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ANNEX VII

of the Commission Implementing Decision on the financing of the multiannual action plan part I in favour of the Neighbourhood, Development and International Cooperation Instrument (NDICI) Regional South Neighbourhood for 2021-2023

Action Document for EuroMed Transport Programme on Maritime Safety – SAFEMED

ANNUAL ACTION PLAN

This document constitutes the annual work programme in the sense of Article 110(2) of the Financial Regulation, and action plan/measure in the sense of Articles 23(2) of NDICI-Global Europe Regulation.

SYNOPSIS

1.1. Action Summary Table

1. 1. Title CRIS/OPSYS Basic act	EuroMed Transport Programme on Maritime Safety – SAFEMED Multi-annual action plan part I in favour of Southern Neighbourhood for 2021-2023 CRIS number: NDICI-GEO-NEAR/2021/043-138 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI)
2. Team Europe Initiative	No
3. Zone benefiting from the action/location	The action shall be carried out at the following location: - Neighbourhood South countries: Algeria, Egypt, Israel ¹ , Jordan, Lebanon, Libya, Morocco, Palestine ² , Syria ³ and Tunisia. - Some actions/activities may be extended to countries from the Union for the Mediterranean and Countries and territories neighbouring Neighbourhood South countries, as per Art. 43(1) of the Regulation (EU) 2021/947: Albania, Bosnia and Herzegovina, Mauritania, Montenegro, Turkey, Chad, Mali, Mauritania, Niger, Saudi Arabia, Sudan, Iraq, non-autonomous territory of Western Sahara. - This is justified as the “Regional South Multiannual Indicative Programme (2021-2027)”, makes reference to the importance of cross regional cooperation: “The future regional cooperation should have a flexible geographical and thematic scope, also allowing for interlinkages with other regions, where necessary and appropriate as highlighted in the Joint Communication on a renewed partnership with the Southern Neighbourhood.” and “The EU will be ready to explore further regional,

¹ See Guidelines on the eligibility of Israeli entities and their activities in the territories occupied by Israel since June 1967 for grants, prizes and financial instruments funded by the EU from 2014 onwards on http://eurlex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.C_.2013.205.01.0009.01.ENG.

² This designation shall not be construed as recognition of a State of Palestine and is without prejudice to the individual positions of the Member States on this issue.

³ Co-operation with the Government of Syria suspended since 2011.

	sub-regional or trilateral cooperation and joint initiatives between partners in targeted areas of mutual interest and of a cross-border nature”.			
4. Programming document	Renewed partnership with the Southern Neighbourhood, A new Agenda for the Mediterranean (JOIN(2021) 2 final); Multiannual Indicative Programme (2021-2027) ⁴ .			
5. Link with relevant MIP objectives/expected results	<p>Priority Area 2: Strengthen resilience, build prosperity and seize the digital transition, SO2 Facilitate regional economic integration through trade, investment and connectivity</p> <p>Priority Area 4: Green Transition, SO3 To protect biodiversity and natural resources through pollution reduction, sustainable food systems and preserved ecosystems</p>			
PRIORITY AREAS AND SECTOR INFORMATION				
6. Priority areas, sectors	Sector 3.3: Promoting Connectivity and sustainable use of natural resources.			
7. Sustainable Development Goals (SDGs)	9: Industry, Innovation and Infrastructure; 12 : Responsible Consumption and Production; 13 Climate Action; 14 : Life Below Water			
8 a) DAC codes	21010 Transport policy and administrative management (100%).			
8 b) Main Delivery Channel	50000 – Other			
9. Targets	<input type="checkbox"/> Migration <input checked="" type="checkbox"/> Climate <input type="checkbox"/> Social inclusion and Human Development <input type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input type="checkbox"/> Human Rights, Democracy and Governance			
10. Markers (from DAC form)	General policy objective	Not targeted	Significant objective	Principal objective
	Participation development/good governance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Aid to environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Gender equality and women's and girl's empowerment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Trade development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Disaster Risk Reduction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Inclusion of persons with Disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nutrition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	RIO Convention markers	Not targeted	Significant objective	Principal objective
	Biological diversity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁴ C(2021) 9399 dated 16.12.2021.

	Combat desertification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Climate change adaptation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Internal markers	Policy objectives	Not targeted	Significant objective	Principal objective
	Digitalisation Tags: digital connectivity digital governance digital entrepreneurship job creation digital skills/literacy digital services	<input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	<u>Connectivity</u> Tags: transport people2people energy digital connectivity	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	Migration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Reduction of Inequalities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	COVID-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BUDGET INFORMATION				
12. Amounts concerned	Budget line: 14 02 01 10 Total estimated cost: EUR 8 000 000 Total amount of EU budget contribution: EUR 8 000 000			
MANAGEMENT AND IMPLEMENTATION				
13. Implementation modalities (type of financing and management mode)	Project Modality Indirect management with the European Maritime Safety Agency (EMSA)			

1.2. Summary of the Action

This action aims at pursuing EU efforts in supporting the establishment of an adequate regulatory framework for maritime transport for the benefit of the Southern Mediterranean Partner Countries, as defined in the UfM Regional Transport Action Plan 2021-2027 (RTAP), on the basis of the Union for the Mediterranean (UfM) Transport Ministerial Conference mandates and in line with the Renewed partnership with the Southern Neighbourhood, A new Agenda for the Mediterranean⁵.

