

Annex 4: Action Fiche for ENPI South – Regional Transport Co-operation

1. IDENTIFICATION

Title/Number	EuroMed Transport Safemed III (CRIS number 22817)		
Total cost	EU contribution: EUR 3 million		
Aid method / Method of implementation	Direct centralised management		
DAC-code	21040 (water transport)	Sector	Maritime transport

2. RATIONALE

2.1. Sector context

All of the Mediterranean partner governments subscribed to the in 2007 adopted Regional Transport Action Plan (RTAP) which sets out 34 actions on regulatory reforms in the transport sector for the years 2007-2013. The implementation of these actions is overseen by the EuroMed Transport Forum. As regards the actions on maritime transport specifically, the follow-up is guaranteed by the EuroMed Transport Forum dedicated working group on Maritime Affairs, Ports and Shipping. Detailed discussions on maritime safety take place in the sub-group on maritime safety whereas discussions related to short sea shipping take place in the sub-group on Motorways of the Seas. A last meeting of the maritime safety sub-group of the EuroMed Transport Forum took place in June 2010 in the European Maritime Safety Agency (EMSA) premises in Lisbon under the French-Egyptian co-presidency of the Union of the Mediterranean. This meeting discussed the progress on the different activities being implemented under the EuroMed Transport Safemed II project which all at reinforcing the capacity of the maritime administrations in the different partner countries and to promote the ratification, implementation and compliance with international conventions on maritime safety and security as well as further approximation to the EU acquis in the field of maritime safety and security. Having a common sea separating the Mediterranean partner countries from EU implies that further protection on this sea against accidents caused by shipping, abolishing sub-standard shipping and an overall reduction of negative environmental effects caused by shipping, is high on the agenda. This was also stressed in the Ministerial Declarations laying at the basis of the Union for the Mediterranean which state that co-operation in this matter is essential. As such the proposed project also contributes to the further implementation of the Union for the Mediterranean priorities. The two prior Safemed projects have already created a very solid foundation for EuroMediterranean co-operation on maritime safety through the direct involvement of Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), the relevant services of the International Maritime Organisation (IMO) and EMSA. Nevertheless keeping in mind the ongoing discussion regarding the proposal for a regulation widening the legal mandate for EMSA, a future direct involvement of EMSA can be foreseen in the field of maritime safety and security in the Mediterranean. Numerous technical assistance activities have been set-up to

support maritime administrations which has contributed in some cases also to concrete maritime safety improvements (such as the better performance of some partner countries on the Paris Memorandum of Understanding (MoU) Black, Grey and White list), but continuous efforts are needed to support further improvement and to assure the implementation of the different actions that have been initiated under the Safemed I and II.

2.2. Lessons learnt

As this project is a follow-up of the prior two Safemed projects a lot of experience has already been gathered about the structure of the maritime administrations, their strengths and weaknesses and their needs as regards further capacity building. A Safemed II document setting out the profiles of the maritime administrations gives a good overview of the performance of each partner country in terms of fleet, recognized organisations, maritime legislation and port state control figures. Such information is crucial for a proper implementation of all technical assistance activities foreseen under EuroMed Transport Safemed III.

In 2010 the EuroMed Transport Safemed II project was also monitored through Results Oriented Monitoring (ROM) as to determine which activities could be improved. Whereas this ROM indicated a number of issues which could be improved as to enhance efficiency of the implementation of the project, it showed that generally the project makes a good contribution to the overall achievement of enhancing maritime safety in the Mediterranean and creating awareness about the importance of this among the beneficiary countries. In addition it should be noted that although the stakeholders are generally committed to the project, activities need to be organised continuously as to maintain this commitment and to ensure overall sustainability of the project. Generally speaking it should also be kept in mind that the improvement as foreseen by the project proceed very slowly and require sometimes new legislation and cumbersome administrative changes.

