GRANT CONTRACT  
- EXTERNAL ACTIONS OF THE EUROPEAN UNION -

Contract No 2012/308-813
(the "Contract")

The European Union, represented by the European Commission, (the "Contracting Authority")

and

European Maritime Safety Agency
Cais do Sodré
1249-206 Lisbon
Portugal

(the "Beneficiary")

have agreed as follows:

Special conditions

Article 1 - Purpose
1.1 The purpose of this Contract is the award of a grant by the Contracting Authority for the implementation of the Action entitled: SAFEMED III (the "Action") described in Annex I.

1.2 The Beneficiary shall be awarded the grant on the terms and conditions set out in this Contract, which consists of these special conditions (the "Special Conditions") and the annexes, which the Beneficiary hereby declares it has noted and accepted.

1.3 The Beneficiary accepts the grant and undertakes to carry out the Action under its own responsibility.

Article 2 - Implementation period of the Action
2.1 This Contract shall enter into force on the date when the last of the two Parties signs.

2.2 Implementation of the Action shall begin on a later date defined in an administrative order by the Contracting Authority.

2.3 The Action's implementation period, as laid down in Annex I, is 36 months.

2.4 The execution period of this Contract shall end at the moment when final payment is paid by the Contracting authority and in any case at the latest 18 months as from the end of the implementation period as stipulated in art 2.3 above.

Article 3 - Financing the Action
3.1 The total eligible cost of the Action is estimated at 3.000.000 (three million) EURO, as set out in Annex III.

3.2 The Contracting Authority undertakes to finance a maximum of 3.000.000(three million) EURO, equivalent to 100% of the estimated total eligible cost of the Action specified in paragraph 1. The final amount of the Contracting Authority's contribution shall be established in accordance with Articles 14 and 17 of Annex II.
Article 4 - Narrative and financial reporting and payment arrangements

4.1 Narrative and financial reports shall be produced in support of payment requests, in compliance with Articles 2 and 15.1 of Annex II.

4.2 Payment shall be made in accordance with Article 15 of Annex II. Of the options referred to in Article 15.1, option 2 shall apply as amended by Article 7.1 below:

First instalment of pre-financing (100% of the part of the forecast budget for the first implementation year financed by the Contracting Authority): 904,781 EURO.

4.3 The first instalment of pre-financing, if applicable, shall be paid to the Beneficiary within 45 days, as from the date of reception by the Contracting authority of signed Contract accompanied by the financial guarantee if required in accordance with Article 15.7 of the General Conditions. The signed contract serves as payment request.

Article 5 - Contact addresses

5.1 Any communication relating to this Contract must be in writing, state the number and title of the Action and be sent to the following addresses:

For the Contracting Authority

Payment requests and attached reports, including requests for changes to bank account arrangements should be sent to:

European Commission
Directorate-General for Development and Cooperation — EuropeAid
Unit DEVCO/P5 (Finance, Contracts, Audit) — Office J-54 3/229
Avenue de Bourget 1
B-1049 Brussels, Belgium

Copies of the documents referred to above, and correspondence of any other nature, should be sent to:

Head of Unit DEVCO F5
European Commission
Directorate-General for Development and Cooperation — EuropeAid
Office J-54 04/202
Avenue de Bourget 1
B-1049 Brussels, Belgium

For the Beneficiary

European Maritime Safety Agency
For the Attention Unit B3 sector Training and Cooperation
Cais do Sodré
1249-206 Lisbon
Portugal
Article 6 - Annexes

6.1 The following documents are annexed to these Special Conditions and form an integral part of the Contract:

- Annex I: Description of the Action
- Annex II: General Conditions applicable to European Union-financed grant contracts for external Actions
- Annex III: Budget for the Action (worksheets 1 and 3)
- Annex IV: Contract-award procedures
- Annex V: Standard request for payment and financial identification form
- Annex VI: Model narrative and financial report
- Annex VII: Model report of factual findings and terms of reference for an expenditure verification of an EU financed grant contract for external actions

6.2 In the event of conflict between the provisions of the present Special Conditions and any Annex thereto, the provisions of the Special Conditions shall take precedence. In the event of conflict between the provisions of Annex II and those of the other annexes, those of Annex II shall take precedence.

Article 7 - Other specific conditions applying to the Action

7.1 The following derogations from the General Conditions (Annex II) shall apply:

By derogation from Article 15.1, option 2 (actions with an implementation period of more than 12 months and where the financing provided by the Contracting Authority is more than EUR ) is amended as follows:

The Contracting Authority shall pay the grant to the Beneficiary in the following manner:

- an initial pre-financing installment of 100% of that part of the estimated budget financed by the Contracting Authority for the period up to December 2013 by applying the percentage to eligible costs laid down in Article 3.2 of the Special Conditions following the provisions in Article 4 of the Special Conditions.

- further pre-financing installments of 100% designed to cover the part of the Beneficiary's financing needs for each subsequent time period of implementation of the Action financed by the Contracting Authority by applying a percentage to eligible costs laid down in Article 3.2 of the Special Conditions. Payment will be made within 45 days of the Contracting Authority approving an interim report in accordance with Article 15.2, accompanied by:
  - a request for payment conforming to the model in Annex V,
  - a forecast budget for the subsequent time period,
  - an expenditure verification report under Article 15.6;

Further pre-financing may only be given if the part of the expenditure actually incurred which is financed by the Contracting Authority (by applying the percentage set out in Article 3.2 of the Special Conditions) stands at 70% at least of the previous payment (and 100% of any previous payments) as supported by the corresponding interim report and, where applicable, by an expenditure verification report as specified in Article 15.6. For the purpose of this provision funds costs are incurred when they are the subject of a formal legal commitment between the organisation and a third party.

Where reports are submitted in compliance with Article 2 but where the consumption of the previous pre-financing is less than 70%, the amount of the new pre-financing payment shall be reduced by the amount corresponding to the difference between the 70% threshold and the amount actually consumed of the previous pre-financing payment.

Special Conditions - January 2012
The total sum of pre-financing under the Contract shall be equal to 100% of the amount referred to in Article 3.2 of the Special Conditions.

There shall be no payment of the balance. All references to payment of the balance in the General Conditions shall be read to refer to the procedure described in the paragraph below.

At the end of the implementation period, the Beneficiary undertakes to submit a final expenditure verification report, which will cover all expenditures not covered by any previous expenditure verification report. Following approval of the final report in accordance with Article 15.2, the Contracting Authority reserves the right to recover any undue amounts of the pre-financing payments. The Contracting Authority shall consult the Beneficiary in writing before issuing a recovery in accordance with Article 18.

Done in English in three originals, two originals being for the European Commission and one original being for the Beneficiary.

For the Beneficiary
Name:  
Title:  
Signature  
Date  

For the Contracting Authority
Name:  
Title:  
Signature  
Date
Annex I
**Contracting Authority:**
Directorate General Development and Cooperation
EuropeAid
Euromed Transport programme
Decision number 2011/022-817

<table>
<thead>
<tr>
<th>Title of the action:</th>
<th>SAFEMED III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location(s) of the action:</td>
<td>The actions of the project will be implemented in the beneficiary countries: Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestinian Authority, Syria¹ and Tunisia</td>
</tr>
<tr>
<td>Name of the applicant</td>
<td>EUROPEAN MARITIME SAFETY AGENCY</td>
</tr>
<tr>
<td>Nationality of the applicant</td>
<td>Established by Regulation (EC) No 1406/2002</td>
</tr>
<tr>
<td>Legal entity:</td>
<td>Legal entity: 6000005199</td>
</tr>
<tr>
<td>EU agency</td>
<td></td>
</tr>
</tbody>
</table>

**Application contact details for the purposes of this action:**

<table>
<thead>
<tr>
<th>Postal address</th>
<th>EMSA Cais do Sodré, 1249-209 Lisbon, PORTUGAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telephone number (set out and mobile)</td>
<td>Phone number</td>
</tr>
<tr>
<td>Fax number</td>
<td></td>
</tr>
<tr>
<td>Address</td>
<td></td>
</tr>
<tr>
<td>Website of the Organisation</td>
<td><a href="http://www.emsa.europa.eu/">http://www.emsa.europa.eu/</a></td>
</tr>
</tbody>
</table>

Any change in the addresses, phone numbers, fax numbers and in particular e-mail, must be notified in writing to the Contracting Authority. The Contracting Authority will not be held responsible in case it cannot contact an applicant.

¹ Cooperation with Syria is suspended until further notice of the European Union.
NOTICE

If processing your application involves the recording and processing of personal data (such as names, addresses and CVs), such data will be processed pursuant to Regulation (EC) No 45/2001 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data. Unless indicated otherwise, your replies to the questions and any personal data requested are required to evaluate your proposal in accordance with the Guidelines for the call for proposal and will be processed solely for that purpose by the data controller. Details concerning processing of your personal data are available on the privacy statement at


January 2012
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1 SUMMARY OF THE ACTION

<table>
<thead>
<tr>
<th>Title of the action:</th>
<th>Safemed III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location(s) of the action: <strong>specify country(ies), region(s) that will benefit from the action</strong></td>
<td>Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestinian Authority, Syria(^2) and Tunisia</td>
</tr>
<tr>
<td>Total duration of the action (<strong>months</strong>):</td>
<td>36 months</td>
</tr>
<tr>
<td>Amount of requested EU contribution</td>
<td>EUR 3,000,000</td>
</tr>
</tbody>
</table>

**Objectives of the action**

**Overall objective**
The overall objective is to improve the protection of the Mediterranean sea marine environment against the risk of accidents at sea and marine pollution, by supporting the further ratification and implementation of international maritime safety and security conventions and improving the relevant capacities of maritime administrations in the Mediterranean partner countries. Although being a regional project, the programme will focus also on specific needs at national level of each beneficiary country.