The objective of the SAFEMED project is to ensure that beneficiary countries continue to implement the concerned measures of the RTAP that are a joint commitment of Mediterranean countries and to discharge the responsibilities as Flag, Coastal and Port state arising from the international maritime conventions to get an improved performance as Flag, Port and Coastal States-

The implementation of the action by the European Maritime Safety Agency (EMSA) will allow to continue integrating neighbourhood countries into the work of the EU Agencies, in line with the joint communication "Delivering on a new European Neighbourhood Policy" whereby the EU should further enhance its support for the participation of ENP partner

⁵ JOIN(2021) 2.

countries in EU programmes and agencies. This project will provide beneficiary countries with access to a range of services and tools otherwise reserved to EU Member States (pending approval by the established formal governance bodies (e.g. High Level Steering Group for Governance of the Digital Maritime System and Services).

Finally, it will contribute to reaching the objectives of the 14 June 2021 Union for the Mediterranean's (UfM) Ministerial Declaration on Energy, and of the 2 February 2021 2nd UfM Ministerial Declaration on Sustainable Blue Economy.

2. RATIONALE

2.1. Context

The objective of Euro-Mediterranean cooperation, as declared in the Barcelona Declaration of November 1995 and confirmed by the creation of the Union for the Mediterranean (UfM) following the Paris Summit in July 2008, is to establish a comprehensive and inclusive partnership and to ensure peace, stability and prosperity in the Mediterranean through enhanced and regular political dialogue, economic and financial cooperation and the promotion of social, cultural and human values.

The transport sector plays a key role in achieving this partnership and integration. To this end, regular and intensive dialogue has been established through the Euro-Mediterranean Transport Forum and its working groups to plan and implement an efficient and integrated transport system that develops cooperation in the region.

The first Euro-Mediterranean Ministerial Conference on Transport, held in Marrakesh in 2005 launched the first Regional Transport Action Plan 2007-2013 (RTAP) The RTAP consisted of 34 actions and was structured around two pillars: regulatory convergence and the planning and implementation of an integrated infrastructure network.

Following the launch of the Union for the Mediterranean (UfM) in 2008, and following on from the EuroMed partnership, the first UfM Conference, and the second in the framework of Barcelona process, was held in Brussels on 14 November 2013. The conference reaffirmed the need for a safe, secure, sustainable and efficient transport system based on the harmonisation of transport standards and on a multimodal and integrated regional transport network. It prepared the Regional Transport Action Plan 2014-2020 and called for developing the Trans-Mediterranean Transport Network and its connection with the Trans-European Transport Network (TEN-T).

Moreover, the UfM Ministerial meetings on Blue Economy of 3 February 2021 and the one on environment and climate action of October in 2021 underline the importance of transport for the region, as a vector for growth.

In 2021 UfM Member States prepared the Evaluation of the Regional Transport Action Plan 2014-2020. In the field of Maritime transport it noted the following relevant achievements:

1- Port efficiency: Improvements in port efficiency have been confirmed for some countries through significant progress in some international indices, such as the UNCTAD Liner Shipping Connectivity Index and the World Bank Ease of Doing Business Index.

2- Maritime safety: Services and tools have been provided in the field of safety and security, such as access to the Maritime Knowledge Centre (MaKCs) to all beneficiaries, access to RuleCheck, etc..

3- Maritime security: The Southern Neighbourhood countries have worked to improve the implementation of the maritime security requirements of the SOLAS Convention and have also ensured gradual compliance with EU standards. Priority was given to training on the ISPS Code and also to port facility security.

4- Marine environment: Clean-up equipment has been provided. Six countries (Jordan, Israel, Lebanon, Libya, Morocco and Tunisia) benefit from and have access to satellite information for the early detection of oil spills in the waters under their jurisdiction and to facilitate the identification of possible polluters.

5- Training and certification of seafarers: Training actions on international safety management, implementation of the Maritime Labor Convention (MLC), as well as on search and rescue have been carried out for the benefit of Southern Neighbourhood countries.

On the basis of the achievements above and the remaining challenges that will be further described in the next section, UfM Member States are currently defining the RTAP for the 2021-2027 period. The February 2021 European Commission and High Representative's Joint Communication for a Renewed partnership with the Southern Neighbourhood, *A new Agenda for the Mediterranean*, states that: "Transport is a key component of policies and

instruments supporting the development of the Southern Mediterranean, as highlighted by the Sustainable and Smart Mobility Strategy. We should seize the opportunity to link transport infrastructure through interoperability of rules and standards. Priority will be given to the swift development of the TransMediterranean Transport Network and to the transport policy reforms objectives identified jointly under the Regional Transport Action Plan (RTAP) and supported by the ongoing technical cooperation.”

