

Annex 7 - Action Fiche for ENPI Regional East Action Programme part II

1. IDENTIFICATION

Title/Number	TRACECA Maritime Safety and Security II (CRIS: ENPI/2011/023-051)		
Total cost	EUR 3 million		
Aid method / Method of implementation	Direct centralised management		
DAC-code	21040	Sector	Maritime transport

2. RATIONALE

2.1. Sector context

The TRACECA (Transport Corridor Europe – Caucasus – Asia) Regional Action Strategy (TRAS) on Maritime Security, Safety and Environmental Protection for the period up to 2021 determines the main directions of cooperation on maritime security, safety and environmental protection between the Participating States with the aim to create a highly efficient regional maritime transport system, which combines the national maritime transport programs with the development plans of the Pan-European transport corridors.

This Strategy should be considered as a general framework for the cooperation of Caspian and Black Sea countries in the field of maritime transport in particular maritime safety, security, pollution prevention and response. That means that national measures will be supplemented by regional efforts to reach the objectives of the Strategy. The Strategy is a first step to formulate the main priorities of activities, to identify measures and to create a framework for further cooperation at a regional scale. The aim of this Strategy is to promote safe, secure and sustainable maritime transport systems which meet the economic, social, environmental and safety needs of the Participating States, to help reduce regional disparities and to connect the Caspian and Black Sea regional infrastructure to the Trans-European Network, Pan-European and Euro-Asian Corridors through the programs / projects linking Europe to Central Asia.

The Regional Action Plan will be officially endorsed by the TRACECA IGC October 2011 and the follow-up will be guaranteed by activities of the TRACECA (EaP Transport Panel) Maritime Safety Working Group.

The meeting of the maritime safety sub-group of the TRACECA framework took place in January 2011 in Istanbul. This meeting discussed the progress on the different activities being implemented under the TRACECA ongoing contract. In addition, through the implementation of the TRACECA Maritime Safety I the general awareness regarding the importance of maritime safety and security in the partner countries has been increasingly on the rise. It can also be stated that there is an overall movement towards further ratification of International Maritime

Organisation (IMO) conventions and efforts on improving the countries' performance on the Paris Memorandum of Port State Control.

Maritime safety and security in partner countries is identified for support under sub-priority 2.3 of the Regional East Strategy Paper and Indicative Programme 2010-2013.

2.2. Lessons learnt

The prior TRACECA Maritime Safety project has started cooperation on maritime safety with the European Maritime Safety Agency (EMSA) and the International Maritime Organization. The European Commission aims at strengthening the cooperation with EMSA aiming at a full grant agreement in case the mandate of the Agency will be extended to countries covered by the European Neighbourhood and Partnership Instrument (ENPI). In case this will not happen the European Commission will continue with the option of a service contract. This will be facilitated through the direct involvement of EMSA in the project activities for the ENPI countries. Lessons learnt include the following:

As this project is a follow-up of the prior Maritime Safety project 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. Progresses in the implementation of maritime safety and security legislation have been quite limited at the moment. Especially since no direct economic benefit is linked to its implementation as well as the general burdensome process of ratifying, transposing and implementing international conventions, the process takes considerable time.

However, the very active approach of the EU in the field of maritime safety and security legislation, in addition to what is being done in the International Maritime Organization (IMO) makes that overall the need to do something in this field is recognized among partner governments. Very strict and binding legislation at the level of the EU, also with a direct effect on third countries by means of black lists, makes this consciousness even higher especially in those countries situated close to the EU. In the monitoring report carried out under TRACECA Maritime Safety I this has also been recognized. It is therefore necessary to continue the work, even when being aware that progress can be slow (but is catching up).

In 2010 the Maritime Safety I project was also monitored (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 Black and Caspian Sea 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 cooperation involving all Black Sea and Caspian 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 Regional Transport Plan which will be developed and implemented in the framework of the Transport Dialogue and Networks Interoperability II (2012-2015) in connection with the European Commission Communication on "[The EU and its neighbouring regions: A renewed approach to transport cooperation \[COM\(2011\)415\]](#)". The Communication indicates the importance of maritime transport as an essential mode of transport to facilitate market integration of the ENPI countries and further approximation to the EU legislation. The Communication highlights in particular the importance to enhance the cooperation between the EU and the ENPI countries in a series of initiatives as for instance "e-maritime" and CleanSeaNet. These activities can be organised in the future within the Transport Panel of the Eastern Partnership and TRACECA.

