

## **Standard Summary Project Fiche**

### **IPA decentralized National programmes**

**Project number: 07 02 26**

#### **1. Basic information**

**1.1 CRIS Number:**

**1.2 Title:** Safer seas: Upgrading of Turkish Coastal Radio

**1.3 Sector:** Transportation

**1.4 Location:** Turkey

**Implementing arrangements:**

**1.5 Implementing Agency:**

The CFCU will be Implementing Agency and will be responsible for all procedural aspects of the tendering process, contracting matters and financial management, including payment of project activities. The director of the CFCU will act as Programme Authorizing Officer (PAO) of the project.

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**1.6 Beneficiary (including details of SPO):**

Directorate General of Coastal Safety/Turkish Coastal Radio

The Project Leader will be Capt. Salih ORAKCI, who is Director General and is politically responsible for the success of the project. The contact details for Capt. ORAKCI are as follows:

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The Senior Programme Officer will be Isin Beril GÜLLÜ, who is Manager of International Affairs and is in charge of technical implementation and monitoring of contracts, notifying the CFCU of difficulties or non-performance during contract implementation.

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**1.7 Overall cost:** 3,05 M€

**1.8 EU contribution:** 2,35 M€

**1.9 Final date for contracting:** 2 years after the signature of Financing Agreement.

**1.10 Final date for execution of contracts:** 4 years after the signature of Financing Agreement.

**1.11 Final date for disbursements:** 5 years after the signature of Financing Agreement.

## **2. Overall Objective and Project Purpose**

2.1 Overall Objective:

To increase safety of life, goods, navigation and environment in Turkish coastal areas.

2.2 Project purpose:

To increase the efficiency of communication in case of maritime emergency operations and service area of the Turkish Coastal Radio.

**2.3 Link with AP/NPAA / EP/ SAA**

The **Accession Partnership** Document (as revised in 2005) mentions maritime safety as below (related to the project):

A.P. -Short-Term:

- Continue the alignment with the transport acquis in all transport modes.
- Strengthen Maritime Administration, in particular that of flag state control and improve the safety record of the Turkish fleet to be removed from the Black List flag states of the Paris Memorandum of Understanding.

A.P. -Medium Term:

- Complete the legislative and administrative alignment on all modes of transport. For road transport aim in particular at market access, road safety, road worthiness tests, road side inspections as well as social, fiscal and technical rules. Maritime transport should include maritime safety.

The National Program states:

*“PRIORITY 9.4 Adoption of EU Legislation on Maritime Transport and Maritime Safety and Increasing Efficiency in Implementation.*

*Main Task 9.4.1 Adoption of an action plan on maritime transport in Turkey, adoption and implementation of related EU legislation, strengthening of the infrastructure via administrative, technical and training measures.*

*Task 9.4.1.3 Adoption of EU maritime safety legislation other than flag state and port state implementations and strengthening the implementation”*

## 2.4 Link with MIPD

Turkey Multi-annual Indicative Programming Document mentions under Component-1 Transition Assistance and Institution Building ;

“2.1.3 Major areas of intervention

*For 2007-2009, the main areas of intervention for the Institution Building component, in accordance with the Commission’s pre-accession strategy for Turkey, are:*

- *Addressing the Copenhagen political criteria;*
- *Assistance for the transposition and implementation of the acquis, including the strengthening of the administrative and institutional capacity;*
- *Promotion of the EU-Turkey Civil Society Dialogue*

2.1.4 Main priorities

*Under transposition and implementation of the acquis it is mentioned that one of the focus of assistance in this area will be on transport policy (alignment of legislation in all transport modes)”*

## 2.5 Link with National Development Plan

Turkey has prepared a “Preliminary National Development Plan” for the years 2004-2006. This plan identifies “Improvement of Infrastructure Services and Environmental Protection” as one of the four development axis. The plan states that “Strengthening Maritime Safety” (Measure 3.2) as an important input for “Priority 3. Formation of hub ports by improvement of port capacities and strengthening maritime safety to provide an efficient service within the EU transportation networks”.