2.2. Problem analysis

Main stakeholders

The main beneficiaries of the project are the all ministries, entities, agencies part of the Maritime Administration in the meaning given by the III Code. The project will provide technical assistance, capacity building activities and tools and service to enhance their capacity as contracting government, Flag, Port and Coastal State and ensure proper implementation and enforcement of the international maritime legal framework

While the Maritime Administrations of the beneficiaries have been established now for many years, some are struggling in keeping up with the fast-changing pace of shipping. This is mainly due to lack of financial and human resources. Capacity building activities aim at keeping the Maritime Administrations always up to date with the latest developments, while Digitalisation efforts will ensure to facilitate their day-to-day work and reduce administrative burden.

PRIORITY 1: Sustainability

Today, maritime transport is essential for the proper functioning of global supply chains. But it also is the source of greenhouse gas emissions, air, noise and water pollution, accidents and biodiversity losses. Pollution prevention and pollution response are the two pillars of environmental protection. The Mediterranean Sea has a very unique, sensitive, and fragile environment that requires special measures and strict environmental control. A potential incident will have long-term and irreversible negative effects on the environment as well as on the coastal economies of the littoral states, and the health of the riparian populations

The EU Green Deal calls for a 90% reduction in greenhouse gases emission for the transport sector by 2050. ENP South countries are signatories of the UN Paris Climate agreement, that does not provide a specific transport emission reduction targets, but the sector is still key for the Nationally Determined Contributions. This action will contribute to advocate for a sustainability agenda in the Mediterranean countries with a focus on sulphur content of fuels, greenhouse gases, marine litter, and underwater noise, amongst others. The action will promote the establishment of an Emissions Control Area in the Mediterranean (Med ECA). Six beneficiary states (Algeria, Egypt, Israel, Lebanon, Libya and Palestine⁶) have not yet ratified the IMO MARPOL Annex VI which is the main international treaty addressing air pollution prevention requirements from ships. Ratification is the first step towards engaging in a serious control of air emissions from shipping.

The action can contribute through ad-hoc studies to assess the potential of building infrastructures in the region in order to develop a network of refuelling infrastructures that will enable the widespread uptake of low-emission fuels. These studies will give guidance to public authorities in the partner countries and eventually lead to opportunities for investments and investment-related cooperation.

At the same time, the project will continue working along the national authorities of the beneficiary countries on the issue of transfer of harmful aquatic organisms and pathogen and the implementation of the Ballast Water Management (BMW) and Anti-fouling (AF) Conventions. Five beneficiary states (Algeria, Israel, Libya, Palestine⁷ and Tunisia have not yet ratified the BWM, while four (Algeria, Israel, Libya and Palestine⁸) have not yet ratified the AC Convention.

In order to strengthen the beneficiary countries' coastal state capabilities, the action will maintain the provision of satellite surveillance through CleanSeaNet (the EU satellite-based pollution detection system) in order to spot potential or actual spills and identify polluters. In addition, the action will encourage EMSA to be further involved with the beneficiary countries to widen the pollution response portfolio by taking into account new fuels, new necessities, new technology and new polluters. While the oil pollution response exercises with EMSA's vessels part of the stand-by network of oil

⁶ This designation shall not be construed as recognition of a State of Palestine and is without prejudice to the individual positions of the Member States on this issue.

⁷ Idem.

⁸ Idem.

pollution response vessels are of great value, new guidelines and tools to improve the beneficiaries' pollution response tactics need to be developed. Mediterranean countries need to be prepared to respond to new, evolving and diversified environmental challenges.

PRIORITY 2: Safety

Safety of ships and their safe operation are primarily regulated in a number of international conventions, mainly under the International Maritime Organisation (IMO). Flag State Implementation (FSI) is a function which is under the jurisdiction of national maritime authorities in fulfilling their non-delegable responsibilities and obligations under international law. Flag States and Port States are respectively the first and second line of defence and for the former tasked to ensure compliance with all statutory requirements before allowing the vessel to be registered and trade while for the latter the monitoring that such compliance is maintained at all times.

Conventions adopted by the IMO are continuously amended. The most up-to-date version is many times not transposed into the national legislation of the beneficiaries, while some have not yet ratified or put into effect key Conventions.

In the area of FSI, some of the beneficiaries' performance is below average and needs to be brought up to the international standards, as shown by the PSC performance and the experience gained with coordination missions and other activities implemented in the countries during the previous SafeMed project. In fact, most of the beneficiaries are on the 2019 Grey list of the Paris MoU for Port State Control (PMOU), with one country on the Black list.

PSC regimes can be an effective tool to fight sub-standard shipping as well as to provide an indication to the performance of flag States. Project's beneficiaries with the exception of Libya and Palestine⁹ are members of the Mediterranean Memorandum of Understanding on PSC (MEDMOU) and perform PSC inspections on board of foreign vessels calling at their ports on the basis of common procedures. The launching of the THETIS-Med information system for the Med MoU in February 2020 has marked an additional step towards harmonisation between two regimes sharing the same basin.