**Specific objectives**

- To directly assist the competent maritime authorities of the Beneficiaries to align their national standards and practices with those of the European Union with the aim of promoting a harmonised approach in the field of maritime safety, security and pollution preparedness/response;
- To boost expertise and organisational capacity of Beneficiaries to implement and enforce obligations that will arise from converging towards EU legislation;
- To provide officials from the Beneficiaries' maritime administrations with technical knowledge of the relevant international regulations in the field of maritime safety, security and pollution at sea preparedness/response;
- To identify and address shortcomings, gaps and grey areas which may hamper the fulfilment of the international obligations in relation to maritime safety, security and pollution preparedness/response with a view to mitigate existing imbalance between the EU countries and the Beneficiaries in the application of maritime legislation in the Mediterranean sea;
- To exchange and disseminate best practices in the area of maritime safety, security and pollution

\(^2\) Cooperation with Syria is suspended until further notice of the European Union
prevention/response sharing and taking into account the experience of EU Member States and Beneficiaries maritime administrations;

- To encourage:
  - the development of closer cooperation between Beneficiaries at regional level in the field of maritime safety, security and pollution preparedness/response;
  - possible common initiatives in the fields above;
- To enhance communication and information sharing between Beneficiaries, EMSA and EU Member States as well as among Beneficiaries themselves concerning:
  - maritime safety, security and pollution prevention
  - implementation of the relevant legislation

<table>
<thead>
<tr>
<th>Target group(s)</th>
<th>Maritime administrations of the beneficiary countries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final beneficiaries</td>
<td>Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestinian Authority, Syria and Tunisia</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimated results</th>
<th>Maritime safety, security and pollution prevention/response</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Increased capacity of maritime administrations</td>
<td></td>
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<tr>
<td>• Improvement on Paris Memorandum Black and Grey lists</td>
<td></td>
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<tr>
<td>• Reduced maritime pollution caused by ships</td>
<td></td>
</tr>
<tr>
<td>• Better information available regarding vessel movements and increased sharing of data among Neighbouring countries</td>
<td></td>
</tr>
<tr>
<td>• Better secured port facilities and vessels and enforcement of related measures</td>
<td></td>
</tr>
</tbody>
</table>

2 RELEVANCE OF THE ACTION

2.1. RELEVANCE TO THE PARTICULAR NEEDS AND CONSTRAINTS OF THE TARGET COUNTRY/COUNTRIES, REGION(S) AND/OR RELEVANT SECTORS

All of the Mediterranean partner governments subscribed to the 2007 Regional Transport Action Plan (RTAP), which sets out 34 actions 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.

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3 "Target groups" are the groups/entities who will be directly positively affected by the action at the action purpose level.

4 "Final beneficiaries" are those who will benefit from the action in the long term at the level of the society or sector at large.

5 Cooperation with Syria is suspended until further notice of the European Union.
whereas discussions related to short sea shipping take place in the sub-group on Motorways of the Seas.

A 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 of the activities being implemented under the EuroMed Transport Safemed II project, which aimed 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.

Further protection of the Mediterranean sea against accidents, sub-standard or negative environmental impacts caused by shipping is a common concern of both the Mediterranean partner countries and the EU. This was also stressed in the Ministerial Declarations laying at the basis of the Union for the Mediterranean which state that cooperation in this matter is essential. As such the present 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 EuroMediteranean co-operation on maritime safety. Numerous technical assistance activities have been set-up to support maritime administrations, and have contributed 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). The general awareness regarding the importance of maritime safety and security in the partner countries has risen, and there is a momentum for further ratification of IMO conventions and efforts on improving the countries’ performance on the Paris Memorandum of Port State Control. These efforts are further reinforced by some Twinning exercises on maritime safety which took place in a number of partner countries.

Nevertheless, the gap between the EU and the partner countries in the field of maritime safety remains, with considerable risks of substandard shipping and potential maritime disasters and pollution as possible results. To reduce this gap, support to the partner countries in this field remains necessary.

The project will contribute to the achievement of the broader objectives of the 2007 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 consistent with the overall maritime safety and security objectives of the EU and notably promotes the legislation adopted under the Third EU Maritime Safety Package. Through a direct contract with REMPEC for Safemed I and II, a consistent approach was also established as regards IMO actions in the Mediterranean region and relevant initiatives under the Barcelona Convention. This consistency will be continued under Safemed III.

Coordination with other relevant on-going EU initiatives, such as those launched under the RATP, the Integrated Maritime Policy umbrella, or the Horizon 2020 for the depollution of the Mediterranean sea will be ensured. Close coordination with EU Delegations is required to ensure effective relations with other on-going EU activities, such as twinnings or other bilateral assistance related to the proposed activities.
Close co-operation with the Secretariat of the Union for the Mediterranean will be ensured. Where possible and relevant, the project will develop synergies with other bilateral or regional initiatives aiming at the same goals. Relevant 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. Coordination with 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.

2.2. TARGET GROUPS AND FINAL BENEFICIARIES

The main beneficiaries of the project are the Ministries of Transport, maritime administrations and authorities, port authorities and maritime academies. The project will help increase the capacity of these actors to pursue and implement regulatory and institutional reform related to maritime safety and security.

2.3. PARTICULAR ADDED-VALUE ELEMENTS

The implementation of the project by EMSA will allow to further integrate 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. This project with EMSA is a case in point, and will provide beneficiary countries with access to a range of interesting services and tools now provided only to EU Member States. In addition, the EMSA will also allow for an increasingly strong collaboration with EU Member States relevant authorities.
3 THE ACTION

3.1. BUDGET OF THE ACTION, AMOUNT REQUESTED FROM THE CONTRACTING AUTHORITY AND OTHER EXPECTED SOURCES OF FUNDING

See Annex III: Budget for the Action

3.2. DESCRIPTION OF THE ACTION

This project foresees a multitude of activities designed to help achieve the objectives above, namely:
- Trainings and Workshops (the frequencies and durations indicated below are indicative and small changes can be accommodated)
- Analysis/Studies and Inventories
- Operational support
- Pilot projects
- Targeted bilateral technical assistance to be defined with each beneficiary (for this item there is a specific budget line).

COMPONENT 1: FLAG STATE IMPLEMENTATION

This component will focus on disseminating knowledge of the principles governing the activities of Flag State and providing Beneficiaries both with theoretical and practical support with the involvement of experts from EU Member States and/or Beneficiaries themselves.

Following the achievements of the SAFEMED II Project, this component aims at supporting the beneficiaries' maritime administrations in effectively performing their functions in exercising Flag State jurisdiction in accordance with relevant instruments.

Expected results:

- Active participation of Beneficiaries in IMO meetings, where the relevant international legislation is discussed and proposed for adoption.
- The process to establish marine accidents investigative bodies initiated
- Application to undergo the Voluntary IMO Member States Audit Scheme (VIMSAS) supported, and identified gaps followed up.
- Quality of monitoring of fleet performance and activities carried out by Classification societies on behalf the Flag State improved.

Task 1.1. Assistance on Flag State Implementation

Under this task, EMSA will prepare and deliver a bespoke four day training action to beneficiaries' staff. This will introduce the guiding principles of the main IMO conventions and the relevant EU legislation regarding the role of the Flag State and that of the Classification Societies. The Code for the implementation of the mandatory IMO instruments will be also presented to participants. The main focus of the course will be the quality management systems for Flag States, the delegation, authorisation and monitoring of
classification societies. Experts from EU Members States and/or Beneficiary countries will be invited to share their experience with participants. They will introduce the Quality Systems models developed and implemented by their maritime administrations, as well as their national procedures for monitoring the activities that Classification Societies undertake on their behalf. The course is designed particularly for officials working in the central maritime administration and dealing with the relevant topics.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 1.2. Participation to the IMO Flag State Implementation Sub-Committee

EMSA will support the attendance at one IMO-FSI sub-committee meeting in either 2014 or in 2015 by representatives from each beneficiary country having expressed its interest. The action will help the beneficiaries to get information on the most relevant issues on Flag State under discussion at international level and, at the same time, to get acquainted with the IMO and its working procedures.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 1.3. Assistance to Beneficiary Countries interested in the Voluntary IMO Member States Audit Scheme (VIMSAS)

In order to undergo the VIMSAS, the volunteer needs to run an effective flag, port and coastal States organisation. Under this action EMSA will prepare and deliver a 4-day course to beneficiaries’ maritime administrations. The first two days of the training will complement Task 1.2 and provide beneficiaries with example of tasks and organisation for Port and Coastal States in order to assist them to undergo to the Scheme. EMSA will mobilise experts from the EU Member States or from the Beneficiaries to provide participants with examples, drawn from their experience as Coastal/Port State. On the final day, an expert from IMO will be invited to introduce the relevant procedures and guidelines developed by the Organisation for the Scheme and an expert from an EU maritime administration who has already volunteered will share with participants the experience of its administration, with particular focus on what they gained from the audit and the implementation of the rectification plan. The course will be designed particularly for officials working in the central maritime administration dealing with the relevant topics.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 1.4. Assistance with monitoring Flag State and Recognised Organisation performance

An effective monitoring of the fleet’s performance is a primary tool to guarantee good Flag State performance. It includes a rigorous monitoring of the activities carried out by Classification societies on behalf the Flag State, including the monitoring of Classification Societies’ responsibilities under Port State Control in foreign ports. This can be achieved through the establishment of oversight inspections or other monitoring systems. Equally important is a rigorous monitoring of the inspections performed by the Flag State surveyors in order to identify individual and/or collective needs for training. EMSA will prepare and deliver a three day training session to provide participants with examples based on the
experience of some EU Member States and/or the Beneficiaries on monitoring the performance of their fleets and their Flag State organisation.