Furthermore in 9.National Development Plan for the years 2007-20130 it is mentioned that,

“7.1.5. Improving the Energy and Transportation Infrastructure

Importance and priority will be given to increasing traffic safety in all modes of transportation, highways in particular, to protecting and efficiently using the existing infrastructure and to making maximum use of information and communication technologies.

## 2.6 Link with national/ sectoral investment plans (where applicable)

Modernization Programme of marine communication systems in view of its obligations to the International Telecommunication Union and to be able to fully implement the relevant rules of International Maritime Organisation (IMO) under NAV (Sub-Committee on Safety of Navigation), COMSAR (Sub-Committee on Radiocommunications and Search and Rescue) and MEPC (Marine Environment Protection Committee), as well as to support the Maritime Safety Action Plan adopted in 2004 with the framework of pre-accession particularly NPAA. This programme consist of modernizing of VHF, MF and HF bands to improve the quality and availability of radio telecommunication which is an essential and primary component of maritime safety. The VHF modernisation investment will be financed entirely from the Turkish National Budget. Allocation of € 1.700.000 has already been done under 2007 budget. The MF and HF systems will be modernized under the EU co-financed projects.

## 3. Description of project

### 3.1 Background and justification:

Maritime Safety, pollution prevention and consequently, the preservation of biological diversity of the Turkish Waters is *sine qua non* condition for sustainable development of the Republic of Turkey, which is encircled by seas on three sides. The primary responsibility for execution of these tasks lies mainly with Ministry of Transport, Undersecretariat for Maritime Affairs and Directorate General of Coastal Safety as a recognized Maritime Administrations. Apart from organizational aspects, the efficiency of an administration lies upon its three main components: personnel, equipment and operational proficiency.

The most notable strength of the Coastal Safety Authority is high level of education and training of its personnel. Also, existing educational and training level satisfies present needs. On the other side, the weaknesses identified are mainly related with old, manual equipment of Turkish Coastal Radio Station and this Project Fiche is

based on this issue. In respect of existing equipment, it is really difficult to be compatible with developing international communication technology.

Radio communication is the most important communication instrument not only for the vessel that is in danger of sinking makes the last call with coastal radio station but it is also necessary to provide safety of navigation, life, property and protect of marine environment.

Furthermore, radio communication is cheap to use and does require little investment on the part of the coastal states. Effective marine communication is very important both in terms of operational efficiency and emergency response. All above reporting function and communication obligations shall be carried out by means of the Turkish Coastal Radio and the Turkish Coastal Radio shall have necessary and adequate technical systems.

### Existing Situation

Problem and Swot Analysis techniques were applied and results have been used at the background of this project. At this stage Turkish Coastal Radio has old manual technology, which does not allow digital communication. Moreover, since many features of the manual system require manual operation, the communication in emergency situations is under risk. Receiving and transmitting stations of Turkish Coastal Radio were established in 1987 and because of the loss of transmission and the completion of economic life of transmitters which are in the power of 5-10 kW and work with old, obsolescent lamp system; its efficiency decreases sometimes in service area and it can be difficult to find spare parts.

Nowadays as a result of technological evolutions voice communication changes to data communication, however it is not possible to provide data service with existing system and hardware. It needs to be modernized immediately. Furthermore, most of the Turkish Coastal Radio's personnel have over retirement age and new trained staff is needed.

Turkish Coastal Radio provides initial communication for safety of lives in maritime. In the course of this service any failure that can happen is the major risk. Existing situation is increasing this risk. Any cases of an accident, damages given to lives, goods, navigation and also environment will not be recovered.

### National Strategy

The government's policy in the sector is broadly outlined in several official documents. Maritime safety and adoption and implementation of related EU legislation are specially defined as a priority under the section 9.4 of the National Plan for the Adoption of the Acquis. Also in the Preliminary National Development Plan, for the years 2004-2006, it is stated that "Strengthening Maritime Safety" (Measure 3.2) as an important input for "Priority 3. Formation of hub ports by improvement of port capacities and strengthening maritime safety to provide an efficient service within the EU transportation networks". Furthermore in 9.National Development Plan for the years 2007-2013 it is mentioned that importance and priority will be given to increasing traffic safety in all modes of transportation, highways in particular, to protecting and efficiently using the existing infrastructure

and to making maximum use of information and communication technologies. Therefore, the results and activities of the present Project Fiche are fully in line with the government policy in the field of maritime safety.