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 seems fully justified.

Other regional organisations active in the region such as the Black Sea Memorandum of Understanding 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.

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 this project, 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 Eastern 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. EIB, World Bank, KfW, AfW, Asian Development Bank). Specific cooperation should go out to other regional initiatives which are aiming at the same goals. Therefore a close cooperation between the Permanent Secretariat of TRACECA and for instance the Commission on the Protection of the Black Sea against Pollution will have to be continued, the Caspian Environment Programme, the Monitoring and Information Systems for Reducing Oil Pollution (MONINFO) in the Black Sea.

3 DESCRIPTION

3.1 Objectives

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 Black and Caspian Seas partner countries with the overall objective of making shipping safer, more secure and environment friendly. 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.

The beneficiary countries are the ENPI countries (Moldova, Georgia, Ukraine, Armenia and Azerbaijan). Given art 27 of the European Neighbourhood and Partnership Instrument the Central Asian countries (TRACECA members) Kazakhstan, Tajikistan, Turkmenistan, Uzbekistan and Kyrgyzstan and be associated to the actions. Following the same reasoning Bulgaria, Romania and Turkey will be associated to the actions of this project as indirect beneficiary countries.

In this way the Maritime Safety II TRACECA project also contributes to the implementation of the relevant maritime safety and security actions highlights on the European Commission Communication on Transport in the Neighbourhood countries. It should also guarantee that even though maritime transport is likely to increase, that shipping remains sustainable and that its environmental impact remains limited.

Component 1: Regional Coordination

Under the previous TRACECA Maritime Safety and Security project a Regional Action Plan for the Maritime Safety and Security was developed in close coordination with the beneficiaries and the relevant regional organisations. This project will support the beneficiaries with the implementation of the different objectives highlighted in this plan through the different project components. The possibility to fund some scholarships at the World Maritime University (WMU), at International Maritime Safety Security Environment Academy (IMSSEA) or the International Maritime Law Institute (IMLI) should be considered.

In addition, the project will be in charge of organising the TRACECA working group meetings on Maritime Safety and Security which should preferably take place every half year.

Component 2: 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 TRACECA Maritime Safety I to those countries who were interested on the so-called Voluntary IMO Member State Audit Scheme (VIMSAS). This effective and welcome assistance can be reinforced under Maritime Safety II. Flag state control also remains a key domain for further assistance as the majority of the partner countries remain on the Paris Memorandum of Understanding 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. In addition the coastal beneficiary countries should receive further assistance to reinforce their Port State control capabilities, both in terms of procedures and training of port State control officers.

Component 3: Safety of navigation

Keeping in mind the experience of EMSA in the field of vessel traffic monitoring and reporting services an enhanced cooperation in this matter could be foreseen. The efforts to organise trainings for the National Competent Authorities should be extended under Maritime Safety II aiming at achieving full compliance with IMO instruments related to AIS, LRIT and Vessel Traffic Monitoring and Information System (VTMIS).

Component 4: Protection of the marine environment

Different issues can be regrouped under this very important activity which is aiming at achieving an illegal zero-waste, zero-emission maritime transport in the Black and Caspian Seas. Several initiatives in this matter have been developed varying from port reception facilities, to places of refuge, as to implementation of MARPOL and its different annexes. 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. Dedicate training to strengthen national legislation regarding port reception facilities for ship-generated waste and cargo residue, and improve the respective implementation arrangements will be organised.

Component 5: 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 6: Security of ships and ports

Maritime security remains a priority as terrorist attacks using vessels as means remain a likely possibility. Initiated activities in this matter under TRACECA Maritime Safety I these activities should therefore be continued to maintain a secure

shipping environment. Efforts to assure the proper implementation of the ISPS Regulations should be continued also in close coordination with other relevant regional initiatives.

Component 7: Visibility and communication

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 and press strategy towards local and EU media.