Especially when keeping in mind that maritime environmental pollution does not stop at any border, regional co-operation involving all Mediterranean partner countries is considered as important. An equal and similar level of legislation is also necessary to avoid the movement of sub-standard ships to countries with a low level of legal requirements as regards maritime safety. A regional programme is therefore deemed necessary to further strengthen the regional awareness and willingness to commonly work on enhancing maritime safety and reducing maritime pollution caused by ships.

2.3. Complementary actions

The project is contributing to the achievement of the broader objectives of the in 2007 adopted RTAP for the Mediterranean for 2007-2013. As such the project contributes to the overall establishment of an overall well-functioning transport system in the Mediterranean. As already stated above the project guarantees the continuation of the regional co-operation established under EuroMed Transport Safemed I and II.

The project is furthermore consistent with the overall maritime safety and security objectives of the EU and notably promotes the legislation adopted under the Third

Maritime Safety Package. Through a direct contract with REMPEC for Safemed I and II a consistent approach of actions was also established as regards IMO actions in the Mediterranean region and relevant initiatives under the Barcelona Convention. This consistency should be continued under Safemed III. In addition, a more prominent role will be foreseen for EMSA as regards the implementation of some of the foreseen actions. Keeping in mind that EMSA is the competent authority for a number of similar actions within the EU, it seems logical that they are also involved in these actions for the benefit of the Neighbouring countries. Keeping in mind the efforts of aligning legislation with that of the EU, the involvement of EMSA in a number of activities seems fully justified.

In a number of partner countries (Morocco, Egypt and Turkey) twinnings in the field of maritime safety took place in the past years. The results of these twinnings may have to be integrated in the foreseen activities under Safemed III. Further coordination with Delegations is required as besides twinnings also other bilateral assistance related to the proposed activities may be implemented.

Other regional organisations active in the region such as the Mediterranean MoU on Port State Control shall also be kept involved in the implementation of the project.

In the ideal situation the objectives of the project could in the long run be fully integrated into the permanent tasks of EMSA as to ascertain a real Neighbourhood policy based upon the full alignment of the regulatory framework in the partner countries to the one of the EU.

Other actions in the field may relate to initiatives launched under the Integrated Maritime Policy umbrella, or within the framework of co-operation under the Union for the Mediterranean.

2.4. Donor coordination

The project should be based on a sound business case guaranteeing its self-sustainability in the longer term without a further need for technical assistance from the donors. Even though this particularly difficult to attain in the case of Safemed III, when keeping in mind that long process which accompanies ratification, transposition and compliance of international conventions, a good coordination with EMSA in this respect may support the further integration of the Southern Neighbourhood partners into the general logic of pursuing enhanced maritime safety and security.

Where possible this project will develop potential synergies with other donors (e.g. European Investment Bank (EIB), World Bank, German development bank Kreditanstalt für Wiederaufbau (KfW), Agence Francaise de Développement (Afd), African & Islamic Development banks). Specific co-operation should go out to other regional initiatives which are aiming at the same goals. Therefore a close co-operation with the Secretariat of the Union for the Mediterranean, UMA (Union Maghrebienne Arabe), GTMO 5+5 (Groupe de Ministres de Transport de la Méditerranée Occidentale) and ESCWA (United Nations Economic and Social Committee for Western Asia) may be deemed necessary.

3. DESCRIPTION

3.1. Objectives

General objective

The **overall objective** is to support the further ratification and implementation of international maritime safety and security conventions as well as improving the level of quality of maritime administrations in the Mediterranean partner countries with the overall objective of making shipping safer and more secure. This should promote the further alignment of the maritime safety and security legislation with the relevant EU acquis in the field and especially with the EU's Third Maritime Safety Package. Although being a regional project, the programme should focus also on specific needs at national level of each beneficiary country by taking into account the level of improvement of the maritime administration over the past years and keeping in mind the different bilateral assistance provided (including Twinning) to some of the beneficiary countries.

In this way the EuroMed Transport Safemed III project also contributes to the implementation of the relevant maritime safety and security actions (actions 7, 8 and 9) of the RTAP for the Mediterranean for 2007-2013. It should also guarantee that even though maritime transport is likely to increase (also because of programmes which support the development of short sea shipping such as the EuroMed Transport Motorways of the Seas programme), that shipping remains sustainable and that its environmental impact remains limited.