The project will continue support beneficiaries as flag States to transpose in their national legislative systems and to implement the most up-to-date versions of the international instruments. Support will also be provided to establish monitoring tools aiming at improving the performance of the beneficiaries' fleets. Moreover, it continues in the quest for harmonisation of the PSC inspections standards with the Paris MoU and within the Mediterranean region by continuing to provide tools in use to the Paris MoU inspectors and by enhancing the quality of training provided to MEDMOU Port State Control Officers (PSCOs).

PRIORITY 3: Security

The International Ship and Port facility Security (ISPS) Code was adopted in 2002 and became mandatory on the 1st July 2004 through the inclusion in the International Convention for Safety of the Life at Sea (SOLAS). The Code aims to provide a standardised and consistent framework for evaluating risk, enabling Governments to offset threats with changes in vulnerability for ships and port facilities through the determination of appropriate security levels and corresponding security measures.

All beneficiaries except Palestine¹⁰ are parties to the SOLAS Convention and therefore are supposed to implement in full the International Ship and Port Facility Security Code (ISPS) for what concerns the mandatory standards of Part A both for ships and port facilities, with the help of the guidance provided in the Part B of the said Code.

There is a tight relation between the level of knowledge, the capability of the management, the resources available and the performance of a maritime administration (for ships) and of a Designated Authority (for port facilities). Taking that into account, this activity aims to get the full implementation of the mandatory SOLAS maritime security requirements together with a progressive alignment with the European Union standards

In practice, the project will support beneficiaries to improve their institutional capacity to give full implementation to the ISPS Code requirements and increase the approximation to EU practices in the field of maritime security. Moreover, it

⁹ Idem.

¹⁰ Idem.

will raise awareness also on new threats for the safe operations of ships, such as cybersecurity, in line with the initiatives of other international partners such as IMO.

PRIORITY 4: Simplification

Digitalisation is one of the main priorities the EU's 2020 Sustainable and Smart Mobility strategy, and it is an indispensable driver for the modernisation of maritime transport. Administrative burden, scarce digitalisation, absence of data records, and lack of structured and clear division of responsibilities are common issues that may hamper the effectiveness and efficiency of beneficiary maritime administrations.

At the EU level, the Commission and EMSA are working heavily on reducing the administrative requirements of maritime administrations and facilitate the simplification of shipping by supporting EU-wide digital maritime solutions. One of the major initiatives is the European Maritime Single Window Environment (EMSWe), which aims at advancing simplification, harmonisation and rationalisation of reporting formalities that follows the line of the IMO FAL Convention. In addition, the Agency is supporting the transition towards a paperless environment which should facilitate the work of both the Member States and the industry.

The project aims at bringing further simplification and digitalisation on the southern Mediterranean shores. At first, the possibility of developing National Single Windows for ENP countries will be explored and promoted. At a second stage, EMSA will support the digitalisation of the National Registries and contemplate the development of a Flag State inspection information system.

From an organizational point of view, the action will make sure that all beneficiary countries adopt an up-to-date Maritime Strategy along the requirements of the III Code. This way, all ministries, agencies, and entities forming the Maritime Administration will have clear roles and responsibilities. Moreover, for interested beneficiaries, the Agency will support the introduction of a Quality Management System.

PRIORITY 5: Surveillance

EMSA hosts and provides maritime surveillance services to enhance the Union's maritime information picture in support to EU MS capacity as flag, port and/or coastal States. This is achieved by technically managing the sourcing and day-to-day operations of the Earth Observation information flow from satellites, through the provision of Automatic Identification System information, and by transmission of Remotely Piloted Aircraft Systems (RPAS) based information. In principle, the main system is the Integrated Maritime Services (IMS) within the Union Maritime Information and Exchange System (SafeSeaNet).

The same system provides traffic surveillance, enhancing authorities capabilities to monitor and manage maritime traffic and maritime transport, as well as enhancing responses in case of accidents and incidents at sea, facilitating early mitigation action minimising the loss of life and property and damage to the marine environment.

The current situation of the beneficiaries in terms of traffic monitoring infrastructure varies from country to country. With the deployment of some AIS Stations in SafeMed IV to Tunisia, the country reached roughly 70% (from 25%) of coastal coverage and joined Morocco, Israel, and Jordan as the group of countries with sufficient infrastructure enabling the competent authorities to monitor the vessels traffic along their coastlines within the range of the AIS system (~30nm). With SafeMed, Morocco, Tunisia and Jordan started sharing AIS information through the regional AIS server MAREΣ managed by the Italian Coast Guard. These countries first started sharing AIS information among themselves (1st Phase) and then with selected EU Member States (2nd Phase). The action will encourage all beneficiaries Mediterranean to strengthen AIS infrastructures and the sharing of AIS information.

In addition, the action will aim to establish an automatic system of port calls to enhance the port picture of the beneficiary countries while at the same time advancing digitalisation and surveillance capacity. The automatic system of port calls will also be linked to THETIS-Med, supporting Port State Control officers to obtain the full pictures of ships in port, and select vessels for inspection according to the targeting rules of the Med MoU.