### International Rules

As the distress communication is a safety of life oriented issue, these kinds of communications are of big importance for countries. Therefore, all countries within the frame of IMO and ITU are liable to modify their marine communication systems in accordance with their commitments. Besides marine navigational warnings (Navtex) and meteorological alerts are some of the services given by Coastal Stations.

Search and Rescue (SAR) activities are one of the most emphasized issues in International Area. One of the important issues among the SAR activities is communication. The communication between people to be rescued and vessels is provided by radio communication systems. The success of a response in emergency cases is highly depending on regular and active radio communication.

If any vessel expose to sea peril in Atlantic or in Pacific Oceans, rather off the coast, immediately tries to send a distress signal by means of radio equipments. However, because of less possibility of an existence of a vessel around, it is preferable to announce the situation of ship in distress to the Coastal Radio Station. Coastal Radio Station alarms the Authorities in one hand and on the other hand communicates with the vessels around and provides the assistance as soon as possible. In that case the state of the radio equipments are also important; even they work properly or not.

For that purpose, it is requested to the coastal countries to have an organization be able to manage such activities and train staff in charge of this duty. Therefore radio communication becomes very important in MSC and also COMSAR regular meetings that are arranged within IMO. All SAR facilities, that %95 of them are performed marine-oriented, start and finish with radio communication.

At the 11<sup>th</sup> session of the COMSAR IMO sub-committee underlined several items like, development in maritime radio communication systems and replacement for the use of NBDP (Narrow Band Direct Printing) radio telex for maritime distress and safety communications in maritime MF/HF bands. <sup>1</sup>

Moreover, new technologies should be followed and used in accordance with GMDSS rules. The purpose of these rules is entirely to provide marine safety. The application of the use of new technologies in our country will also be beneficial. The mission of our organization is to be a precedent communication authority by ensuring cooperation with radio authorities in EU countries, following developments in this area and taking measures for eliminating factors of uncertainty.

### Legislation harmonization

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<sup>1</sup> Draft liaison statement to IMO COMSAR - Replacement for the use of NBDP (radio telex) for maritime distress and safety communications in maritime MF/HF bands

In the pre-accession process, the legislative alignment with EU acquis in Turkey has been improved and large majority of EU acquis on maritime safety has been transposed into Turkish legislation since 2005. *More information is available in Annex 5.*

### Project Benefits

With “Safer seas: Upgrading of Turkish Coastal Radio” Project, Turkish and foreign flagged vessels will navigate safely in TURKRADIO’s service area, ship to ship and ship to shore coordination and navigational warnings will be provided continuously, besides radio and telex services, communication will be strengthened and data transmission will increase with data communication. Furthermore system will be compatible with new international rules that are going to implement in the near future. All these factors are indispensable for maritime safety.

If the marine traffic in Turkish territorial waters, particularly in Straits is considered risks exposed will become important. Therefore, there are several EU funding projects which have been conducted in the field of maritime. Communication infrastructure needed for maritime safety has been accommodated to EU directives with this project. The cooperation has been purposed by establishing coordination with coastal stations of EU countries, as a result of having infrastructure which can be applied international standards. Thus international cooperation has been established and also it has been planned on being precedent radio authority and application of developments by following them closely. *More information is available in Annex 5.*

### **3.2 Assessment of project impact, catalytic effect, sustainability and cross border impact (where applicable)**

The Turkish Coastal Radio can be used by all vessels not only in territorial waters of Turkey but also in all around world seas. This means, the project is planned to ensure efficient radio communication and quicker response in emergency situations both for Turkish and foreign flagged vessels in inland and outside of Turkish waters.

Data communication, harmonization to the ITU’ s standards related with HF and sustainability of investment by Turkish Coastal Radio will be provided. It is planned to improve corporation with coastal stations of EU countries. More over, as to ISO 9001 standarts; 20 hours of training per year for technical staff and 15 hours of training for administrative staff has been scheduled. Dissemination will be provided with publishing informations about Turkish Coastal Radio’s activities at Administrations official website [www.coastalsafety.gov.tr](http://www.coastalsafety.gov.tr) .