Specific objectives

Component 1: Flag State Implementation

Further reinforcement of the standard models for flag State administrations and a framework for the adequate monitoring classification societies. In depth assistance has been offered under Safemed II to those countries who were interested on the so-called IMO Voluntary Member State Audit Scheme (VIMSAS). This effective and welcome assistance can be reinforced under Safemed III. Port state control also remains a key domain for further assistance as the majority of the partner countries remain on the Paris MoU on Port State Control black or grey lists. Further monitoring of the flag performance and dedicated assistance to overcome the identified impediments should reinforce the overall quality of the maritime administrations. Continuation of financing scholarships at the World Maritime University and the International Maritime Law Institute can further increase the professionalism of the maritime administrations.

Component 2: Safety of navigation

Based upon the activities under Safemed II and particularly on the instalment of Automatic Identification System (AIS) equipment and the efforts to enhance vessel traffic monitoring data sharing among the partner countries, this activity is essential for the overall safety of navigation. Keeping in mind the experience of EMSA in the field of vessel traffic monitoring and reporting services an enhanced co-operation in this matter could be foreseen. The efforts to organise trainings for Vessel Traffic & Monitoring System (VTS) managers under Safemed II, should be extended under

Safemed III also with a view on continuous efforts to create a common VTS sharing space among the Mediterranean partners themselves and across the Mediterranean as a whole. Depending on the interest of the beneficiaries a pilot project on maritime surveillance could be foreseen (potentially also with the involvement of one or two EU Member States).

Component 3: Protection of the marine environment

Different issues can be regrouped under this very important activity which is aiming at making the Mediterranean a clean and common sea. Several initiatives in this matter have been developed varying from port reception facilities, to places of refuge, as to implementation of Maritime Pollution Convention (MARPOL) and its different annexes. Especially the latter is becoming increasingly important due to the possible identification of the Mediterranean as a special sulphur emission control area. As regards regional initiatives the set-up of a regional network of places of refuge can be identified. Other relevant developments in these domains are the Anti Fouling convention, the handling of dangerous goods (IMDG) and ballast water management. Dedicated training on port reception facilities management and other pollution & prevention related activities is quite essential in this matter. Enhanced regional co-operation on such pollution & prevention initiatives can be foreseen as activity.

Keeping in mind the key role of REMPEC in relation to the protection of the marine environment also linked to their work on the Barcelona Convention, the activities on the protection of the marine environment should preferably be implemented through REMPEC (while also taking into account the actions carried out in the framework of the Horizon 2020 programme).

Component 4: the Human Element

The influence of human behaviour still largely affects maritime accidents. Therefore qualified staff, seafarers and trainers is essential. Further trainings of inspectors shall be foreseen in addition to staff of maritime administrations themselves.

Component 5: Security of ships and ports

Maritime security remains a priority as terrorist attacks, piracy- and armed robbery at sea are currently among the most important threats against shipping. Initiated activities in this matter under Safemed I and II should therefore be continued to maintain a secure shipping environment. Efforts to assure the proper implementation of the International Ship and Port Facility Security Code (ISPS) Regulations should be continued also in close coordination with other relevant regional initiatives.

3.2. Expected results and main activities

Main expected results for the five components are:

- Improved level of quality of maritime administrations;
- Improvement on Paris MoU Black and Grey lists;
- Reduced maritime pollution caused by ships;

- Better information available regarding vessel movements and increased sharing of data among Neighbouring countries;
- Reducing the importance of the human element as a contributing factor in maritime accidents;
- Better secured port facilities and vessels and enforcement of related measures.