3. DESCRIPTION OF THE ACTION

3.1. Objectives and expected outputs

With a view to implement the maritime aspects of the UfM Regional Transport Action Plan, the overall objectives of the project, are:

1. improved maritime safety;
2. improved security of ships and port facilities;
3. reduced pollution to the marine environment;
4. improved level of maritime training and qualification of seafarers;
5. improved living and working conditions on board ships;
6. improved cooperation between institutions and agencies with related competencies in coast guard functions in the Mediterranean

This will be achieved by addressing shortcomings, gaps and grey areas which may hamper the fulfilment of the related international obligations as well as by providing support and incentivising the cooperation between the beneficiaries and between the beneficiaries and the relevant EU Member States.

The specific objective of the project are to support:

1. Improved capacity of the beneficiary national maritime administrations to ensure that they effectively and consistently discharge their obligations as flag States;
2. Better transposition in national laws of the most up-to-date version of mandatory instruments;
3. Increased approximation to EU practises and *acquis* in these fields;
4. Improved cooperation among beneficiaries' competent authorities and with the EU MS and EU institutions;
5. Enhanced harmonisation between MoUs as well as the harmonisation of PSC inspections in the Mediterranean Sea region;
6. Improved capacity of competent authorities of the beneficiary countries to monitor and control maritime traffic in the region;
7. Improved traffic-monitoring image of the waters of the beneficiaries, i.a. through the enhancement of beneficiaries T-AIS national networks and that of the region;
8. Improved sharing of traffic information between beneficiaries;
9. Improved capacity to prevent, detect and respond to marine pollution
10. The establishment of adequate port reception facilities throughout the region;
11. Beneficiaries incentivised to ratify and enabled to give full implementation to the MLC 2006 requirements;
12. Enhanced implementation of the STCW convention requirements as well as the ISM Code;
13. Improved institutional capacity to give full implementation to the ISPS Code requirements.

3.2. Indicative activities

- Technical Activities which encompass bilateral and regional meetings and workshops where technical support, including capacity building is provided. Among those: Support to beneficiaries in their responsibilities as flag, port and/or coastal States e.g. implementation and transposition of legislation, drafting of procedures, studies, IMSAS.
- Training Activities are all those activities related to capacity building and the advancement of knowledge, competence, and skill of the relevant staff of the Maritime Administration of the beneficiaries for key job profiles (e.g. Auditors, Inspectors, Investigators, etc.).
- Support to establish National Maritime Single Window and to digitalise national registries.
- Tools and Services encompass all those tools and services that EMSA either provides to the beneficiary countries or has developed, manage and make available to them (e.g. THETIS-Med).

3.3. Mainstreaming

Where possible, the programme activities will prioritise gender equality and the participation of women in national maritime administrations. Activities where women are involved will be encouraged, together with youth unemployment and opportunities. Gender specific records will be kept on the participation in all trainings and workshops organised by the Action.

Environment and climate action are not mainstreamed but rather among the principal objectives of the Action that targets the greening of maritime transport and prevention of pollution events.

This action will be implemented following a rights-based approach, encompassing all human rights, with a focus on groups and minorities including women and children who are in vulnerable situation. The five working principles below will be applied at all stages of implementation: legality, universality and indivisibility of human rights; participation and access to the decision-making process; non-discrimination and equal access; accountability and access to the rule of law; transparency and access to information.

3.4. Risks and lessons learnt

Risks	Risk level (H/M/L)	Mitigating measures
1. Decreased willingness of national actors to engage in regional co-operation on maritime transport and the RTAP	M	The action is designed to accompany and reinforce UfM processes, support the implementation of the relevant UfM Ministerial declarations that constitute political commitments of the parties.
2. Insufficient administrative capacity to implement the actions	M	Capacity building and institutional reinforcement are part of the action. Synergy with EU bilateral programmes and other donors is sought.
3. Political instability	M	Variable geometry of the action allows continuing co-operating with more resilient partners.

Lessons learned:

The EU has been supporting ENP South countries in their efforts to improve maritime safety, security and environmental protection through various projects for technical assistance. The first project (SAFEMED I) was run from 2006 to 2008; the second one (SAFEMED II) from 2009 to 2011. Both were implemented by REMPEC. SAFEMED III, the first implemented by EMSA, started on 16 June 2013 and run until 15 March 2017 for an overall of 4.5 years. The last of the series, SAFEMED IV, started on 16 March 2017 and run until 31 December 2021.

Most of the Southern Neighbourhood countries have undertaken actions to improve the efficiency of ports. These actions covered the modernization and adaptation of infrastructure, the simplification of procedures, the strengthening of the participation of the private sector through concessions and the establishment of community port systems (PCS¹¹). These actions and measures have contributed to improved port performance. For some countries, the improvement in port efficiency has been confirmed by the improvement in their ranking in certain international connectivity indices, such as the UNCTAD Liner Shipping Connectivity Index and the World bank Ease of Doing Business Index. This was particular the case following the establishment of a single window and the simplification of procedures, in particular customs procedures and electronic data interchange (EDI).