The course is designed particularly for officials working in the central maritime administration and dealing with the relevant topics. Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 1.5. Technical assistance on accident investigation

The IMO Code for marine accident investigation establishing the fundamental principles governing the investigation of accidents in the maritime transport sector was adopted and made mandatory through the Chapter XI-1 of the SOLAS Convention. Among other things, the Code requires the investigative bodies to conduct independent marine safety investigations.

Under this task EMSA will prepare and deliver a two-day training to beneficiaries' staff involved in the safety investigation of marine accidents. The training will aim to help participants understand the main principles of marine safety investigations, and see how to incorporate these in their own activities, including independence of investigative bodies, independence from other types of investigation, access to the site, confidentiality, etc. The course will also bring together experts on marine safety investigations of EMSA, of EU Member States and Beneficiaries in order to share experience and discuss about problematic issues under the topic. The syllabus will also include a specific session on the Voyage Data Recorder.

The course is designed both for staff working at the central administration and for accident investigators and is a basis for junior investigators who intend to apply for the Course identified by the Task 1.7. Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

COMPONENT 2: PORT STATE CONTROL

Port State Control finds its legal basis in all the major IMO and ILO Conventions. Most of the Beneficiaries are members of the Mediterranean Memorandum of Understanding on Port State Control (Med MoU) and perform Port State Inspections according to common procedures based on the IMO guidelines on Port State Control. The Med MoU has put in place an information system through which its Members share the relevant information on the inspections performed in their ports. Technical requirements, criteria and standards can be improved through appropriate training actions and a better coordination and harmonisation between the Med MoU's members.

Expected results:
- MEDMoU procedures updated in order to align them to the latest amendments to PSC procedures at international level and as much as possible to the European standards
- The MEDMoU Rulecheck is kept updated
- Harmonization of the PSC inspections in the MEDMoU region enhanced and the organisation of joint inspections
- Enhanced capacity of beneficiary administrations to develop an efficient PSC body with the structures, human resources and procedural skills needed to implement the PSC activity.

**Task 2.1. Upgrading of Mediterranean MoU procedures and tools**

IMO has recently adopted Resolution A.1052(27) with guidelines on Port State Control, which amends the existing IMO Resolution A.787(19) in order to upgrade the Port State Control procedures and accommodate the new requirements adopted at international level, enhance and harmonise the quality of inspections worldwide. These apply also to the procedures in use in the Med MoU, the regional agreement to which most of the beneficiaries belong. The system for targeting inspections in the region can also be improved through procedures helping to concentrate the inspection effort on sub-standards ships and ship-owners which can be actually implemented by all Memorandum’s partners.

EMSA will upgrade the MEDMoU procedures to reflect the changes at international level, with the assistance of an external expert for a limited number of working days spread over the duration of the project. Under this action EMSA will also maintain updated the Med Rulecheck, the electronic tool developed under the previous SAFEMED Project for identifying the applicable IMO’s conventions regulation to specific ships or types of ships. The actions under this task will be carried out in consultation with the Mediterranean MoU Secretariat.

**Task 2.2. Training course for Med MoU PSC inspectors**

Although the application of the IMO PSC procedures is not compulsory for the MED MOU members States, the compliance with them is very important for the effectiveness of the PSC activity. The correct and uniform application of such procedures helps to harmonize inspection and enhances maritime safety standards in the whole Mediterranean MoU region, while simultaneously preventing distortion of the market.

EMSA will prepare and deliver a four-day training session dedicated to PSCO’s from Beneficiary countries, where they can learn about the application of PSC procedures during the inspection of a foreign vessel. The training session will simulate an inspection based on the current procedures. The training content will be discussed and agreed with the Mediterranean MoU. Experts from beneficiaries could provide their expertise complementing that provided by EMSA’s staff.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

**Task 2.3. Tutoring Project Course on Port State Control**

This task is a complement to the theoretical training under the Task 2.2. EMSA will prepare and deliver a five-day training course for PSCO’s from the administrations of beneficiaries that so request. The first day of the Tutoring course will be theoretical and will focus on key issues for Port State Control organisations. The following four days will include joint inspections to be carried out in the ports of the beneficiaries under the tutorship of 2 inspectors from EU member States and the Beneficiaries and one EMSA officer or in the a port of an EU member states under the tutorship of PSCO’s of the hosting country and one EMSA officer. This will also include the selection of the vessel to be inspected and the preparation for the inspection.
Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

COMPONENT 3: VESSEL TRAFFIC MONITORING AND INFORMATION SYSTEMS (VTMIS)

In order to get an overall picture of the maritime traffic, to be able to forecast the dangers and the risks, to be in a position to know the situation outside the areas of responsibility of specific VTSs and to carry out risk analysis, the benefits of establishing a Vessel Traffic Monitoring and information system for the Mediterranean region are currently widely acknowledged. This would allow data exchange e.g. early warnings on ship movements, target tracking and target handover between adjacent VTS centres, redundancy in ship reporting, pollution incidents, accidents, etc. The monitoring system can be based on short range identification transponders (i.e. AIS — Automatic Identification System), as presently applied in the Baltic Sea nations, but may also incorporate, at a later stage, a Long Range Identification and Tracking (LRIT) component for the entire Mediterranean.

The EU has established a Community vessel traffic monitoring and information system that introduces obligations, procedures and other requirements for ships sailing in the EU waters. The basis of the EU VTMIS is the SafeSeaNet (SSN). The main objective of SafeSeaNet is to provide a European Platform for Maritime Data Exchange between maritime administrations of the Member States, by setting-up a telematic network between all the maritime EU Member States for their co-operation in preventing maritime pollution and accidents at sea.

EMSA operates today one of the biggest LRIT Data Centres in the international LRIT system. The EU LRIT Cooperative Data Centre (EU LRIT CDC) receives data from over 30 participating States (EU Member States, overseas territories and other participating countries), and tracks around 9,000 vessels. The most recent country to join as a new user was Croatia, in early 2011.

The EU paves the way towards the implementation of a VTMIS in the Mediterranean Sea and that such a system will be presumably based on the initiatives currently undertaken by EC and EMSA.

A Mediterranean system should, ideally, include the EU Mediterranean Member States, as well as the SAFEMED beneficiaries and the other Mediterranean countries. Collaboration between EMSA and the Mediterranean countries with regard the implementation of VTS or VTMIS systems in the major Mediterranean ports and coordination of technological solutions between neighbouring ports and coastal areas has been underlined in the Regional Transport Action Plan (RTAP).

A pre-requisite of the deployment of any regional system, is the availability of adequate infrastructure (i.e. alerting posts and coastal stations, traffic and search and rescue coordination centres) as well as, as RTAP indicates, the implementation of coastal and port VTSs supported by sufficient AIS shore based infrastructure and manned by competent and trained personnel.

In this respect it is important that Beneficiaries:

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6 Based on the experience gained in regions where regional systems have been already implemented - i.e. the North Sea/ Baltic area where the HELCOM countries already implemented and operate a regional vessel traffic information service based on AIS.
• Continue developing AIS shore based infrastructure in those coastal areas that are not already covered by AIS.

• Continue developing VTS and mandatory ship reporting systems in those areas where traffic volumes and risks justify it.

For this reason, a specific activity on "VTMIS services" encompassing a number of specific tasks has been included in the SAFEMED III project.

Expected results:

- Updated information on the monitoring systems in the region made available, including new developments for regional or sub-regional initiatives
- Traffic monitoring capabilities of single countries, groups of them or the region as a whole enhanced, including through pilot initiatives to share AIS data at sub-regional level

It should be noted, that within the context of the SafeMed II project in general, sharing AIS data between beneficiary countries only has not appeared as a priority for the beneficiaries. However, the beneficiaries are very positive to participating in SafeSeaNet and sharing data with the EU Member States.

Task 3.1. Analysis of current traffic monitoring infrastructure and systems available

Based on the model developed in the previous SAFEMED projects, EMSA will undertake an update of the current traffic monitoring infrastructure and systems available in the beneficiaries countries, as the first step of activity 3.

This information will be updated on the basis of an ad hoc questionnaire to be filled in and returned to EMSA by the beneficiary countries.

Task 3.2. Workshops on traffic monitoring matters.

EMSA will organise yearly workshops regarding traffic monitoring initiatives in the Mediterranean during the course of the project. These meetings will also help to prepare and support the ground for the future integration of SAFEMED beneficiaries in SafeSeaNet. 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 systems.

The conclusions and recommendations of these meetings will support the European Commission in defining conditions for the future incorporation of SAFEMED beneficiaries into SafeSeaNet.

The workshops may be organized at EMSA’s premises or at beneficiaries’ premises or back to back with the yearly meeting of MAREE’s working group (normally Rome).

The workshops will also discuss and follow up on the possible pilot projects for the extension of cooperation on AIS matters as described in task 3.3.