Activity 1: Towards an effective Flag State Implementation and fulfilment of international obligations (EUR 0.8 million)

Under activity 1 actions will be taken aiming at the further preparation of the partner countries for the IMO voluntary audit (*VIMSAS*). Preparatory activities related to this have been set out under Safemed II and this work should be further continued. The reports of Safemed II can be further used for this activity (e.g. the report on shortcomings and impediments for fulfilment of flag State related obligations). EMSA could also extent their work on the overview of maritime administrations to the project's beneficiaries. Under Safemed II countries were also enabled to participate to the IMO Flag State Implementation Sub-committee (FSI). This can also be continued under Safemed III.

Activities include further reinforcement of the standard models for flag State administrations (including the establishment of a quality system), further monitoring the flag performance and dedicated assistance to overcome the identified impediments (including the follow-up of detentions). Other actions under this activity should focus on monitoring of flag performance and improved monitoring of classification societies. The EU Directive on *classification societies* shall serve as input for this activity. The experience of EMSA in relation to the checking compliance of recognized organisations shall be used as basis for reliance on *recognized organisations* for the survey and/or certification of the ships of the beneficiary countries (also based on best practices offered by EU Member States).

The partner countries will also be more involved in the EU activities related to accident investigation. The relevant EU Directive takes due account of the IMO voluntary code for the investigation of marine casualties. The experience of EMSA in ensuring a common methodology for investigating maritime accidents shall be used as basis for further training the accident investigators in partner countries in this material. Additionally EMSA can disseminate best practices in setting up an independent accident investigation body, calling on EU Member State experience.

Finally the continued funding of participation of the partner countries into the courses of the *World Maritime University (WMU)* can also be developed under this activity depending on the outcomes of Safemed II.

Port state control as topic will also be addressed under this activity. The co-operation between the Paris MoU and the MED MoU on port state control shall continue to be promoted. The active involvement of EMSA in this activity is required as to ascertain further compatibility with the Med MoU committee on Port State Control procedures, to train good port state control inspectors also keeping in mind the EU Port State Control Directive as to arrive at an overall upgrading of Mediterranean

Port State Control Procedures. Finally also the continued data exchange has to be remained as activity. As such EMSA can support the Med MoU information system.

Activity 2: Safety of navigation (EUR 0.6 million)

Following the attempts of Safemed II to reinforce the regional exchange of AIS data, a number of follow-up activities in this context have to be carried out. An enhanced regional vision and sharing of vessel traffic monitoring data is still of crucial importance for improving maritime safety and reducing maritime pollution. Unfortunately progress made on this sharing of data was limited under Safemed II, nevertheless the larger involvement of EMSA in this context in Safemed III, based upon their experience with operating the SafeSeaNet server on behalf of the Commission, could further strengthen the activities in this domain. The same counts for the implementation and use of Long Range Identification and Tracking (LRIT) of ships.

EMSA can also organise three (3) information sessions on SafeSeaNet (SSN) (one per year) with the objective to prepare and support the ground for future integration of Safemed beneficiaries in SSN. EMSA and selected Member States will present best practices and examples of Vessel Traffic Monitoring Information System (VTMIS) implementation and the beneficiaries will update the status of their traffic monitoring infrastructure. The conclusions/recommendations of the information sessions will support the European Commission in defining conditions of the future incorporation of Safemed countries into SSN.

As the importance of regional co-operation on this has also been incorporated as an action in the Regional Transport Action Plan, efforts to improve this should remain a priority within Safemed III. Continued training of VTS supervisors, VTS operators and VTS on-job training instructors is therefore foreseen.

Additionally, a co-operation pilot project between those partner countries that are willing to do so, also including Member States who are willing, in the field of sharing common AIS and other vessel traffic monitoring data should be carried out.

Activity 3: Protection of the marine environment (EUR 0.6 million)

3.1: Technical assistance related to international conventions

This activity will focus largely on the different annexes of the MARPOL convention which all bring considerable challenges for the future to be implemented. Secondly an important link needs to be made in relation to the work carried out under the Barcelona convention under this specific activity.

Assistance activities will be provided related to MARPOL Annex I (prevention of pollution by oil), Annexes II (pollution by noxious liquid substances) and III (pollution by harmful substances carried by sea) and VI (ship emissions) building up the assistance delivered under Safemed II.