In the field of security, safety and environmental protection, most countries have reorganised maritime administration with respect to their obligations under the relevant international conventions, including SOLAS¹², MARPOL¹³ and CLC¹⁴. Efforts have been made to develop regional and national surveillance systems and modern safety equipment, as well as regional communication and coordination systems. Efforts have also been made to integrate AIS and VTS/VTMIS systems. Services and tools in the fields of security and safety have been provided as well as T-AIS information sharing. The Southern Neighbourhood countries have ensured better implementation of the

¹¹ PCS: Port Community System.

¹² SOLAS Convention: International Convention for the Safety of Life at Sea.

¹³ MARPOL Convention: International Convention for the Prevention of Pollution from Ships.

¹⁴ CLC Convention: International Convention on Civil Liability for Oil Pollution Damage.

requirements of international conventions and they are gradually complying with European standards. Through SAFEMED, targeted training activities have been carried out, in particular training on the ISPS code¹⁵, safety of port facilities, etc.

In terms of training, most countries have training and certification institutions for seafarers and a majority of them have ratified the STCW Convention¹⁶. They have received several training activities such as the International Safety Management Code (ISM Code), the implementation of the Maritime Labour Convention (MLC) and assistance related to the STCW Convention.

The activities of the various regional cooperation initiatives, such as the SAFEMED, MEDAMOS and EuroMed projects, have contributed to the coherent, effective and uniform implementation of international conventions in the fields of maritime security and safety, the prevention and fight against pollution, and capacity building. In addition, services and tools have been provided in the field of security and safety, such as access to RuleCheck and the Maritime Knowledge Centre to all beneficiaries, as well as the sharing for the purposes and duration of the current project of T-AIS information amongst three countries (Jordan, Morocco and Tunisia) which, on reciprocal basis, may now also share their T-AIS information with EU MSs participating in MARES, the SSN Regional server for Mediterranean. In addition, six countries (Jordan, Israel, Lebanon, Libya, Morocco and Tunisia) have access to CleanSeaNet information and SAT AIS information, for the purposes and duration of the project, to detect suspect oil spills in the waters under their jurisdiction. This project also enabled capacity building of security through training on ISPS Code and port facility security.

In terms of the difficulties and problems encountered and despite the progress made in improving the efficiency of ports, there has only been a modest development in the adaptation of port infrastructure due to financial constraints and difficulties in awarding concessions and setting up PPP projects. The other difficulties concern the implementation of some reforms, in particular the separation of the regulatory and operational functions and the liberalisation of services. Automation and simplification of procedures through the development of EDI and the establishment of single windows and PCS are progressing slowly in some countries.

In the field of safety, security and environmental protection, and despite progress made in the accession and implementation of international conventions for most countries, some difficulties have been identified. It concerns in particular the exchange of information between Southern countries which remains limited, the non-generalization of VTS coverage on all national coasts and territorial waters and the failure to use tools provided. There has also little technological development in environmental management and inadequate waste management for some countries

In terms of training, the gap between the supply and demand of seafarers makes it difficult to recruit, especially as most countries do not have national fleets or have a very limited number of vessels.

3.5. Intervention logic

This action provides support to the RTAP as foreseen in the 2021 European Commission and High Representative's Joint Communication for a "Renewed partnership with the Southern Neighbourhood, A new Agenda for the Mediterranean", states that: "Transport is a key component of policies and instruments supporting the development of the Southern Mediterranean, as highlighted by the Sustainable and Smart Mobility Strategy. We should seize the opportunity to link transport infrastructure through interoperability of rules and standards. Priority will be given to the swift development of the TransMediterranean Transport Network and to the transport policy reforms objectives identified jointly under the Regional Transport Action Plan (RTAP) and supported by the ongoing technical cooperation."

This action will also play a key role in the European Green Deal¹⁷ calls for a 90% reduction in greenhouse gases emission for the transport sector by 2050. This can only be achieved through cooperation with external partners, especially neighbouring countries. The action will also create the base conditions for the establishment of an Emissions Control Area in the Mediterranean.

¹⁵ ISPS Code: International Ship and Port Facility Security Code.

¹⁶ STCW Convention: International Convention on Standards of Training, Certification and Watchkeeping of Seafarers.

¹⁷ COM(2019)640 final.

The action also well into consideration the priorities of the Sustainable and Smart Mobility Strategy¹⁸, published by the European Commission in December 2020, which makes Sustainability and Digitalisation the key priorities of Maritime Transport.

The implementation of the project by EMSA will allow to continue integrating the ENP countries into the work of the EU Agencies, in line with the joint communication "Delivering on a new European Neighbourhood Policy" whereby the EU should further enhance its support for the participation of ENP partner countries in EU programmes and agencies. EMSA will continue incentivising the collaboration between the Agency, the beneficiary countries and the EU Member States relevant authorities that was established during the implementation of the previous project.

The project will also consider the contributions from the technical group on Sustainable transport/Green Shipping under the WestMed Initiative¹⁹.

¹⁸ COM(2020) 789.

¹⁹ [Home - WestMED \(westmed-initiative.eu\)](https://westmed-initiative.eu).