Travel and accommodation costs of two participants per beneficiary country will be charged to the project budget.
Task 3.3. Pilot project(s) to extend cooperation on AIS matters

Within the framework of the SAFEMED II project the EC had offered to the beneficiaries (Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Syria, Tunisia and Turkey) the use of and a free connection to the Mediterranean AIS Regional Server (MARE!), which is hosted by the Italian Coast Guard (ICG) in Rome, Italy and, in some instances, equipment to establish AIS base stations in order to facilitate the exchange of AIS data between themselves.

An agreement containing the terms and conditions for the sharing of AIS information amongst SAFEMED II Project beneficiaries was drafted by REMPEC, based on the already established MARE! principles.

Only two countries (Israel and Jordan) expressed willingness to share their AIS data with the other SAFEMED beneficiaries using the Mediterranean AIS Regional Server. In letters dated 14 April 2010, the EC offered Israel a free connection to the server, while Jordan was offered a free AIS Base Station (equipment only) and a free connection to the server.

Currently, only Jordan has signed the agreement on participating in the pilot project: REMPEC expects that an agreement will be signed with Israel that would allow the sharing of AIS data between Israel and Jordan in the Gulf of Aqaba via the MARE! server.

The tangible result of implementing the pilot project for these two countries would be an agreement between two neighbouring SAFEMED project beneficiaries to share their AIS data via the MARE! server in order to enhance maritime safety and pollution prevention.

Having in mind the general mid-term objective of creating a pan-Mediterranean AIS system covering the entire Mediterranean Sea, the SAFEMED III project will apply a step-by-step and bottom-up methodology where:

- A restricted number of geographically neighbouring countries, both EU Member States and SAFEMED beneficiaries starts to exchange AIS information through the existing MARE! server. This may result in two phases:
  - 1st phase - AIS at regional level (between neighbouring beneficiaries willing to exchange AIS using MARE!),
  - 2nd phase - between all the beneficiaries

- At a later stage this cooperation could be further enhanced to include the exchange of the PortPlus messages (76 and 24 h pre-arrival, ETA, ATA, ETD, ATD, HAZMAT as in SSN) information paving therefore the way to future inclusion in SafeSeaNet. This may result in two phases:
  - 1st phase - PortPlus at regional level (between neighbouring beneficiaries willing to exchange PortPlus through central SSN),
  - 2nd phase - between all the beneficiaries. This proposal would requires the prior approval of the SafeSeaNet High Level Steering Group.

Referring to the first bullet point above, three different areas could be envisaged (West Med, South Med and East Med) including a minimum number of (theoretically even one) interested beneficiaries and some EU Member States in that area.

The deployment of this activity would require an expert visit with the objective to assess the feasibility of the identified pilot project(s) to link the participating beneficiary country’s AIS system with the MARE! server.
In parallel, the SAFEMED project will coordinate its activities and contribute, where possible, to other initiatives of relevance to maritime traffic management, in particular the idea of a network of Marine Highways, currently being considered under the auspices of IMO and other promoters. The network could be seen as a succession of physically-defined navigation routes and Traffic Separation Scheme (TSS) (when required), off the coasts of the Mediterranean coastal States. These would provide a safe and secure navigation channel supported by updated charts, navigational aids and other information systems, such as coastal VTMIS.

COMPONENT 4: PROTECTION OF THE MARINE ENVIRONMENT

The protection of the Mediterranean environment remains an essential preoccupation of the Partners of the Barcelona Convention. Under SAFEMED III special attention shall be given to this concern through a dedicated activity “Protection of the Marine Environment”.

Firstly the SAFEMED III project shall continue to provide technical assistance related to existing international conventions, in coordination with pollution prevention work under the Barcelona Convention. This activity will also aim to strengthen cooperation on those items which were already considered under SAFEMED II, with a special focus on the MARPOL Annex VI (…)

Secondly, the beneficiaries will explore how to make best use of existing EMSA capabilities in the areas of prevention and protection of the marine environment, namely the CleanSeaNet service and the Network of Stand By Oil Response Vessels.

In fact, the Agency has been tasked to provide additional support to “top-up” the capacities of Member States with regard to ship-sourced (Oil, and Hazardous and Noxious Substances (HNS)) marine pollution. Activities are implemented through three themes, and can be made available to the beneficiary countries under the project:

1) Operational support, 2) Cooperation and Coordination, and 3) Information.

Under the theme of Operational Support the Agency offers three main services, available upon request, to Member States, coastal European Free Trade Association (EFTA) Contracting Parties, EU Candidate Countries and the Commission, namely:

- With respect to accidental oil spills, the Agency has established a Network of Stand-by Oil Spill Response Vessels around Europe providing a European tier of operational resources to support the pollution response mechanisms of an affected coastal State.

- For locating illegal oil discharges, identification of polluters, and monitoring of accidental spills, the Agency provides a European wide oil spill monitoring and detection service (CleanSeaNet) based on the analysis of satellite images. Competent authorities in coastal States receive near real time alerts on oil spills detected in their area of interest.

- Pollution response expertise to provide operational and technical assistance, including access to the Marine Intervention in Chemical Emergencies Network (MAR-ICE Network). The remote assistance offered by the MAR-ICE Network is part of the Agency’s pollution preparedness and response activities to address ship-sourced “chemical spills” i.e. releases of Hazardous and Noxious Substances (HNS) into the marine environment.
Expected results:

- Updated information on LNG bunkering facilities in the region made available
- Understanding of the International and European legislation concerning the prevention of pollution by ships increased, and further steps towards regulatory convergence in the Beneficiary countries taken
- Awareness of EMSA's pollution response services and participation in a pollution response exercise
- Information on the EMSA pollution preparedness/response services and equipment in place in the Beneficiary countries
- Participation in the CleanSeaNet service enabled/promoted, through a dedicated pilot project aimed to improve the detection of pollution along the Beneficiaries' coastlines

Task 4.1. Implementing the latest amendments to MARPOL Annexes I, II, III and V.

EMSA will organise a three days' workshop on the implementation of recent changes of MARPOL Annexes I, II, III and V. Taking into account of the entry into force dates of the last amendments to these annexes, emphasis will be laid on the implementation of the new Annex V and awareness of the problem related to Port Reception Facilities should be raised.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 4.2. Assistance in relation to MARPOL Annex VI

EMSA's assistance to the Commission in relation to the proposal for a revised sulphur directive (Directive 1999/32/EC, as amended by 2005/33/EC) has largely centred on alternative compliance methods. In particular, EMSA provided assistance in relation to the use of scrubbers and the introduction of LNG as fuel for ships, through a series of technical inputs and in-house studies, but also through involvement in several European projects on the use of LNG as fuel. In addition Annex VI has been updated with the inclusion of Regulations on the Energy Efficiency Design Index and the Ship Energy Efficiency Management Plan.

With this in mind, EMSA shall organize a three-day workshop on the implementation of MARPOL Annex VI and the current and future EU legislation in this area. Special emphasis will be given to enforcement of the Annex VI requirements, including sampling techniques.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 4.3. Availability of LNG bunkering facilities.

In cooperation and coordination with existing and future studies and EU activities, EMSA will conduct a desktop study to gather information on the availability of LNG bunkering facilities in the beneficiary countries by way of a questionnaire and collecting available information.

Task 4.4. Implementation of the Ballast Water Management Convention

In February 2004 the IMO adopted the International Convention for the Control and Management of Ships' Ballast Water and Sediments, to regulate discharges of ballast water and reduce the risk of introducing non-native species from ships' ballast water. The Ballast
Water Management Convention will enter into force 12 months after a total of 30 states, representing 35% of the world’s shipping tonnage, have ratified it. At the end of May 2012 the total number of contracting Parties had reached 35 representing 27.95% of the world tonnage – as the threshold for the number of countries has been reached, entry into force will occur after additional flag States representing 7.05% of the world’s tonnage have ratified the Convention.

To enhance Beneficiaries capacity to implement this convention, and building on the training already given in the region on this topic, EMSA will organise a workshop/training preparing for the implementation of the BWM Convention and on compliance methods, monitoring and enforcement

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

**Task 4.5. Training/Seminar on EMSA’s pollution response services.**

With respect to accidental oil spills, the Agency has established a Network of Stand-by Oil Spill Response Vessels around Europe providing a European tier of operational resources to support the pollution response mechanisms of an affected coastal State. These pollution response vessels can be seen as a “European tier” to provide assistance to coastal states.

Following a request for assistance from an affected State channelled via the Monitoring and Information Centre (MIC)\(^7\), the Agency can provide at-sea oil recovery services through its Network of Stand-by Oil Spill Response Vessels and equipment stockpiles.

EMSA will organise a three-day training/seminar session for beneficiaries covering the following areas:
- Introduction to EMSA’s Stand by oil response vessel concept and network
- Vessels’ mobilisation guidelines
- MAR-ICE
- EMSA’s available expertise
- CleanSeaNet for post-accident monitoring
- Claim management

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

**Task 4.6. International exercise with participation of an EMSA Stand by Oil Recovery Vessel**

With the aim of developing and maintaining operational readiness, a range of exercises are conducted every year by EMSA’s stand by oil recovery vessels in cooperation with existing means at national level. Operational exercises usually involve the release of simulated oil (often popcorn), the deployment of pollution response vessels from the participating countries, and the establishment of a unified command structure and lines of communication. In addition, full-scale oil recovery operations at the site of the accident, including actual deployment of oil containment booms and skimming equipment, may be undertaken.