### **3.3 Results and measurable indicators:**

The project will produce the following series of results leading to the modernization of the Turkish Coastal Radio.

3.3.1. Legal arrangements regarding implementation and enforcement of maritime safety acquis that has been transposed by administrative bodies .

Following particular documents shall be achieved:

- Draft legal texts regarding implementation and enforcement prepared.
- Implementation Regulation renewed in line with related EU acquis within project.

3.3.2. Administrative and technical capacity of the Turkish Coastal Radio improved.

In order to reach the mentioned goals the followings will be necessary:

- 65 technical staff and 35 administrative staff trained by the 4<sup>th</sup> quarter of 2009 and scoring 70/100 on the evaluation test
- % 50 increase in TCR staff's knowledge on marine communications systems in line with EU law with completion of project.
- E-mail communication provided within 2010.
- %100 efficiency in service area provided.
- Data Recording will be possible by the end of 2010.

3.3.3. Turkish Coastal Radio digitalized

- Digital system put into service by the 3<sup>rd</sup> quarter of 2010.
- Turkish Coastal Radio compatible in line with ITU and ETSI Requirements by the end of 2010.
- At least %5 increase in number of ships benefiting from Turkish Coastal Radio as of 2010.
- At least 75 % decrease in channel switching time by the end of 2010.
- Administrations maintenance and repair expenses decreased.

### **3.4 Activities:**

The project will be implemented in the form of one Twinning Light Contract between Turkey and a Member State and one Supply Contract.

A selected group of persons of the Turkish Coastal Radio Station and Directorate General of Coastal Safety will visit the twinning counterpart EU country having the most advanced equipment and organization. The study visit will be planned, in coordination with the experts of the visited country, to observe on site the equipment and its operation and to have joint discussion meetings to analyze the technical aspects of the operations for the best application of findings to the Turkish Coastal Radio's established structures and organization.

3.4.1. Legal arrangements regarding implementation and enforcement of maritime safety acquis that has been transposed by administrative bodies. (Twinning Light)

In order to reach the mentioned goals the followings will be necessary:

- Gap analysis between related EU acquis on maritime safety and Turkish legislation.
- Revisions of Turkish Coastal Radio's Implementation Regulations

3.4.2. Administrative and technical capacity of the Turkish Coastal Radio improved. (Twinning Light and Supply)

For successful performance following activities are necessary:

- Training of staff related with maritime safety, radio communication and risk management in accordance with EU acquis
- Two study visit to EU Member countries (each visit involves 10 person) for familiarization with European marine communication systems
- To increase cooperation by organizing bilateral meetings with concerned authority of the Twinning Light Counterpart.
- Procurement of software for data recording under supply tender

3.4.3. Turkish Coastal Radio digitalized (Supply)

- Supply tender for digital MF/HF transponders, antennas of transponders, software, hardware and remote control system
- Training of Turkish Coastal Radio personnel on new digitalized system.
- Related articles of the Procurement Contract (including Special Conditions) designed accordingly.

Contract Type	Related Activities	Contract Value
Twinning Light Contract	<ul style="list-style-type: none"> <li>• Gap analysis between EU acquis, Turkish legislation aimed at harmonization and duties of the Coastal Safety Administration</li> <li>• Legal amendments and revision on Turkish Coastal Radio's Implementation Regulations</li> <li>• Training of personnel on maritime safety in accordance with EU acquis</li> <li>• Study visit to EU Member countries for familiarization with marine communication systems and make an attempt for building cooperation between counterpart EU country and Turkey.</li> </ul>	0,25 M EUROS
Supply Contract	<ul style="list-style-type: none"> <li>• Supply tender for digital MF/HF transponders, antennas of transponders and remote control system</li> <li>• Supply tender for hardware and software complying with digitalized system.</li> <li>• Training of Turkish Coastal Radio personnel on new digitalized system.</li> </ul>	2.8 M EUROS (%25 National Public Contribution)

### **3.5 Conditionality and sequencing:**

Market survey and preparation of technical specifications will be performed from PPF fund.