3.6. Indicative Logical Framework Matrix

Results	Results chain: Main expected results (maximum 10)	Indicators (at least one indicator per expected result)	Baselines (year)	Targets (year)	Sources of data (1 per indicator)	Assumptions
Impact	Contribute to the achievement of the targets of the Mediterranean Partnership in the maritime transport sector (RTAP)- aligning the national standards and practices with those of the international community. Reducing regional disparity, for the benefit of safe, secure and sustainable shipping	<p>Number of findings in Country Gap analysis</p> <p>Number of countries on Paris MoU grey list and black list</p> <p>Number of detentions and deficiencies in PMOU region</p> <p>Number of non-compliances to environmental conventions detected in MEDMOU region</p> <p>Number of countries on the STCW White list</p> <p>Level of greenhouse gas emissions per ton transported in the region</p> <p>Number of ISPS Code detected deficiencies in PMOU region on</p>	<p>To be established in (2022)</p> <p>4 and 300</p> <p>Data available when the migration process of PSC inspections from MEDSIS to THETIS Med will be concluded</p>	<p>Significant reduction (2027)</p> <p>2 and 150</p> <p>60</p> <p>3 and __</p>	<p>Project start and end of project gap reports</p> <p>PMOU</p> <p>PMOU</p> <p>THETIS-Med</p>	

		board of beneficiaries' vessels and number of ISPS Code detected deficiencies in MEDMOU region	6 (PMOU) and _ (MEDMOU) Data available when the migration process of PSC inspections from MEDSIS to THETIS Med will be concluded (MEDMOU)		THETIS THETIS-Med	
Outcome 1	Flag/Port State including working conditions on board ships: Improved and consistent adherence to relevant international conventions	Number of overall maritime strategy adopted/revise, conventions ratified and implementing procedures adopted/revise	267	280	IMO and ILO website (conventions) and Project's record (strategies and procedures)	
Outcome 2	Protection of the marine environment: Enlarged and improved adherence to International conventions that reduce the environmental and health impact of shipping	Number of conventions ratified by beneficiaries under MARPOL Annexes, AFS and BWM conventions	50	53	IMO	
Outcome 3	Maritime security: Increased capacity of beneficiaries to conduct standardised safety inspections as per international conventions	Number of countries that implement the SOLAS International Ship and Port facility Security (ISPS) Code	TBC	8	IMO	
Outcome 4	Provision of tools: Increased efficiency and efficacy of beneficiaries, notably in terms of training	Number of countries with recognised maritime training and certification systems by the EU ILO database	TBC	8	ILO	

Output 1 related to outcome 1	Improved awareness among beneficiaries on the relevance and appropriateness of international standards in the field of maritime safety	Number of participants in national and regional trainings organised by the project	TBC	TBC		
Output 2 related to outcome 1	Improved capacity of BC competent authorities to monitor and control maritime traffic in the region	Number of countries sharing AIS data Number of strategies for the deployment of VTMISS prepared with support of the Action.	3 Countries in 2021 XX	7 countries in 2027 8	Project IRs Project IRs	
Output 1 related to outcome 2	Improved regulatory framework supported by the project	Number of countries that have received support for the transposition of relevant conventions	0	8	Project IRs	
Output 2 related to outcome 2	Improved capability of early oil spills detection See if improved capacity to respond can be added?	Number of countries that signed the project's conditions of use for CSN	6	8	Project IRs	
Output 3 related to outcome 2	BCs are better aware of the cost and opportunities of greening ports and ships	Number of studies to support the beneficiary countries in setting-up PRF Number of Ad-hoc studies on LNG bunkering facilities.	0 0	TBC TBC	Project IR	
Output 1 related to outcome 3	Increased use of standardised methods to evaluate and address security risks	Number of countries that have received support for the transposition of relevant conventions	0	8	Project IRs	

Output 1 related to outcome 4	Improved professional development of staff from the beneficiaries	Number of users of the EMSA's eLearning platform	309	330	Project's record	
Output 2 related to outcome 4	Improved effectiveness of ships' inspections	Number of users of EMSA's RuleCheck	276	300	Project's record	
Output 3 related to outcome 4	Improved effectiveness of maritime operations	Prototype of National Maritime Single Window made available to beneficiaries	0	9	Project's record	All beneficiaries ready and available to accept the tool
		Number of THETIS-Med users	300	600	THETIS-Med	

4. IMPLEMENTATION ARRANGEMENTS

4.1. Financing agreement

In order to implement this action, it is not envisaged to conclude a financing agreement with the partner countries.

4.2. Indicative implementation period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 96 months from the date of the adoption by the Commission of this Financing Decision.

Extensions of the implementation period may be agreed by the Commission's responsible authorising officer by amending this Financing Decision and the relevant contracts and agreements.

4.3. Implementation modalities

The Commission will ensure that the EU appropriate rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures²⁰.

4.4. Indirect management with an EU specialised agency

This action may be implemented in indirect management with the European Maritime Safety Agency (EMSA). This implementation entails the entirety of objectives and results listed in section 3. The envisaged entity has been selected using the following criteria: EMSA has a unique competence in promoting maritime safety at regional level. The project is very complementary to the agency's core mission (preventing pollution at sea) without being part of the core tasks of the Agency whose services are limited to EU Member States. Support must be within the mandate of EMSA in accordance with its founding EU regulation (1406/2002, as amended)

The Commission authorises that recruitment costs incurred may be recognised as eligible as of 1 September 2021 because recruitment processes of EU agencies are time consuming and their early start would allow the project to become rapidly operational in 2022.