\(^7\)The Monitoring and Information Centre (MIC) is the heart of the Community Mechanism for Civil Protection. It is operated by DG Humanitarian Aid & Civil Protection (DG ECHO) of the European Commission and accessible 24 hours a day. It plays key co-ordination role during emergencies.
At-sea operational exercises in particular greatly assist the integration of EMSA’s resources within the response mechanisms of coastal States, improving the necessary coordination and cooperation of the EMSA vessels with the coastal State response units.

It is therefore foreseen to invite two participants per beneficiary country to witness an exercise where an EMSA vessel will participate. Preferably this exercise shall take place in the Mediterranean.

The project budget will cover the costs of mobilisation and use of one EMSA SOSRV throughout the whole exercise (normally three to four days) and one observer vessel.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

**Task 4.7. Information session on CleanSeaNet**

CleanSeaNet, the European oil spill monitoring and vessel detection service, was launched in 2007. The service was set-up to support Member States' actions to combat deliberate or accidental pollution in the marine environment in the framework of Directive 2005/35/EC (amended by Directive 2009/123/EC) on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences and in particular Article 10. Since 2011, the service has been available to 26 coastal States which includes all European Union coastal States, Croatia, Turkey, Iceland, and Norway.

The CleanSeaNet service provides a variety of products, ranging from analysed satellite radar imagery to vessel detection, identification of possible polluters, and dedicated oil spill alerts (via email and phone).

The operational assistance provided by EMSA is threefold:

- Identifying and tracing discharges by satellite monitoring;
- Supporting the enhancement of the enforcement chain against illegal discharges;
- Monitoring accidental pollution in support of response activities.

The near real time delivery of images to users remains an essential characteristic of the service appreciated by the coastal States.

EMSA will organise an informative session for high level members of the maritime and environmental administrations of the beneficiaries, with the aim of promoting the pilot project described under task 4.11 below for beneficiaries to use CleanSeaNet.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

**Task 4.8. Training for CleanSeaNet operators**

Once political and administrative awareness have been raised in the beneficiary countries on the service provided by CleanSeaNet and the beneficiary have agreed to the condition of use, the training for CleanSeaNet operator will be deployed.

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8 Data which are received through satellite or electronic communication and data for which initial processing is necessary, will always be subject to a small delay. Near Real Time implies that there is no significant delay. Analysed images and related information products from the CleanSeaNet services are available within 30 minutes of the satellite passing overhead.
A training session for designated CleanSeaNet operators from the administrations of the beneficiaries shall be organised at EMSA premises.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 4.9. Pilot project on the provision of CleanSeaNet service

The precise condition for use, the number of images delivered, their location and their frequency will be discussed in due time by EMSA and the beneficiaries that accept to participate in this pilot project.

The project budget will cover the costs associated to this delivery.

Task 4.10. Seminar on enforcement of prohibition of ship source pollution

Based on the experience of EMSA and EU Member States, the project shall undertake the organisation of a two-day seminar for the exchange of best practices in relation to the enforcement of MARPOL related to the prohibition of ship source pollution. This shall include the use of CleanSeaNet as one of the enforcement tools.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 4.11. Inventory of marine pollution at-sea response policies and resources available

The Agency produces and maintains a series of inventories intended to provide a general description of the status of preparedness and response capacities of all coastal EU Member States and EFTA Contracting Parties (Iceland and Norway) to marine spills of oil and HNS. They include contact information of the competent national authorities, the policies, and the preparatory arrangements of each Member State. In 2011, EMSA updated its Inventory of Member States Oil Pollution Response Vessels. The revised inventory now includes substantially more detailed information and geo-referenced maps of Member State response vessels as well as EU-wide summary maps. In the context of the project, EMSA will launch a similar exercise to include beneficiaries in the inventories.

COMPONENT 5: HUMAN ELEMENT

The human element is recognised worldwide as an important factor in maritime safety. It is “a complex multi-dimensional issue that affects maritime safety, security and marine environmental protection involving the entire spectrum of human activities performed by ships' crews, shore based management, regulatory bodies and others.”

About 80% of maritime accidents can be attributed in some way to human element failures. This supports the view that the people and the environment in which they work may play a crucial role in preventing accidents. Despite many recent positive efforts by a range of industry sectors, a lot still remains to be done in focusing on the many areas which make up the human element environment.

Many factors – such as training, experience, recruitment, workplace layout, workload, ergonomics, situational awareness, operational systems, management policies, conditions of service, standards of certification, fatigue – affect the human element and must be addressed effectively for enhancing the maritime safety standards.
The international legislation covering the human element which will be part of the actions implement through the SAFEMED Project is the International Safety Management (ISM) Code; the convention for the minimum Standards of Training, Certification and Watch-keeping (STCW) and the Maritime Labour Convention (MLC), 2006.

Expected results:
- International legislation concerning the working and living conditions of seafarers and supporting the ground for ratification and implementation of the Maritime Labour Convention, 2006 understood, and beneficiaries have taken steps to put these into operation
- Understanding of the amended STCW convention and the relevant EU legislation for education and certification of seafarers enhanced, providing seafarers from Beneficiaries with higher opportunity to work on board EU flagged vessels

Task 5.1. International Safety Management (ISM) Code training.

The ISM Code is one of the most significant steps that IMO has taken in the field of maritime safety as it provides the framework through which IMO Conventions can be effectively implemented. Better understanding of the ISM Code in the maritime community is a step to enhance maritime safety. EMSA will provide beneficiary’s maritime administrations staff with training on the ISM Code and the auditing techniques thorough training sessions designed for flag state auditors and shall ensure that participants enhance their familiarity with the ISM Code, including different types of flag State audits and internal audit and develop a practical approach to the auditing techniques. The training sessions shall be delivered either by a contractor in the countries that so request as to achieve the best result by training the bigger number possible; or at EMSA premises.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 5.2. Maritime Labour Convention, 2006

The ILO's Maritime Labour Convention (MLC), 2006 provides comprehensive rights and protection at work for the world’s seafarers. It sets out seafarers' rights to decent conditions of work on a wide range of subjects, and aims to be globally applicable, easily understandable, readily updatable and uniformly enforced. It has been designed to become a global instrument known as the "fourth pillar" of the international regulatory regime for quality shipping, complementing the key Conventions of the International Maritime Organization (IMO). The Convention will enter into force 12 months after the ratification by 30 Countries sharing 33% of the world’s gross tonnage. Such requirement has already been achieved and Convention is expected to enter into by August of 2013. As a consequence of that, the beneficiaries which are Party to Convention will have to implement its Articles and Regulations while the vessels of those beneficiaries which are not Party will be subjected to the “no more favourable treatment” by Port State Control authorities in foreign ports.

EMSA will deliver a three-day course in order to provide officials at the central administration of the Beneficiary countries with information on the structure, the content and the basic principles of the Convention which has been designed as a flexible instrument to create a level playing field for maritime administrations, ship-owners and seafarers. The training will focus on the need and role of national provisions as a tool for fulfilling the obligation on the Parties of giving complete effect to the provisions of the Convention.
Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Task 5.3. International convention on Standards of Training, Certification and Watchkeeping (STCW)

EMSA will organise a three day training course for the Beneficiaries countries. The STCW Convention establishes minimum standards for the education and certification of seafarers to be applied worldwide. The Convention adopted in 1978, entered into force in 1984 and it has been amended several times. Two major revisions were done in 1995 and 2010. The aim of the training session is to provide Beneficiaries maritime administrations’ staff with information on the structure, content and basic principles of the convention.

Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

COMPONENT 6: SECURITY OF SHIPS AND PORT FACILITIES IN THE MEDITERRANEAN AREA

This activity aims to improve the implementation of the mandatory SOLAS maritime security requirements together with a progressive alignment of the beneficiaries’ national performances to the European Union standard by focusing on two main pillars of the maritime security process.

The first pillar is the political awareness. Starting with SAFEMED I, the development of a higher level of awareness of the strategic value of the security in the maritime sector has been demonstrated by the beneficiaries, who have established a process aimed at improving their capabilities in this sector. SAFEMED II contributed in developing the process and SAFEMED III should be aimed at consolidating the results by facilitating the exchange of experience and best practices.

The second pillar is the knowledge of the maritime security domain by administrations’ personnel in connection with their capability to perform the assigned tasks. There is a tight relation between the level of knowledge and the capability of the management and the performances of an organization. Efficiency of an organization is proportionate, inter alia, to the level of knowledge and capability of the management, although the results are connected with the amount of the resources as well.

To contribute to the expected improvement at both the flag and port State level, Activity (...) aims to set up annual workshops to address the institutional capacity and training sessions for personnel in maritime security framework, including the monitoring of the Recognized Security Organisations (RSOs).

Expected results:
- The institutional capacity of Beneficiaries to implement the ISPS Code improved
Task 6.1. Workshops to address the institutional capacity

High-level workshops (once a year) will be organised during the course of the project. The workshops will address both the regulatory and technical aspects of the implementation of the maritime security rules. The main priority will be to recall the common objectives and commitments and to identify:

- the level of the implementation of the relevant legal instruments in each of the beneficiaries, following the implementation of the Action Plans set in SAFEMED II. This can be assessed by a proper feedback process;

- the level of implementation of SOLAS maritime security requirements both for ships and port facilities based on self-assessments of the beneficiaries and the results of SAFEMED I and SAFEMED II. The evaluation of the assessments and the analysis of the results should lead to the identification of the remaining gaps or opportunities for improving thanks to a right mixes of technology/procedure/human resource for each beneficiary country;

The concrete Terms of Reference of and the work programme of the workshops will be established during the first meeting of the workshop as well as the designation of the chairman, preferably to be chosen among the representatives of the beneficiaries.