Other elements which deserve further assistance are places of refuge, the Anti Fouling conventions, ballast water management, port reception facilities and the handling of dangerous goods (IMDG). Regional and national assistance activities shall be carried out for these identified domains.

REMPEC as authority administered by IMO in co-operation with United Nations Environment Programme /Mediterranean Action Plan (UNEP/MAP) shall be closely involved in the implementation of these activities also keeping in mind their important role in relation to the Barcelona Convention (Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean).

3.2: Operational activities in the field of prevention and protection of the marine environment

Keeping in mind the different activities EMSA already carries out within the EU in co-operation with the Member States the following concrete activities can also be foreseen for the benefit of the Mediterranean partner countries:

- Annual international exercises with EMSA oil recovery vessels and one or more beneficiaries;
- If needed, training on pollution response (mechanical recovery and others);
- CleanSeaNet service extension for e.g. Morocco, Algeria and Tunisia (follow-up to MARCOAST project) at first instance with possible extension to the other beneficiaries based upon the results;
- Training in CleanSeaNet-2 for operators of those countries identified as potential beneficiary.

Activity 4: the Human Element (EUR 0.3 million)

This activity will focus largely on the enhanced promotion of the International Labour Organisation Maritime Labour Convention (ILO MLC) as well as the International Safety Management (ISM) code and the actual implementation in the field (best practices with the support of Member States) by trainings provided by EMSA. In addition, the importance of the Standards of Training, Certification and Watchkeeping (STCW) convention also for recognition of crews coming from third countries to work on board of vessels flying a EU flag will be further promoted. Appropriate training in this matter is essential to reduce the influence of human behaviour affecting maritime accidents. The role of EMSA in this context is crucial keeping in mind also their involvement in inspections to maritime administrations and education & training institutes should be integrated into this activity.

Activity 5: Security of ships and ports (EUR 0.3 million)

Based upon the different in-depth activities that have been carried out under Safemed II such as the assessment of the training capacity a continuation of the training programme for maritime security personnel is also foreseen under Safemed III. REMPEC has developed a considerable knowledge in this field based upon the activities carried out under Safemed I and II. The proposed activities under Safemed III shall build on that.

Nevertheless, based upon their experience and mandate within the EU, EMSA shall also be involved in these activities which focus on improving security inspections tasks, relevant companies but also the monitoring of Recognised Security Organisations (RSOs).

Activity 6: Supporting activities (EUR 0.4 million)

EuroMed Transport Forum Working Group on Maritime Affairs, Ports and Short Sea Shipping: the project will be in charge of organising at least once a year the meeting of the EuroMed Transport Forum working group on maritime affairs, ports, and short sea shipping (in collaboration with the EuroMed Transport programme on Motorways of the Seas) and/or at least once a year the sub-group on Maritime Safety.

Communication: the project will be responsible for maintaining the EuroMed Transport Safemed website which shall also be linked to the website of the overall EuroMed Transport programme. The project shall publish twice a year a newsletter on its activities and its relevance.

Geographic Information System (GIS): the project should contribute to the GIS, traffic forecasts and planning as carried out under the so-called Action 18 of the RTAP. This action is managed by Centre d'Etudes de Transport pour la Méditerranée Occidentale (CETMO) for the benefit of the entire future Trans Mediterranean Transport Network. The project shall support CETMO with its activities on the maritime traffic flows where necessary.

3.3. Risks and assumptions

The key **assumptions** underlying the programme intervention can be summarised as follows:

- The high level of commitment of the Government to implement the maritime transport reform policies also at a regional level.
- Main stakeholders will make available sufficient managerial, human and physical resources necessary to ensure a smooth implementation of the Programme.
- Mistrust between the Ministries of Transport and maritime administrations and port authorities is overcome.
- The commitment of other partner countries to substantially improve maritime safety and security conditions is sustained also in terms of legal, technical and institutional reforms as well as adequate resource allocation.
- (Sub)regional co-operation and confidence building is maintained.
- In the absence of a port in the Palestinian Authority, relatively limited assistance can be offered to this particular beneficiary country.

