, 2015
Component 7 Visibility and communication	

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


	Moldova
Inception	
Component 1 Regional coordination	
Component 2 Flag State Implementation	Moldova participated in the IMSAS internal auditors training course that was delivered in Kiev, Ukraine from 30 June to 2 July 2015.
Component 4 Protection of the marine environment	Moldova hosted in the seminar on the MARPOL Convention that was delivered in Chisinau, from 21 to 23 July 2015
Component 5 Human element	Moldova participated in the workshop on the ILO MLC, 2006 that was delivered in Batumi, Georgia, from 19 to 21 May 2015.
Component 6 Ports and ships security	Moldova participated in the regional ISPS workshop that was held in Bucharest, Romania, from 11 to 13 March, 2015
Component 7 Visibility and communication	

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

	<p>Turkey</p>
<p>Component 1 Regional coordination</p>	
<p>Component 2 Flag State Implementation</p>	
<p>Component 4 Protection of the marine environment</p>	<p>Turkey participated in the seminar on the MARPOL Convention that was delivered in Chisinau, Moldova, from 21 to 23 July 2015</p>
<p>Component 5 Human element</p>	<p>Turkey participated in the workshop on the ILO MLC, 2006 that was delivered in Batumi, Georgia, from 19 to 21 May 2015.</p>
<p>Component 6 Ports and ships security</p>	<p>Turkey participated in the regional ISPS workshop that was held in Bucharest, Romania, from 11 to 13 March, 2015</p>
<p>Component 7 Visibility and communication</p>	

	Turkmenistan
Inception	
Component 1 Regional coordination	
Component 2 Flag State Implementation	
Component 4 Protection of the marine environment	Turkmenistan participated in the seminar on the MARPOL Convention that was delivered in Chisinau, Moldova, from 21 to 23 July 2015
Component 5 Human element	
Component 6 Ports and ships security	
Component 7 Visibility and communication	

	Ukraine
Inception	Ukraine is the host country of the TRACECA Maritime project.
Component 1 Regional coordination	Following an official request for assistance, two meetings were held to examine the state of play of the maritime authorities in Ukraine and how to best proceed.
Component 2 Flag State Implementation	Ukraine hosted the IMSAS internal auditors training course that was delivered in Kiev, from 30 June to 2 July 2015.
Component 4 Protection of the marine environment	Ukraine participated in the seminar on the MARPOL Convention that was delivered in Chisinau, Moldova, from 21 to 23 July 2015
Component 5 Human element	Ukraine participated in the workshop on the ILO MLC, 2006 that was delivered in Batumi, Georgia, from 19 to 21 May 2015.
Component 6 Ports and ships security	Ukraine participated in the regional ISPS workshop that was held in Bucharest, Romania, from 11 to 13 March, 2015
Component 7 Visibility and communication	

	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 2013 in Tashkent. Further expression of needs is a preliminary necessary for future cooperation.
Component 1 Regional coordination	
Component 2 Flag State Implementation	
Component 3 Safety of Navigation	
Component 4 Protection of the marine environment	
Component 5 Human element	
Component 6 Ports and ships security	
Component 7 Visibility and communication	

5. Project planning

This chapter provides planning for the project's activities until the end of the project - 15 June 2016.

Evolutions of political context

Since the beginning of the project, major strategic changes have occurred in the region and in particular in the project's host country, Ukraine. In the Black Sea, three partners, Georgia, Moldova and Ukraine, have signed extensive association agreements with the European Union and a comprehensive set of EU regulations related to maritime transport are included in these agreements, which are now to be implemented under short deadlines.

In the Caspian Sea, Azerbaijan and Kazakhstan have shown an increased interest for the project's objectives and a clear willingness to improve performance of their maritime administrations, even though the respective national contexts of these countries are different. These evolutions are encouraging for furthering of the project's objectives. Therefore they resulted in project extension until 15 June 2016 .

5.1 Planned activities

As of 1 August 2015, the remaining regional activities to be organized according to the Inception Report are:

Component 1: 2nd Steering Committee Meeting

A first Steering Committee Meeting has been successfully held in January 2015. Delivered jointly by the project office and EMSA, the Meeting allowed for a successful exchange of ideas and participants offered guidance and support for a way forward. The second Steering Committee Meeting could be held in January 2016, in order to present the extended program of activities. As was the case for the first Steering Committee Meeting, this meeting will be organized in cooperation with EMSA. It will include a module on how an efficient Human Resources Management system in Maritime Administration helps improve performance.