The workshops will be organized in a location to be defined by EMSA in consultation with the EC and the chairman. Periodical reports on the achieved results will be prepared and submitted to the relevant administrations and the EC.

The workshops will be convened once a year. Travel and accommodation costs of participants from beneficiary countries will be charged to the project budget.

Each beneficiary country should provide, as an input for the workshop, an updated state of play of the implementation of the maritime security requirements and of the changes/progress achieved compared with the previous analysis. Those improvements will be assessed, taking into consideration the activities already carried out in SAFEMED II framework. The aim is to achieve a clear view on the organization and implementation of the maritime security policy, identifying the areas where progress has been achieved or where gaps might still exist.

All the relevant information gathered through the workshops should be compiled and presented in a final report in order to establish an updated maritime security profile of the beneficiaries and to update their actions plans. The aim is to give the beneficiaries an incentive to pursue their efforts to enhance maritime security. Travel and accommodation costs of two participants per beneficiary country will be charged to the project budget.

It might be assumed that the EC will attend the workshops as an observer playing a catalyst role and will facilitate and/or support joint activities.

The outcome of task 6.1 could provide the platform for the EC to develop in the future, where it might be necessary and requested by the beneficiaries, a targeted assistance.
Task 6.2. Training on SOLAS Chapter XI-2 and ISPS code

In order to adequately assume the responsibilities put by the ISPS Code on the maritime administrations, the quality and extension of the knowledge needed for the Contracting Government's officials to be able to perform the activities required in the process to certify a ship or to assure that a port facility meets the requirements is of paramount importance.

Besides an efficient national administration, to fulfil the above-mentioned responsibilities an efficient staff of maritime security inspectors is required as well. Where some of the security responsibilities could be delegated to RSOs, those related to Port State could not. Pursuant SOLAS regulation XI-2/9, to perform the activity of control of the foreign ships in the capacity of the Port State Security Control, the SOLAS Contracting Party should rely on an adequate staff of duly authorized officers. The main activities of the DAO, among the others, are:

- assessing the pre-arrival security information submitted by ships;
- applying steps while necessary, to eligible ships intending to enter/interface in to/with a port/port facility;
- controlling the ISSC of the eligible ships when in port;
- imposing control measures when clear ground exists; and
- informing/notifying the relevant entities.

With the aim to rationalize the control service in the capacities of Flag State and Port State as well, a single organization of public inspectors could be envisaged, considering that:

- the implementation of the provisions require an effective cooperation and understanding between all those involved with the maritime transport and the national and local authorities with security responsibility;
- the security of the ships and of port facilities are closely connected;
- the risk of overlapping activities could be reduced;
- the possible discrepancies between actions taken by the Port State Security Control (SOLAS regulation XI-2/9) and the Port State Safety Control (SOLAS regulation I/19) could be reduced;
- valuable saving could be achieved. Other sectors (e.g.: Training and equipment) could benefit of the saving;
- identified needs and gaps

Training of inspectors should therefore be conceived on the basis of an inspector being able to perform both flag and port State inspections. Training of Public management with maritime security related responsibilities could also benefit of a knowledge in this field.

The aim of this task is twofold. On the one hand upgrading/updating the awareness, knowledge and proficiency of the maritime security management and Designated Authority and on the other hand to enhance the beneficiaries' capabilities to effectively control their own flagged ships, ports/port facilities and on foreign ships.
The training will be provided in two different sessions (courses): one in English and one in French. A duration of 5 days for each session has been foreseen.

COMPONENT 7: BILATERAL ACTIONS

The Beneficiary countries have different characteristics. The length of their coastline; the size of their populations, their fleets, their maritime industry and their administrations; the number of seafarers; and the number of international conventions on maritime safety ratified and implemented vary considerably from country to country.

For this reason they can have different and specific priorities which will be identified during a four-month inception phase (see below) which will include a desktop analysis carried out by EMSA and an interactive dialogue with each Beneficiary.

The analysis will include the preparation / compilation of a baseline inventory and a participatory assessment of the specific national needs and priorities. On that basis, a training and TA plan for each beneficiary will be established, indicating the resources to be provided from both the project and the partner country in order to reach the agreed targets / results.

Upon agreement from the Contracting Authority, the specific TA needs will then be addressed by the Project through funds dedicated not only from the activities outlined above, but also through “bi-lateral actions” which can include more targeted training sessions and workshops, study tours, or direct technical assistance in the country related to the implementation of maritime safety and marine pollution prevention legislation.

Expected results:
- Baseline prepared, and specific country targets / priorities defined

COMPONENT 8: COMMUNICATION AND ORGANISATION OF THE EUROMED MARITIME AFFAIRS WORKING GROUP

Expected results:
- Basic information on the Beneficiaries maritime administrations and capacity available
- Euromed Maritime Affairs Meetings successfully organised
- Communication on project activities and results and lessons learnt ensured
- Potentially updating the SAFEMED GIS information

Task 8.1. Overview of Maritime administrations A general report, together with individual country-related ones, will be prepared showing how beneficiary countries have organised their maritime administrations and how the respective bodies already implement their obligations under the International Conventions relating to maritime safety and prevention of pollution from ships.

This task aims to establish a profile for the maritime administrations of the beneficiary countries, similar to the profile of the 27 EU Member States available on the EMSA website under the Training and Cooperation section. This profile will be established on the basis of information provided by the numerous SAFEMED II reports, updated with any other information available on the internet and validated by Beneficiaries, in particular the information provided by GISIS and the websites of the maritime administrations. This
information should also be updated on the basis of an ad hoc questionnaire to be filled in and returned to EMSA by the beneficiary countries.

This is considered as basic information for EMSA and Commission staff and will be of help to coordinate all on-going and future projects for technical assistance in the Mediterranean region. The “Overview” will be a basic support also for those who during the course of the SAFEMED III project might participate in specific activities (seminars, workshops, training sessions...) both as provider of technical assistance or participant to one of the events organised under this project.

This document will contain the following information concerning beneficiary countries:
- information on the maritime administration (structure and organisation);
- Government body covering several areas of responsibility under the IMO and the ILO conventions;
- Composition of the fleet;
- Authorised recognised organisations;
- Statutory works delegated to recognised organisations;
- Number of flag State surveyors;
- Number of Port State Control Officers.

The report will be the basis for creating a network of contacts between the beneficiaries’ maritime administrations, which will bring in beneficial effects in terms of communication, exchange of information and, ultimately, improvements in maritime safety standards. The report will also provide a “snap shot” of the beneficiaries’ maritime administrations, which will also be a useful tool for monitoring the progress of those administrations in this field.

The “Overview” is a living document which can be constantly updated to reflect the identified needs and/or gaps of the Beneficiaries’ maritime administrations.

Task 8.2. Communication

This task aims to ensure the required publicity about the SAFEMED III project and its results.

All the material and news about the project should be made available on the EuroMed Transport Website and selected parts in the EuroMed Transport Newsletter.

An external link from the EMSA website should also direct visitors and interested parties to the EuroMed website.

Regular coordination will be ensured with the EU funded IMP-MED project, making use of the opportunity to raise awareness on maritime safety and implementation of applicable legislation with authorities and stakeholders that have a marine or maritime-related function but are not directly benefitting from the SAFEMED project. In particular, the information, inventories, studies gathered under the SAFEMED project will be made available on the virtual knowledge centre that will be developed by the IMP-MED project in its second phase (2013-2014).
Task 8.3. Organisation of the EUROMED Maritime Affairs Working Group

EMSA will ensure the organisation of and provide the secretariat for the EUROMED Maritime Affairs Working Group, which will also serve as the project’s Advisory Committee. It will meet at least once a year in Lisbon or Brussels. Possibly, the meetings can be organised back to back with the yearly EMSA Consultative Network on Technical Assistance meeting (normally March), allowing all EU Member States focal points for technical assistance to have an in-depth view of the project and exchange precious information with the beneficiaries focal points.

Task 8.4. Possibly, updating of the information provided by the Geographical Information System (GIS)

A basic Geographical Information System (GIS), linked with the study of maritime traffic flows in the Mediterranean is currently available on the SAFEMED website. The relevant components of the GIS, data on ship movements have been purchased and the data on spills accumulated by REMPEC have been integrated. Updating of this system will be considered during the inception phase.

Task 8.5. Input to a potential SAFEMED III project follow-up

Towards the end of the project, EMSA will provide an assessment of progress made against the baseline prepared at the start of the project, and will explore options for future regional maritime transport activities, which may include a follow-up to the SAFEMED III project.

3.3. METHODOLOGY

3.3.1. Inception phase

As mentioned under Chapter 7, the different and specific needs of each Beneficiary will be identified during a four-month inception phase which will include a desktop analysis carried out by EMSA and an interactive dialogue with each Beneficiary – making full use of the results of the SAFEMED II project.

The analysis will include the preparation / compilation of a baseline inventory and a participatory assessment of the specific national needs and priorities. On that basis, training and TA plans for each beneficiary will be established, and put to the Commission for agreement in the form of a proposed workplan.
3.3.2. Duration and indicative action plan for implementing the action

The duration of the action will be 36 months.

Project reviews should be carried out on a regular basis every six months (see general conditions).