The key **risks** underlying the programme intervention can be summarised as follows:

- The level of regional and/or national instability increases significantly.
- Change of ministers may change political efforts.
- There is a lack of inter-ministerial co-ordination as well as coordination between ministries and local maritime administrations, port authorities and maritime academies.

- Little funds available to implement necessary equipment (AIS, VTMS, port reception facilities) or to train maritime administration and/or ministry staff appropriately.

3.4. Crosscutting Issues

Improved transport co-operation and will lead the establishment of a safe, secure, efficient and integrated transport system. While the EU supports on the one hand the development of maritime transport in the Mediterranean (by means of the Motorways of the Seas programme) it should at the same time also assure that a certain level of safety and security is maintained. This project will contribute to that. The project will guarantee a continuity of work which has been set up during the previous contract but with a larger emphasis on country specific needs and regional co-operation in those domains where this is deemed necessary. The project furthermore supports environmental protection of the Mediterranean.

The promotion of the application of EU rules and standards will also have a positive side effect on the environment, mainly concerning noise and emissions. Gender policy principles will be applied in the selection procedures for the staff to be trained.

3.5. Stakeholders

The main beneficiaries of the programme are the Ministries of Transport, maritime administrations and authorities, port authorities and maritime academies. Indirectly also shipping companies could benefit of the assistance

Furthermore regional organisations active in the EuroMed region such as Union Maghreb Arabe (UMA), GTMO 5+5, ESCWA will be integrated in the implementation of the project. Also existing training facilities in the partner countries (e.g. Morocco) should be used where possible.

4. IMPLEMENTATION ISSUES

4.1. Method of implementation

Direct centralised management

4.2. Procurement and grant award procedures

1) Contracts

All contracts implementing the action must be awarded and implemented in accordance with the procedures and standard documents laid down and published by the Commission for the implementation of external operations, in force at the time of the launch of the procedure in question.

Participation in the award of contracts for the present action shall be open to all natural and legal persons covered by the ENPI Regulation.

2) Specific rules for grants

In accordance with Article 168 (1)(f) of the Implementing Rules and based on the specific characteristics of the foreseen activities and the technical competence required, a direct contract of EUR 3 million is to be foreseen with either the European Maritime Safety Agency (EMSA) or with REMPEC for the implementation of the foreseen tasks.

EMSA's main objective is to provide technical and scientific assistance to the European Commission and Member States in the proper development and implementation of EU legislation on maritime safety, pollution by ships and security on board ships. To do this, one of EMSA's most important supporting tasks is to improve cooperation with, and between, Member States in all key areas. In addition, the Agency has operational tasks in oil pollution preparedness, detection and response. As a body of the European Union, the Agency sits at the heart of the EU maritime safety network and collaborates with many industry stakeholders and public bodies, in close cooperation with the European Commission. Following a recent proposal of the Commission the mandate of EMSA may be extended to neighbouring countries. In this case a direct contract can be awarded to EMSA.

Alternatively, a direct contract is to be foreseen with the International Maritime Organisation (IMO) which administers REMPEC and on behalf of REMPEC.

REMPEC is the dedicated body which is active in the Mediterranean in all the domains covered by the proposed Safemed III project.

REMPEC has been in charge of implementing the Safemed I and Safemed II projects as the most appropriate body and is administered by the International Maritime Organization (IMO) in co-operation with UNEP/MAP.

REMPEC was originally established in 1976 by the decision of the Contracting Parties to the Barcelona convention with the mandate to strengthen the capacities of coastal States in the Mediterranean region and to facilitate co-operation among them in order to combat massive marine pollution by oil, particularly by developing national capacities to combat oil pollution and by establishing a regional information system with a view to dealing with marine pollution emergencies. The Centre's mandate was extended over the years in conformity with the decisions of the Contracting Parties with a view to addressing relevant emerging issues and the respective global developments with a particular focus on preventive measures against pollution from ships.