### **3.6 Linked activities**

We had a close contact with UMA officers during their first Twinning Project numbered TR0203-TR02 “Enhancement of Maritime Safety in Turkey”, which was completed successfully and ongoing project numbered TR0503.09 “Improvement of Maritime Safety in Ports and Coastal Areas in Turkey”.

The project on the modernization of the VHF system of the Turkish Coastal Radio will begin in 2008. This project will be funded by the national budget. While the success of VHF project is not a condition of the MF/HF project, it shows that the DGCS (Directorate General of Coastal Safety) is committed to the modernization of its radio systems, which is a positive factor for the success of the project.

### **3.7 Lessons learned**

As a result of cooperation with UMA, we realized that establishing a Project Management Unit is essential for carrying on EU funded projects successfully. And also, tendering schedule needs to be well prepared.

#### 4. Indicative Budget (amounts in M EURO)

Activities	TOTAL PUBLIC COST	SOURCES OF FUNDING									
		EU CONTRIBUTION				NATIONAL PUBLIC CONTRIBUTION					PRIVATE
		Total	% *	IB	INV	Total	Type of co financing (J / P) **	% *	Central	Regional	IFIs
<b>TWINNING</b>											
<u>contract 1</u>	0,25 M EURO	0,25 M EURO	100	0,25M EURO		0					
<b>SUPPLY</b>											
<u>contract 2</u>	2,8 M EURO	2,1 M EURO	75		2,1 M EURO	0,7 M EURO		25			
<b>TOTAL</b>	<b>3,05 M EURO</b>	<b>2,35 M EURO</b>				<b>0,7 M EURO</b>					

**\*\* compulsory for INV (minimum of 25 % of total EU + national public contribution) : Joint co financing (J) as the rule, parallel**

**co financing (P) per exception**

**\* expressed in % of the Total Public Cost**

It must be added that although the radio system has VHF, MF and HF bands, the equipment to be procured in this project only covers the **MF and HF bands**. VHF communication system will be purchased by the Turkish State budget. This does not create a condition for the success of the project since the two systems can be installed and operated separately. Co-financing of this project that covers the % 25 of supply has been put into our investment program.

## 5. Indicative Implementation Schedule (periods broken down per quarter)

Contracts	Start of Tendering	Signature of Contract	Contract Completion
<b>Contract 1 Twinning Light</b>	1 <sup>st</sup> quarter of 2008	2 <sup>nd</sup> quarter of 2008	1 <sup>st</sup> quarter of 2009
<b>Contract 2 Supply</b>	1 <sup>st</sup> quarter of 2008	3 <sup>rd</sup> quarter of 2008	3 <sup>rd</sup> quarter of 2010

Duration of the project: 3 years after the signature of Financial Agreement.

## 6. Cross cutting issues (where applicable)

### 6.1 Equal Opportunity

Equal participation of women and men will be secured through appropriate information and publicity material, in the design of projects and access to the opportunities they offer. An appropriate men/women balance will be sought on all the managing bodies and activities of the programme and its projects.

### 6.2 Environment

The project will have no negative effects on the environment. Moreover, since the project will decrease the risk of marine incidents and provide shorter response time to marine incidents, it will be an important contribution to the safety of marine environment once it is implemented successfully.

### 6.3 Minority and vulnerable groups

According to the Turkish Constitutional System, the word minorities encompass only groups of persons defined and recognized as such on the basis of multilateral or bilateral instruments to which Turkey is a party. This project has no negative impact on minority and vulnerable groups. It will apply the policy of equal opportunities for all groups including vulnerable groups.