The action plan will be drawn up using the following format:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Semester 1</th>
<th>Semester 2</th>
<th>Implementing body</th>
</tr>
</thead>
<tbody>
<tr>
<td>Example</td>
<td>example</td>
<td></td>
<td>Example</td>
</tr>
<tr>
<td>Preparation Activity 1</td>
<td></td>
<td></td>
<td>Local partner 1</td>
</tr>
<tr>
<td>(title)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Execution Activity 1</td>
<td></td>
<td></td>
<td>Local partner 1</td>
</tr>
<tr>
<td>(title)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preparation Activity 2</td>
<td></td>
<td></td>
<td>Local partner 2</td>
</tr>
<tr>
<td>(title)</td>
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<td></td>
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</tr>
<tr>
<td>Etc.</td>
<td></td>
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</tr>
</tbody>
</table>

For the following years:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Semester 3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>Implementing body</th>
</tr>
</thead>
<tbody>
<tr>
<td>Example</td>
<td>example</td>
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<td></td>
<td>example</td>
</tr>
<tr>
<td>Execution Activity 1</td>
<td></td>
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<td></td>
<td></td>
<td>Local partner 1</td>
</tr>
<tr>
<td>(title)</td>
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<tr>
<td>Execution Activity 2</td>
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<td></td>
<td>Local partner 2</td>
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<td>(title)</td>
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<tr>
<td>Preparation Activity 3</td>
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<td></td>
<td>Local partner 1</td>
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<tr>
<td>(title)</td>
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<tr>
<td>Etc.</td>
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</tr>
</tbody>
</table>

3.3.3. Sustainability of the action

The involvement of EMSA as recognized authority for maritime safety and security is beneficial not only for specific shipping related issues, but also for the link of the Mediterranean partner countries with the EU Member States. The recent legal proposal related to the EMSA regulation allowing them to directly cooperate with Neighbourhood countries is a very positive development which may increase a more permanent direct cooperation between (some) of the Neighbourhood countries with EMSA. Other EU and international maritime initiatives such as the Black list of the Paris
Memorandum on Port State Control and the black listing of maritime shipping companies has already triggered an incentive among third countries outside of the EU to enhance cooperation and increase the level of maritime administrations as well as safety and security controls.

3.3.4. Logical Framework

This element will be defined during the first three months of the contract inception phase.

Please fill in Annex C to the Guidelines for applicants.

10 Explanations can be found at the following address: http://ec.europa.eu/europeaid/reports/index_en.pdf
### 3.4. Applicant's Experience of Similar Actions

<table>
<thead>
<tr>
<th>Project title</th>
<th>Preparatory measures for the participation of the candidates and potential candidate countries in EMSA's work (IPA 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Location of the action</strong></td>
<td><strong>Cost of the action (EUR)</strong></td>
</tr>
<tr>
<td>EMSA and IPA</td>
<td>300000€</td>
</tr>
</tbody>
</table>

### Objectives and results of the action

**Objectives**
To continue strengthening the capacity of candidate and potential candidate countries (hereinafter 'IPA countries') to comply with the EU acquis in the field of maritime safety, security and pollution prevention is the main objective of this project.

**Specific Objectives**
- Aligning national legislation with the EU acquis and having an effective administrative structure in place to ensure proper implementation of EU rules are among the main criteria for EU membership. It is in the Community's interest to involve IPA countries in the work of the European Maritime Safety Agency (EMSA) and to provide them with technical assistance in the field of safety, ship's security, pollution prevention and control in order to help them meeting EU standards.
- Taking into consideration the particular characteristics of maritime transport it is important that candidate and potential candidate countries, who are the beneficiaries of this project, become familiar with the EU policies and legislation concerning maritime safety, security and pollution prevention and are involved in the activities of EMSA, especially in view of their possible accession.
- The participation of representatives of beneficiary countries to technical meetings organised by the Agency will:
  - spread the knowledge of the European maritime legislation to a wider number of actors outside the EU;
  - continue raising the level of awareness for improving maritime safety, ship's security and pollution prevention/response and keep these as priorities within national administrations;
  - improve the protection of the marine environment in the wider European area;
  - facilitate the adoption, implementation and enforcement of the European maritime standards by beneficiary countries;
  - boost expertise and organisational capability to properly implement relevant EU legislation.

**Interim Results**
- On-going
<table>
<thead>
<tr>
<th>Location of the action</th>
<th>Cost of the action (EUR)</th>
<th>lead manager or partner</th>
<th>Donors to the action (name)</th>
<th>Amount contributed (by donor)</th>
<th>Dates (from dd/mm/yyyy to dd/mm/yyyy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMSA and IPA</td>
<td>277795.35</td>
<td>EMSA</td>
<td>DG ELARG</td>
<td>277795.35</td>
<td>17/04/2009-16/08/2011</td>
</tr>
<tr>
<td>Objectives and results of the action</td>
<td>Objectives</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------------------------</td>
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</tr>
<tr>
<td>The strengthening of the compliance of IPA (Albania, Bosnia and Herzegovina, Croatia, the former Yugoslav Republic of Macedonia, Montenegro, Serbia, Kosovo and Turkey) countries' legislation with the EU acquis in the field of maritime safety, security and pollution preparedness/prevention is the first and main objective of this project.</td>
<td></td>
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</tr>
<tr>
<td>Specific objectives</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>To continue training officers belonging to the maritime administrations of IPA countries and directly assist the competent maritime authorities of IPA countries in preparing and aligning their national legislation, standards and practices with those applied in the European Union, with the aim of promoting a harmonised approach in certain fields;</td>
<td></td>
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</tr>
<tr>
<td>To disseminate best practices in the area of maritime safety, security and pollution prevention taking into account the experience of EU Member States' maritime administrations;</td>
<td></td>
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</tr>
<tr>
<td>To encourage the development of closer cooperation between beneficiaries at regional level (mainly in the Adriatic Sea) with special emphasis in some areas (i.e. places of refuge, traffic monitoring, etc.);</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>To enhance the flow of communication and information between beneficiaries concerning:</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>• maritime safety, security and pollution prevention</td>
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<td></td>
</tr>
<tr>
<td>• Implementation of EU maritime legislation</td>
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<tr>
<td>• possible common initiatives in the fields above</td>
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</tr>
<tr>
<td>Results</td>
<td></td>
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</tr>
<tr>
<td>Maritime administrations of IPA countries are responsible for the compliance of vessels flying their flags with international conventions which have been ratified by their country. Therefore, improving the safety performance of their fleets is a key priority and, since 1st January 2011, also a matter of self-interest for the countries in view of the strengthening of the port State control regime in the Paris MOU region.</td>
<td></td>
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<tr>
<td>The performance of the beneficiaries' fleet ranked in the Black/Grey/White list of the Paris MOU has significantly improved during the implementation.</td>
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<tr>
<td>The number of participants to EMSA events was:</td>
<td></td>
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<tr>
<td>in 2009 — 151 (13 events)</td>
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<tr>
<td>in 2010 — 365 (18 events)</td>
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<td></td>
</tr>
<tr>
<td>in 2011 — 118 (6 events).</td>
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</tr>
<tr>
<td>The active participation in meetings, seminars and training actions and the better understanding of the EU acquis on maritime safety is an important step on the way towards a genuine safety culture in these countries.</td>
<td></td>
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</tr>
<tr>
<td>Tailor-made courses provided through “in-the-country” training sessions provided Albania, Croatia, Montenegro and Turkey with many useful elements, including bringing in EU Member States’ experience.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>The organisation of Info-days in Albania, Montenegro and Turkey provided other key maritime actors such as ship-owners, coast guards, shipping agents with information on the Agency’s work.</td>
<td></td>
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</tr>
<tr>
<td>The Project has been implemented as foreseen in terms of time and allocation of resources. The total amount used for payments stemming from the above mentioned tasks counts for 277,795.35 € which represent 92.59% of the contract value. Since it enabled for 634 officials from IPA countries to participate in 36 activities linked to maritime safety, security and pollution prevention its overall assessment can be considered very positive.</td>
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</tr>
</tbody>
</table>
### Objectives and results of the action

**Objectives**
Supporting the process of awareness and convergence of the CARDS countries with the EU acquis in the field of maritime safety, security and pollution prevention by is the first and main objective of this project.

**Specific Objectives**
To provide the competent maritime authorities of CARDS countries (Bosnia & Herzegovina, Serbia & Montenegro, FYOR Macedonia and Albania) with advice in preparing and aligning their national legislation, standards and practices with those obtained in the European Union. It is in the Community's interest to inform these countries and to enhance the application of the safety standards required in the European Union.

To provide information to the CARDS countries on the work of EMSA (European Maritime Safety Agency). The participation of representatives of CARDS countries to ad hoc technical meetings organised by the Agency, will raise the level of awareness for improving maritime safety and pollution prevention and response issues within these administrations.

To provide technical assistance to the maritime administration of Albania in the field of Flag State implementation. When considering the coastline and the number of ships flying the flag of each CARDS country, it appears evident that Albania is the only CARDS country with a fleet sufficiently large to be taken in consideration. For this reason the project pays also attention to the performance of Albania as Flag State.

**Results**
Good progress has been achieved by CARDS countries' maritime administrations. Their active participation in meetings, seminars and training activities is a further step in increasing the level of safety in these countries.

Another factor to be taken into account is the significant number of participants to EMSA activities (more than 80) from the maritime administrations of CARDS countries that, thanks to this project, were involved in EMSA work and obtained a better understanding of the relevant EU acquis on maritime safety. It is expected that this flow of information will continue at the level of the single administrations.

In addition, their participation to meetings and seminars with other officers from EU Member States, has enhanced the general level of communication with the main actors in the field of maritime safety, security and pollution prevention throughout Europe. The qualitative improvement of these countries' involvement in the field of EU maritime safety, security and pollution prevention activities has also been acknowledged by EMSA staff during the last two years.