Component 4: Workshop on Places of Refuge

This workshop 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.

Component 4: Anti Fouling Systems / Ballast Water Management Workshop

This workshop will 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. Considering that the AFS Convention has entered into force and is widely implemented, States obligations related to this Convention are enforced mostly by Recognized Organizations on behalf of the States. Port State Control Officers check for relevant certificates according to IMO guidelines.

None of the project beneficiaries have ratified the AFS Convention and it is therefore important to promote it and to provide guidance on monitoring of Recognized organizations in this field, but a full separate workshop would be difficult to justify, taking into account that the part related to Port State Control procedures lies outside the project's remit anyway, as it is part of EMSA's activities. In this respect, and in view of the fact that the targeted audiences are similar, it is suggested to deliver information on the AFS Convention together with the regional Consolidation and Implementation Training Course on the Ballast Water Management (BWM) Convention, 2004 which will aim to promote awareness in the Region and to support preparatory steps of implementation.

Component 4: Mobile Offshore Drilling Units (MODU) Workshop

In view of assessment made and knowledge acquired during the project work, it is clear that the question of legislation for MODUs impacts most partners and in this respect a regional workshop will be organized, possibly with the cooperation of the Black Sea Commission.

Component 5: STCW (Training Standards for Seafarers) Seminar

A regional training will focus on the obligations of Parties to the Convention to ensure compliance with its requirements in terms of certification of seafarers, competencies assessment, investigation of reported failures, withdrawal of certificates.

Component 6: 3rd Maritime Security Workshop.

This 3rd workshop will benefit from an extension since the last one was held in March 2015 and a full year between two sessions would be appropriate.

5.2 Additional national activities (in line with Addendum 2)

One key component of the project's success is, and has been since the inception, its capacity to adapt to the specific needs of each partner. The additional activities within Component 1 will therefore include:

Component 1: Support to strengthening the performance of the Ukrainian Maritime Authorities

Priorities are preparations to IMSAS and alignment of the Flag State register to EU standards. In order for the Ukrainian national authorities to implement these changes, time will be needed beyond the current project deadline. Challenges faced by Ukrainian Maritime Authorities include structural issues and effective implementation of Conventions. Regarding the first challenge, the maritime authorities of Ukraine are currently in a state of restructuring. The outcome of this process is unclear at the moment.

The project supports strengthening the reform of the State Inspectorate in a manner that will allow to effectively comply with the EU regulations on maritime transport, in particular Directive 2009/21/EC on compliance with flag State requirements. This support comes in the form of provision of advice and recommendations by the project team and regular assessment of progress made, through following a road map that will be elaborated jointly with the Authorities. An in-depth assessment of the current state of the legislation will be carried out. It will be followed by recommendations and priorities for future drafting of legislation.

Results will depend on the capacity of the Ukrainian Authorities to implement the road map in the proposed time-frame. There is a risk that frequent changes of top officials will impact the capacity of the Ukrainian Authorities to apply a consistent path to reform. This risk can, to some extent, be mitigated by keeping an efficient record of decisions taken and keeping a close track of evolutions.

Component 1: Support to bilateral cooperation with Georgia

During the first Steering Committee Meeting, Georgia offered its assistance to Ukraine in benefitting from its experience in improving flag and port State performance, implementation of the IMO Audit Scheme, and how Georgia regained EU recognition of its certificates for seafarers. This offer has been taken up by Ukraine and an official request to support organization of this assistance has been received by the project.

Based on this request, the project office will draft a program together with Ukraine and Georgia. The duration of the works will be Monday to Friday for a maximum of seven officials from the Ukrainian Ministry of Infrastructure. The lead Ukrainian representative will report to the project afterwards.

Component 4: Work with Ukrainian Port Authorities for the implementation of Directive 95/2001 on Port Waste Management

This work has started in Autumn 2014 and will be finished by the end of 2015. It is mentioned here as reference, in view of its nature as an activity that was not part of the inception report. The objective is to assist seaports in the actual implementation of the Model Plan (plan prepared at port level from which each seaport easily can prepare their specific Port Waste Management Manual/Plan). It is important to emphasise that we here are talking about implementation at port level and port compliance with the directive. At Ministry level the Ministry of Infrastructure will have to prepare another more general Plan

for Ukraine implementation of the EU Directive. The Ministry of Infrastructure is aware of the work in progress for this activity and is involved. It has participated in the workshop that was held in Odessa in August.