3.2 Expected results and main activities

Main expected results for the five components are:

- Improved level of maritime administrations
- Improvement on Paris Memorandum Black and Grey lists
- Reduced maritime pollution caused by ships
- Better information available regarding vessel movements and increased sharing of data among Neighbouring countries
- Better secured port facilities and vessels and enforcement of related measures

Component 1: Regional Coordination (indicative budget - EUR 0.4 million)

Under activity 1 actions will be taken aiming at strengthening the regional coordination between the beneficiary countries and the EU and the beneficiary countries themselves in the framework of maritime safety and security. This will be coordinated together with the TRACECA Permanent Secretariat on the one hand and of the Eastern Partnership Transport Panel on the other. Considering its experience on hosting and coordination of regional agreements, projects and/or meetings EMSA involvement shall be also considered.

Component 2: Towards an effective Flag State Implementation and fulfilment of international obligations (indicative budget - EUR 0.6 million)

Under activity 2 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 the former contract and this work should be further continued. EMSA could also extend their work on the overview of maritime administrations to the project's beneficiaries.

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 with recognized organisations shall be taken into

account when organising actions related to these companies. The monitoring of *recognized organisations* for the purpose of delegating statutory works shall benefit of best practices offered by EU Member States and coordinated by EMSA.

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 this area shall be used to coordinate efforts in setting up independent accident investigation bodies calling on EU Member State experience and offering basic training to the accident investigators in partner countries.

Port state control as topic will also be addressed under this activity. For instance Tutoring projects on Port State Control under the coordination of EMSA with participation of Paris MOU Members' experts shall be among the activities in this area. The active involvement of EMSA in this activity is required also to guarantee the developments of the Black Sea MoU 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 the beneficiary countries Port State Control Procedures. Finally, the continued data exchange has to be remained as activity. As such EMSA can support the Black Sea MoU information system.

Activity 3: Safety of navigation (indicative budget - EUR 0.65 million)

Following the attempts of TRACECA Maritime Safety I 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. The larger involvement of EMSA in this context, 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 (one per year) with the objective to promote the regional exchange of AIS data between the TRACECA Maritime Safety beneficiaries and prepare and support the ground for their future integration in SSN. EMSA and selected Member States will present best practices and examples of VTMIS implementation and the beneficiaries will update the status of their traffic monitoring infrastructure.

As the importance of regional cooperation on this has also been incorporated as an action in the Regional Transport Action Plan, efforts to improve this should remain a priority.

Activity 4: Protection of the marine environment (indicative budget - EUR 0.5 million)

4.1: 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), Annex II (pollution by noxious liquid substances), Annex III (pollution by harmful substances carried by sea) and Annex VI (ship emissions) building up the assistance delivered under Maritime Safety I.

Other elements which deserve further assistance are places of refuge, the Anti Fouling Convention, 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.

4.2: 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 cooperation with the Member States the following concrete activities can also be foreseen for the benefit of the Black Sea 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)
- EMSA has already assisted Black Sea regional operational activities on pollution prevention by providing CleanSeaNet services to Turkey and Georgia within the framework of the Black Sea COM MONINFO project. The possibility of further extending the use of CSN services by the other Black Seas countries shall be explored.
- Training in CleanSeaNet-2 for operators of those countries identified as potential beneficiary

Activity 5: the Human Element (indicative budget - EUR 0.4 million)

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. In particular in the following fields:

- Implementation and enforcement of the International Safety Management Code (ISM Code)
- Dedicated course on IMO Guidelines (MSC.1/Circ.1341)
- Operational aspects of SOLAS 74 (as amended)
- Voluntary IMO Member State Audit Scheme (VIMSAS) Auditor Training Course
- Training on the Maritime Labour Convention (delivered by EMSA)

- STCW safety course (oil, gas, chemical and passenger ships)
- International regulations in relation to Offshore Units (Train-the-Trainer)

As an option similar Training can be organised in cooperation with the Integrated Technical Co-operation Programme (ITCP) of the International Maritime Organization (IMO). This is designed to enhance maritime safety by strengthening SAR capacity in regions across the globe.