The objective of REMPEC is to contribute to preventing and reducing pollution from ships and combating pollution in case of emergency. In this respect, the mission of REMPEC is to assist the Contracting Parties in meeting their obligations under Articles 4(1), 6 and 9 of the Barcelona Convention; the 1976 Emergency Protocol; the 2002 Prevention and Emergency Protocol and implementing the Regional Strategy for Prevention of and Response to Marine Pollution from Ships, adopted by the Contracting Parties in 2005 which key objectives and targets are reflected in the Mediterranean Strategy for Sustainable Development (MSSD).

The essential selection and award criteria for the award of grants are laid down in the Practical Guide to contract procedures for EU external actions. They are established in accordance with the principles set out in Title VI 'Grants' of the Financial

Regulation applicable to the general budget. When derogations to these principles are applied, they shall be justified, in particular in the following cases:

- 4.3. In accordance with Article 253 (1)(e) of the Implementing Rules and based on the specific characteristics of the foreseen activities and the technical competence required, the financing of an action in full is required for the specific cooperation with either the European Maritime Safety Agency (EMSA) or with REMPEC for the implementation of the foreseen tasks as it is in the interest of the European Union to be the sole donor to the action as to ensure full visibility of it.**

The total budget for the proposed project is EUR 3 million for a duration of 3 years from the signature of the contracts.

The indicative budget breakdown could be as follows:

EUR 0.8 million for Activity 1: Towards an effective Flag State Implementation and fulfilment of international obligations

EUR 0.6 million for Activity 2: safety of navigation

EUR 0.6 million for Activity 3 protection of the marine environment

EUR 0.3 million for Activity 4 the human element

EUR 0.3 million for Activity 5 the security of ships and ports

EUR 0.4 million for Activity 6 the supporting activities

4.4. Performance monitoring

Main performance indicators for the six components are:

- Performance on Paris Memorandum port state control list;
- Ability of seafarers to work in the EU;
- Level of cross-border co-operation and maritime vessel movement data sharing between partner countries;
- Number of international conventions ratified and implemented;
- Number of VIMSAS audits carried out;
- Level of pollution caused by vessels;
- Reduced number of maritime accidents and ships in distress.

Generally speaking, it should be acknowledged that there are limited relevant "standard indicators" in the domain as the project is mainly focusing on regulatory reforms.

The European Commission and the project coordinator will pay a particular attention at the recommendations expressed by the external experts. Of course, the bilateral country progress reports within the scope of the overall European Neighbourhood Policy play an important role as well.

4.5. Evaluation and audit

A mid-term progress/monitoring report of the complete RTAP 2007-2013 is foreseen for 2010. Within this framework also the actions relevant for maritime transport will be reviewed. The proposed project is supposed to deliver input to this overall progress/monitoring exercise of the RTAP.

For the contracts expenditure incurred will have to be certified, as part of the obligations of the contracted parties in the framework of the implementation of this project. Mid term and final evaluations of the results achieved will be entrusted to independent consultants, as well as external audits (which will be carried out if necessary).

Evaluations and audits will be funded from other sources than the project budget, since no commitment will be possible once the validity of this Decision has expired ("N+1" rule will apply).

4.6. Communication and visibility

A share of the budget of the project should be dedicated to the communication, visibility and information activities in order to ensure that the results of the projects activities are further disseminated. The project should develop an adequate communication plan containing information and communication activities (towards local and/or international media, stakeholders, final beneficiaries) and ensuring visibility of the project in all material produced (website, newsletter, booklet, training material, etc.), in line with the Communication and Visibility Manual for EU external Actions. Implementation of the communication plan in the partner countries will be also carried out in collaboration with the EU Delegation, when appropriate. For the communication through the Head Quarters channels, constant communication should be kept with European Commission headquarters and with the ENPI Info centre web portal (www.enpi-info.eu). The project will furthermore assure close co-operation with the EuroMed transport main project and coordination as regards the uploading of information on the general EuroMed transport website: <http://www.euromedtransport.org/>.