Preparation of the Port Waste Management Manual/Plan is the first step towards compliance. Hereafter comes the implementation of the various sections of the Manual/Plan. This is more a process and is not per se included in this activity.

Component 1: Support to Georgia of EU Association Agreement implementation

Georgia has expressed interest for project's support in integration of Acquis Communautaire. An expert with professional experience on integration of Acquis Communautaire for maritime transport will deliver a short national workshop on the integration process, impact on national authorities and stakeholders, relations with EU institutions, and sustainability of results. This will be followed by an in-depth assessment of the state of play in Georgia which will result in a GAP analysis and roadmap to an effective implementation of the Association Agreement to be used by the Maritime Transport Agency for further action on relevant Directives.

Component 4: Support to Georgia for preparations to an effective implementation of MARPOL Annex VI

An expert on MARPOL Annex VI will be assigned the task of drafting Terms of References for a bilateral project that will provide assistance to draft legal acts to assist Georgia in its ratification of said Annex for effective implementation. This task will include a mission in the field with the Maritime Transport Authority of Georgia.

Component 1: Support to Moldova of EU Association Agreement implementation

Progress in the National Working Group in Moldova has reached a plateau due to the lack of implementation of structural reforms in the maritime sector. In a similar manner to what is proposed for Georgia, but taking carefully into consideration the different context in which the Moldovan flag operates, an expert with professional experience on integration of Acquis Communautaire for maritime transport will deliver a short national workshop on the integration process, impact on national authorities and stakeholders, relations with EU institutions, and sustainability of results. This will be followed by an in-depth assessment of the state of play in Moldova which will result in a GAP analysis and roadmap to an effective implementation of the Association Agreement to be used by the Moldovan maritime authorities for further action on relevant Directives.

5.3 Additional regional activities (in line with Addendum 2)

Component 2: Training of IMO Auditors

During implementation of assistance to IMSAS preparations, it became clear that the priority laid with training of internal auditors, who would then acquire the knowledge necessary to prepare their countries for the Audit. Beyond that first step, it is important, for the sustainability of the results to train certified IMO auditors who will perform audits in other countries and will be trained and stay up to date in regulatory evolutions. In this respect, an in-depth training will be organized, in cooperation with the IMO in order to ensure that the IMO training standards are complied with.

Component 2: To the satisfaction of the Administration

One recurring obstacle to the effective implementation of international maritime conventions is the lack of adoption of national regulations for the conventions' provisions that are "to the satisfaction of the administration". A workshop dedicated to this topic will explain the mechanism of these provisions, raise awareness of the participants of their importance, and how to develop a systematic approach in fulfilling these obligations, update them as needed and disseminate information.

Component 4: In the field assessment for MARPOL implementation

In order to further the assessment on the implementation of the MARPOL Convention carried out during the various missions in the field, a questionnaire has been sent for the preparation of the MARPOL Seminar. The initially low rate of return has led to allocate more time for the participants to return the questionnaire, taking into account the knowledge gained during the Seminar. However, this may not be enough. One finding of the Seminar, corroborated by previous observations, is that the knowledge of obligations deriving from the ratification of the MARPOL Convention is overall low with the beneficiaries. In order to make progress, it is proposed to send an expert in the field with the mission to conduct interviews based on the questionnaire and produce recommendations tailored to each partner.



Table 4: Planned activities for the next reporting period and until the project's end with extension

Activity	Sep. 2015	Oct. 2015	Nov. 2015	Dec. 2015	Jan. 2016	Feb. 2016	Mar. 2016	Apr. 2016	May 2016	Jun 2016
Component 1: 2nd Steering Committee Meeting					X					
Component 1: Project closure meeting										X
Component 4: Workshop on Places of Refuge									X	
Component 4: AFS/BWM workshop				X						
Component 4: MODU workshop							X			
Component 5: STCW workshop					X					
Component 5: ILO MLC Ratification Georgia		X	X	X						
Component 6: 3rd ISPS workshop							X			
Component 2: IMO Auditors workshop						X				
Component 2: Administration's satisfaction measures workshop								X		
Component 2: IMSAS preparations KZ	X					X				
Component 2: IMSAS preparations AZ	X					X				
Component 2: IMSAS preparations UA								X		
Component 4: MARPOL field mission assessment			X	X	X					
Component 4: IMDG Code field missions	X	X								
Component 6: ISPS Training	X	X								
Component 1: Support to Ukraine (has started)										
Component 1: Bilateral cooperation GE/UA		X								
Component 1: Support to Moldova			X (start)							
Component 1: Support to Georgia			X (start)							