Activity 6: Security of ships and ports (indicative budget - EUR 0.3 million)

Based upon the different in-depth activities that have been carried out under TRACECA Maritime Safety I maritime security remains a priority as terrorist attacks using vessels as means remain a likely possibility. Initiated activities in this matter under TRACECA Maritime Safety I and II should therefore be continued to maintain a secure shipping environment. Efforts to assure the proper implementation of the ISPS Regulations should be continued also in close coordination with other relevant regional initiatives

Activity 7: Communication and visibility (indicative budget - EUR 0.15 million)

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 and press strategy towards local and EU media.

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 cooperation and confidence building is maintained.

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 cooperation 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 Black and the Caspian Seas (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 cooperation in those domains where this is deemed necessary. The project furthermore supports environmental protection of the Black and Caspian Seas.

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 TRACECA Region such as Black Sea Commission will be integrated in the implementation of the project.

4. IMPLEMENTATION ISSUES

4.1 Method of implementation

Direct centralised management

4.2 Procurement and grant award procedures

1) Specific rules for grants

In case of extension of the EMSA mandate to the ENPI countries, 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 grant contract of EUR 3 million may be foreseen with the European Maritime Safety Agency (EMSA) for the mentioned 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.

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:

- Financing in full (derogation to the principle of co-financing): the maximum possible rate of co-financing for grants is 80%. Full financing may only be applied in the cases provided for in Article 253 of the Commission Regulation (EC, Euratom) No 2342/2002 of 23 December 2002 laying down detailed rules for the implementation of the Financial Regulation applicable to the General Budget.
- Derogation to the principle of non-retroactivity : a grant may be awarded for an action which has already begun only if the applicant can demonstrate the need to start the action before the grant is awarded, in accordance with Article 112 of the Financial Regulation applicable to the General Budget.

This remains a temporary solution waiting for the EMSA mandate to be extended and the work programme for the ENPI countries to be agreed.

2) Contracts

In case the mandate of the EMSA is not extended to the ENPI countries, the European Commission shall implement the mentioned task through the service contract option.

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. Further extensions of this participation to other natural or legal persons by the concerned authorising officer shall be subject to the conditions provided for in article 21(7) of the ENPI Regulation.

4.3 Budget and calendar

The total budget for the proposed project is 3 million EUR and the indicative implementation period is 36 months after the signature of the contracts. In case of extension of the EMSA mandate to the ENPI countries (The Central Asian countries will remain associated through the use of art 27 of the ENPI), the total budget will be allocated to the Agency through a direct grant contract. In case the mandate of the

EMSA is not extended to the ENPI countries the European Commission shall implement this project through the service contract option. The indicative budget breakdown could be as follows (all amounts in EUR):

TRACECA Maritime Safety and Security II	ENPI Countries (Activities 1 -5)	Central Asia (art 27. of the ENPI) (Activities 1+ 2+ 3)	Total (countries related + joint activities)
Objectives/Activities (Total)	1,950,000	1,050,000	3,000,000
<u>Component 1: Regional coordination</u>	250,000	150,000	400,000
<u>Component 2: Flag State implementation</u>	400,000	200,000	600,000
<u>Component 3: Safety of navigation</u>	400,000	250,000	650,000
<u>Component 4: Protection of the marine environment</u>	300,000	200,000	500,000
<u>Component 5: the Human Element</u>	300,000	100,000	400,000
<u>Component 6: Security of ships and ports</u>	200,000	100,000	300,000
<u>Component 7: Visibility and communication</u>	100,000	50,000	150,000

4.4 Performance monitoring

Main performance indicators for the six components are:

- Flag State performance on the Paris MOU on port state control's black list
- Level of cross-border cooperation 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

Mid-term and final evaluations of the results achieved may be carried out by independent consultants, as well as external audits (which may be carried out if necessary).

Evaluations and audits will be funded from other sources than the project budget.

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 HQ channels, constant communication should be kept with EuropeAid East Regional Programmes Unit and with the ENPI Info centre web portal (www.enpi-info.eu). The project will furthermore assure close cooperation with the Transport Dialogue and Networks Interoperability TRACECA main project and coordination as regards the uploading of information on the general TRACECA transport.org website.