4.5. Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply, subject to the following provisions.

The Commission's authorising officer responsible may extend the geographical eligibility on the basis of urgency or of unavailability of products and services in the markets of the countries concerned, or in other duly substantiated cases where the eligibility rules would make the realization of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

4.6. Indicative budget

Indicative Budget components	EU contribution (amount in EUR)
Indirect management with EMSA – cf. section 4.4	8 000 000
Evaluation – cf. section 5.2 Audit – cf. section 5.3	will be covered by another Decision
Communication and visibility – cf. section 6	N.A.
Totals	8 000 000

²⁰ www.sanctionsmap.eu Please note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy between the published legal acts and the updates on the website it is the OJ version that prevails.

4.7. Organisational set-up and responsibilities

Steering Committees shall be established by the project within the action. It will be chaired by the Commission to ensure strategic guidance of the actions, with DG NEAR as contracting authority and DG MOVE for strategic and substantive guidance. Beneficiaries will be represented by their EuroMed / UfM National Coordinator on Transport who can also choose to delegate his role to a Maritime Transport Focal Point.

The Union for Mediterranean will be part of the co-ordination mechanism and will be invited to attend the various Steering Committees.

The project will also report to relevant UfM Working Groups and support their organisation when need be.

4.8. Pre-conditions

A regional convergence place such as the RTAP 2021-2027 will have to be in place and validated by beneficiaries.

5. PERFORMANCE MEASUREMENT

5.1. Monitoring and reporting

EMSA as the implementing partner will be responsible for the day to day execution and monitoring of the activities.

DG NEAR will be regularly updated on progress made and any issues encountered. EU Delegations in beneficiary countries will be systematically informed of annual project workplans and on the progress of any bilateral activity within the project.

DG MOVE will be regularly consulted by NEAR and the EMSA project team on strategic and substantive issues. They will be invited to co-chair steering committees.

The project will further report to UfM working groups and will make narrative progress reports and workplans available for online.

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process and part of the implementing partners' responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (outputs and direct outcomes) as measured by corresponding indicators, using as reference the logframe matrix.

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

The project will also report on annual or bi-annual basis to the UfM Working Group on Maritime transport. It will also actively contribute to the future mid-term of final evaluations of the RTAP 2021-2027.

5.2. Evaluation

Having regard to the importance of the action, (optional) mid-term and final evaluations could be carried out for this action or its components via independent consultants contracted by the Commission.

A mid-term evaluation may be carried out for problem solving in case of the annual report or the steering committees indicate potential difficulties in one or several components of the action. A final evaluation will be carried out for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the complexity and the various topics covered by the action.

The Commission shall inform the implementing partner at least 2 months in advance of the dates foreseen for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluation reports shall be shared with the partner countries and other key stakeholders. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where

appropriate, in agreement with the partner countries, jointly decide on the follow-up actions to be taken and any adjustments necessary, including, if indicated, the reorientation of the projects.

The project will also be required to provide extensive support to the evaluation of the relevant UfM action plan (RTAP 2021-2027).

The financing of the evaluation shall be covered by another measure constituting a Financing Decision.

5.3. Audit and verifications

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audits or verification assignments for one or several contracts or agreements.

6. COMMUNICATION AND VISIBILITY

Communication and visibility is a contractual obligation for all entities implementing EU-funded external actions to advertise the European Union's support for their work to the relevant audiences.

To that end they must comply with the instructions given in the [Communication and Visibility Requirements of 2018](#) (or any successor document), notably with regard to the use of the EU emblem and the elaboration of a dedicated communication and visibility plan, to be completed for every action at the start of implementation.

These obligations apply equally, regardless of whether the actions concerned are implemented by the Commission, the partner country (for instance, concerning the reforms supported through budget support), contractors, grant beneficiaries or entrusted entities. In each case, a reference to the relevant contractual obligations must be included in the respective financing agreement, procurement and grant contracts, and contribution agreements.

Communication and visibility measures may be funded from the amounts allocated to the action. For the purpose of enhancing the visibility of the EU and its contribution to this action, the Commission may sign or enter into joint declarations or statements, as part of its prerogative of budget implementation and to safeguard the financial interests of the Union. Visibility and communication measures should also promote transparency and accountability on the use of funds.

Effectiveness of communication activities on awareness about the action and its objectives as well as on EU funding of the action should be measured.

Implementing partners shall keep the Commission and concerned EU Delegation/Office fully informed of the planning and implementation of specific visibility and communication activities before work starts. Implementing partners will ensure adequate visibility of EU financing and will report on visibility and communication actions as well as the results of the overall action to the relevant monitoring committees.

This action will also make full use of the EuroMed Transport project templates that have been prepared in full compatibility with the above requirements and ensure visual coherence among the EuroMed Transport projects.