**ANNEX 1:** Log frame in Standard Format

LOGFRAME PLANNING MATRIX FOR “ Safer seas: Upgrading of Turkish Coastal Radio”		Programme Name and number:	
		Contracting period expires : 2 years after the signature of the Financing Agreement	Disbursement period expires: 5 years after the signature of the Financing Agreement
		Total Budget : € 3,05 M	IPA Budget: € 2,35 M
<b>Overall Objective:</b>	<b>Indicators of Achievement:</b>	<b>Sources of Information:</b>	
The objective of the project is to increase safety of life, goods, navigation and environment in Turkish coastal areas.	Significant contribution to satisfy navigational safety at responding emergency distress signals by digital means of communication by the end of 2010	Ministry of Transport Reports Undersecretariat for Maritime Affairs Reports	
<b>Project Purpose:</b>	<b>Indicators of Achievement:</b>	<b>Sources of Information:</b>	<b>Assumptions &amp; Risks:</b>
To increase the efficiency of communication in case of maritime emergency operations and service area of the Turkish Coastal Radio.	At least 25% faster ship to ship and ship to shore communication of distress signals in marine emergency situations by the end of 2010	International Maritime Organisation COMSAR Notifications  International Telecommunication Union (ITU) Notifications	

	Radio calibration digitalized by the end of 2010	Turkish Coastal Radio Statistics	
<b>Anticipated Results:</b>	<b>Indicators of Achievement:</b>	<b>Sources of Information:</b>	<b>Assumptions &amp; Risks:</b>
1-Legal arrangements regarding implementation and enforcement of maritime safety acquis that has been transposed by administrative bodies.	Draft legal texts regarding implementation and enforcement prepared.  Implementation Regulation renewed in line with related EU acquis within project.	Reports of Undersecretariat for Maritime Affairs,  Reports of Ministry of Transport	Political Issues
2. Administrative and technical capacity of the Turkish Coastal Radio improved	65 technical staff and 35 administrative staff trained by the 4 <sup>th</sup> quarter of 2009 and scoring 70/100 on the evaluation test  % 50 increase in TCR staff's knowledge on marine communications systems in line with EU law with completion of project.	Reports of training, certificates, attendance sheets  Reports of training.	

	<p>E-mail communication provided within 2010.</p> <p>%100 efficiency in service area provided.</p> <p>Data Recording will be possible by the end of 2010</p>	<p>Turkish Coastal Radio records</p> <p>ISO 9001 documents</p> <p>Customer Satisfaction Survey Forms</p>	
3-Turkish Coastal Radio digitalized	<p>Digital system put into service by the 3<sup>rd</sup> quarter of 2010</p> <p>Turkish Coastal Radio compatible in line with ITU and ETSI Requirements by the end of 2010</p> <p>At least %5 increase in number of ships benefiting from Turkish Coastal Radio as of 2010</p> <p>At least 75 % decrease in channel switching time by the end of 2010.</p> <p>Administrations maintenance and repair expences decreased.</p>	<p>Project Final Report</p> <p>COMSAR Notifications</p> <p>Turkish Coastal Radio Reports</p> <p>Reports of the Purchasing Department of Directorate General of Coastal Safety.</p>	<p>Turkish Coastal Radio already has an running MF and HF system.</p> <p>Positions of the antennas are specified, so there is no need for further evaluation of location.</p>

Activities	Means	Costs	Risks
<p>1.1. Gap analysis between EU acquis, Turkish legislation aimed at harmonization and duties of the Coastal Safety Administration (Twinning Light)</p> <p>1.2. Legal amendments and revisions on Turkish Coastal Radio's Implementation Regulations (Twinning Light)</p> <p>2.1 Training of personnel on maritime safety in accordance with EU acquis (Twinning Light)</p> <p>2.2 Study visits to EU Member countries for familiarization with European marine communication systems (Twinning Light)</p> <p>2.3 Attempt for building corporation with counterpart Coastal Station Authority (Twinning Light)</p> <p>2.4 Procurement of software for recordation under supply tender.(Supply)</p> <p>3.1 Supply tender for digital MF/HF transponders, antennas of trasponders, software, hardware and remote control system (Supply)</p> <p>3.2 Training of Turkish Coastal Radio personnel on new digitalized system. (Supply)</p> <p>3.3 Related articles of the Procurement Contract (including Special Conditions) designed accordingly. (Supply)</p>	<p>Twinning Light Contract Supply Contract</p>	<p>Twinning Light: 0,25 M €, Supply: 2,8 M €  (%25 National Public Contribution)</p>	<p>Undue delay in customs Adverse weather conditions</p>