Table 5: Working time allocation / balance until the project end (with extension)

1. Work allocation

Code	Experts	TOTAL PLAN (work days)	Inception Phase	Comp. 1	Comp. 2	Comp. 3	Comp. 4	Comp. 5	Comp. 6	Comp. 7
KE1 TL	Albert Bergonzo	775	40	225	160	35	140	115	20	40
KE2	Rene Kist	569	10			44				
KE3	Stephan Assheuer		15	130	215		90	50		15
	TOTAL KEY EXPERTS	1344								
	<i>Short-Term Non Key experts</i>									
SSTE	TOTAL SSTE EXPERTS	752		153	81	40	154	174	116	34
JSTE	TOTAL JSTE EXPERTS	357	10	172	41		19	47	12	56
	TOTAL WORKING DAYS	2453	75	680	497	119	403	386	148	145

2. Planned for next reporting period

Expert	Total Quantity (including extension)	Balance 01/08/15	Component 1	Component 2	Component 4	Component 5	Component 6	Component 7	Total for the period	Balance 01/02/16
KE1	775	305.5	35	20	30	10	10	5	110	195.5
KE2	54	0								
KE3	515	222.5	30	20	30	25		5	110	112.5
SSTEs	752	383.5	70	30	55	50	35		240	143.5
JSTEs	357	150	15		10	35		10	70	110



Table 6: Performance Monitoring Indicators

Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
0	Project inception	Project kick-off	1 kick-off meeting held in Brussels	25 January 2013	Delivered
		Team mobilization	1 team meeting held in Brussels	1 February 2013	Delivered
		Project office set up	Project office established	February 2013	Delivered
		Contact with beneficiaries	Letters sent to TRACECA NS	March 2013	Delivered
		Project presentation to national authorities	6 missions in the beneficiaries	June – July 2013	Delivered
Component 1: Regional coordination					
1.1	Steering Committee Meetings	Priority actions for sustainable project results	2 Steering Committee meetings	First SCM held in January 2015	On-going
1.2	National Working groups	Recommendations for fulfillment of project objectives at national level	3 national missions per active participating partner		On-going
1.3	Support to Association Agreement implementation	Capacity-building for sustainable implementation for Georgia, Moldova and Ukraine	3 workshops 3 GAP Analysis 3 roadmaps	New activity	Not started
Component 2: Flag State implementation					
2.1.a	Maritime Administration Review	Recommendation for increased compliance with EU regulations and international maritime Conventions	2 National in-depth reviews, 2 GAP analyses, 3 assessments	Preliminary assessment performed following project presentation to national authorities	Delivered
2.1.b	Quality Management Systems Workshop	Explain the principles of Quality Management, applicable ISO standards, and relevance to the performance of duties by Maritime Authorities	1 regional workshop delivery	Delivered in December 2013	Delivered

Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
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	Delivered
2.2.b	Recognized Organization Monitoring Workshop	Recommendations for effective monitoring mechanisms	1 regional workshop delivery		Delivered
2.3	Accident Investigation Workshop	Recommendations to improve the efficiency of investigation bodies in compliance with relevant EU and international regulations	1 regional workshop delivery		Transferred
2.4	National Port State Control Officers Tutoring	Capacity-building for PSCOs	1 week national training delivery		Transferred
2.5	Black Sea MoU Information System Assessment	Assessment of system performance and data exchange	Provision of assistance on data exchange improvement		Transferred
2.6	VIMSAS Auditors Training	Internal audit capacity for beneficiaries	1 regional workshop		Delivered
2.7	IMSAS Auditors training	Participants trained to IMO standards with capacity to be nominated as auditors	1 regional training	New activity	Not started
2.8	Administration discretion in Convention implementation	Participants trained to implement a systematic and efficient approach to such Conventions' provisions	1 regional workshop	New activity	Not started
Component 3: Safety of navigation					
3.1	Vessel Traffic Systems (VTS) Assessment	Update on VTS status in beneficiaries	1 report on Identification of equipment, local experts and training institutions	Relevant for coastal States	Delivered

Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
3.2	VTS Training plans design	Development of training programmes	Approval of training plans by national authorities	Relevant for coastal States	Transferred
3.3.a	VTS operators training	Capacity-building for VTS operators	VTS operators training delivery	Relevant for coastal States	Transferred
3.3.b	VTS Workshop	Promotion of regional exchange of AIS data	1 regional workshop	Relevant for coastal States	Transferred
3.3.c	Long Range Id. & Tracking Workshop	Provision of information on LRIT architecture and legal obligations	1 regional workshop		Transferred
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	Delivered
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		Delivered
4.2.a	In the field MARPOL assessment	Recommendations for each concerned beneficiary on effective MARPOL implementation	5 missions in the field (AZ, GE, KZ, MD, UA) 5 national reports	New activity	Launched
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	Delivered
4.3.a	MARPOL Annex VI ToR in Georgia	Terms of Reference for a project on MARPOL Annex VI ratification	1 field mission Draft ToR for a bilateral support project for Annex VI ratification	New activity	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

Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
4.4.b	Anti-Fouling Systems Convention Workshop	Exchange of views regarding best practices on surveys and inspections	1 regional workshop		Not started
4.4.c	Dangerous Goods (IMDG Code)	Needs assessment and risk analysis for the beneficiaries	1 evaluation per country 1 risk analysis per country		On-going
4.4.d	Ballast Water Mgmt. Conv. Course	Awareness raising on BWM issues	1 regional course		Not started
4.5	<i>CleanSeaNet Introductory Workshop (optional)</i>	<i>Awareness raising on ClenSeaNet service</i>	<i>1 regional workshop</i>		<i>Transferred</i>
4.6	<i>Oil Pollution Response Training (optional)</i>	<i>Awareness on preparedness and response to oil pollution from ships</i>	<i>1 regional training</i>	<i>Relevant for port and coastal States</i>	<i>Superseded</i>
4.7	Mobile Offshore Drilling Units Training	Awareness raising on coastal States obligations	1 regional training	An assessment will determine how many beneficiaries are concerned	Not started
Component 5: The Human element					
5.1	Intl. Ship Mgmt. (ISM Code) Training	Training of ISM auditors	1 regional training		Delivered
5.2	Standards Training Certification & Watchkeeping Convention Course	Awareness raising on the obligations of parties	1 regional training		Not started
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	Delivered
5.3.b	ILO MLC 2006 Training	Training of managers and surveyors	2 regional trainings	For beneficiaries at an advanced stage of ratification	On-going
Component 6: Ports & ships security					
6.1.a	Ports & Ships Security (ISPS Code) training needs assessment	Training program	1 Draft training programme per active partner		Delivered
6.1.b	ISPS Training	Awareness-raising and capacity-building for ISPS	1 National training per active partner		On-going

Act. #	Activity	Output	Objective verifiable indicators	Comment	Status
6.2	ISPS Workshops	Promotion of reforms for an effective ISPS implementation and exchange of views	3 regional workshops		First and second workshop delivered
Component 7: Visibility and communication					
7.1	Communication Strategy development	Communication strategy	1 Technical report		Strategy drafted
7.2	Dissemination activities	Increased project visibility	Participation to 3 professional events, dissemination of project information, systematic dissemination of project material, systematic upload of information and documents		On-going



Annexes

- Annex 1: 2nd mission report on Port Waste Management in Odessa port, Ukraine
- Annex 2: Report on consultancy mission in Kiev, national ISPS, Ukraine
- Annex 3: Documents of ILO MLC Stakeholders Meeting in Batumi, Georgia
- Annex 4: Report on 2nd ISPS Regional Workshop in Bucharest, Romania
- Annex 5: Recommendations for IMSAS preparations in Kazakhstan
- Annex 6: 3rd mission report on Port Waste Management in Odessa port, Ukraine
- Annex 7: Recommendations for IMSAS preparations in Azerbaijan
- Annex 8: Report on ILO MLC, 2006 Regional Workshop in Batumi, Georgia
- Annex 9: Report on national ISPS training in Yuzhny, Ukraine
- Annex 10: ILO MLC, 2006 training in the ILO Training Centre, certificates
- Annex 11: Support to the Maritime Authorities in Ukraine, July 2015 meetings report
- Annex 12: Report on IMSAS internal auditors' regional training, Kiev, Ukraine
- Annex 13: Report on MARPOL regional seminar, Chisinau, Moldova