An additional important point to be considered for future projects is the fact that only Albania and Montenegro have at this point in time ocean going ships registered under their flags and a relevant coastline with all the responsibilities that this include.
4 THE APPLICANT

<table>
<thead>
<tr>
<th>Name of the organisation</th>
<th>European Maritime Safety Agency</th>
</tr>
</thead>
</table>

4.1. IDENTITY

Information requested under this point need only be given in cases where there have been modifications or additions as compared to the information given in the Concept note form.

<table>
<thead>
<tr>
<th>The applicant's contact details for the purpose of this action:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Legal Entity File number</td>
<td>6000005199</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>EMSA</td>
</tr>
<tr>
<td>Registration Number (or equivalent)</td>
<td></td>
</tr>
<tr>
<td>Date of Registration</td>
<td></td>
</tr>
<tr>
<td>Place of Registration</td>
<td></td>
</tr>
<tr>
<td>Official address of Registration</td>
<td></td>
</tr>
<tr>
<td>Country of Registration(^{11})/Nationality (^{12})</td>
<td></td>
</tr>
<tr>
<td>E-mail address of the Organisation</td>
<td></td>
</tr>
<tr>
<td>Telephone number: Country code + city code + number</td>
<td></td>
</tr>
<tr>
<td>Fax number: Country code + city code + number</td>
<td></td>
</tr>
<tr>
<td>Website of the Organisation</td>
<td></td>
</tr>
</tbody>
</table>

Any change in the addresses, phone numbers, fax numbers and in particular e-mail, must be notified in writing to the Contracting Authority. The Contracting Authority will not be held responsible in case it cannot contact an applicant.

\(^{11}\) For organisations. [If not in one of the countries listed in Section 2.1.1 of the Guidelines, please justify its location].

\(^{12}\) For individuals. [If not in one of the countries listed in Section 2.1.1 of the Guidelines, please justify its location].
4.1.1. Resources

- Financial data

*Please provide the following information, if applicable, on the basis of the profit and loss account and balance sheet of your organisation, amounts in thousand Euros*

Attached financial statements of EMSA for 2011-1010-2009

- Financing Source(s)

*Please tick the source(s) of the revenues of your organisation and specify the additional information requested*

<table>
<thead>
<tr>
<th>Year</th>
<th>Source</th>
<th>Percentage (total for a given year must be equal to 100%)</th>
<th>Number of fee-paying members (only for source = Member's fees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>EU</td>
<td>100%</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>N Total</td>
<td>100%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Source</th>
<th>Percentage (total for a given year must be equal to 100%)</th>
<th>Number of fee-paying members (only for source = Member's fees)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>EU</td>
<td>100%</td>
<td>N/A</td>
</tr>
<tr>
<td>2009</td>
<td>Total</td>
<td>100%</td>
<td>N/A</td>
</tr>
</tbody>
</table>

4.2. List of the Management Board/Committee of your organisation

The EMSA administrative board, with representatives from EU Member States European Free Trade Association States, Commission, Industry and Observers from EU acceding countries is available up-to-date on the EMSA website

http://www.emsa.europa.eu/who-are-we/admin-board/list-of-representatives.html
5 DECLARATION BY THE APPLICANT

The applicant, represented by the undersigned, being the authorised signatory of the applicant, in the context of the present call for proposals, representing any partners in the proposed action, hereby declares that

the applicant has the sources of financing and professional competence and qualifications specified in Section 2 of the Guidelines for Applicants;

the applicant undertakes to comply with the obligations foreseen in the partnership statement of the grant application form and with the principles of good partnership practice;

the applicant is directly responsible for the preparation, management and implementation of the action with its partners, if any, and is not acting as an intermediary;

the applicant and its partners are not in any of the situations excluding them from participating in contracts which are listed in Section 2.3.3 of the Practical Guide to contract procedures for EU external actions (available from the following Internet address: http://ec.europa.eu/europeaid/work/procedures/implementation/index_en.htm. Furthermore, it is recognised and accepted that if we participate in spite of being in any of these situations, we may be excluded from other procedures in accordance with Section 2.3.5 of the Practical Guide;

the applicant and each partner (if any) is in a position to deliver immediately, upon request, the supporting documents stipulated under Section 2.4 of the Guidelines for Applicants;

the applicant and each partner (if any) are eligible in accordance with the criteria set out under Sections 2.1.1 and 2.1.2 of the Guidelines for Applicants;

if recommended to be awarded a grant, the applicant accepts the contractual conditions as laid down in the Standard Contract annexed to the Guidelines for Applicants (annex G);

the applicant and its partners are aware that, for the purposes of safeguarding the financial interests of the EU, their personal data may be transferred to internal audit services, to the European Court of Auditors, to the Financial Irregularities Panel or to the European Anti-Fraud Office.

The following grant applications have been submitted (or are about to be submitted) to the European Institutions, the European Development Fund and the EU Member States in the last 12 months:

- [list only actions in the same field as this proposal]

The applicant is fully aware of the obligation to inform without delay the Contracting Authority to which this application is submitted if the same application for funding made to other European Commission departments or European Union institutions has been approved by them after the submission of this grant application.

Signed on behalf of the applicant

Name

Signature

Position

Date
<table>
<thead>
<tr>
<th>Costs</th>
<th>All Years</th>
<th>Year 1</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Unit</td>
<td># of units</td>
</tr>
<tr>
<td>1. Human Resources</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1 Salaries (gross salaries including social security charges and other related costs)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1.1 Technical Staff</td>
<td>Per year</td>
<td>3</td>
</tr>
<tr>
<td>1.1.2 Administrative/ support staff</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.2 Salaries (gross salaries including social security charges and other related costs, expat/int. staff)</td>
<td>Per month</td>
<td></td>
</tr>
<tr>
<td>1.3 Per diems for missions/travel</td>
<td>Per diem</td>
<td>160</td>
</tr>
<tr>
<td>1.3.1 Abroad (staff assigned to the Action)</td>
<td>Per diem</td>
<td>3653</td>
</tr>
<tr>
<td>Subtotal Human Resources</td>
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<td></td>
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<tr>
<td>2. Travel</td>
<td></td>
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</tr>
<tr>
<td>2.1. International travel</td>
<td>Per flight</td>
<td>623</td>
</tr>
<tr>
<td>2.2 Local transportation</td>
<td>Per month</td>
<td></td>
</tr>
<tr>
<td>Subtotal Travel</td>
<td>604310</td>
<td></td>
</tr>
<tr>
<td>3. Equipment and supplies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1 Purchase or rent of vehicles</td>
<td>Per vehicle</td>
<td></td>
</tr>
<tr>
<td>3.2 Furniture, computer equipment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.3 Machines, tools...</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.4 Spare parts/equipment for machines, tools</td>
<td>Per diem</td>
<td></td>
</tr>
<tr>
<td>3.5 Other (please specify)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal Equipment and supplies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Local office</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1 Vehicle costs</td>
<td>Per month</td>
<td></td>
</tr>
<tr>
<td>4.2 Office rent</td>
<td>Per month</td>
<td></td>
</tr>
<tr>
<td>4.3 Consumables - office supplies</td>
<td>Per month</td>
<td></td>
</tr>
<tr>
<td>4.4 Other services (utility, electricity/heating, maintenance)</td>
<td>Per month</td>
<td></td>
</tr>
<tr>
<td>Subtotal Local Office</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>5. Other costs, services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1 Publications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.2 Studies, research</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.3 Expenditure verification</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.4 Evaluation costs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.5 Translation, interpreters</td>
<td>Per report</td>
<td>42</td>
</tr>
<tr>
<td>5.6 Financial services (bank guarantee costs etc.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.7 Costs of conferences/seminars</td>
<td></td>
<td></td>
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<tr>
<td>5.8 Visibility actions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.9.1 Technical contractors (Contractors providing specialised training)</td>
<td></td>
<td></td>
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<tr>
<td>5.9.2 Technical contractors (Pollution response exercise with use of EMSA standby oil recovery vessels)</td>
<td>Per service</td>
<td>2</td>
</tr>
<tr>
<td>Promoting sharing of AIS data (ToRs action 3.3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upgrading MSD MSU procedures (ToRs action 2.1)</td>
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<tr>
<td>Upgrading GIS information (ToRs action 7.3)</td>
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</tr>
<tr>
<td>Provision of CleanSeaNet Images</td>
<td>Per satellite image</td>
<td>150</td>
</tr>
<tr>
<td>Subtotal Other costs, services</td>
<td>117300</td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>610031</td>
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</tbody>
</table>

1. Human Resources
2. Travel
3. Equipment and supplies
4. Local office
5. Other costs, services
6. Visibility actions
7. Costs of conferences/seminars
8. Financial services (bank guarantee costs etc.)
9. Costs of conferences/seminars
10. Translation, interpreters
11. Technical contractors (Contractors providing specialised training)
12. Technical contractors (Pollution response exercise with use of EMSA standby oil recovery vessels)
13. Promoting sharing of AIS data (ToRs action 3.3)
14. Upgrading MSD MSU procedures (ToRs action 2.1)
15. Upgrading GIS information (ToRs action 7.3)
16. Provision of CleanSeaNet Images
6. Other

6.1 Budget for bi-lateral actions (can include meetings, experts missions, studies, etc.)

<table>
<thead>
<tr>
<th>Costs</th>
<th>Unit</th>
<th># of units</th>
<th>Unit rate (in EUR)</th>
<th>Costs (in EUR)</th>
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7. Subtotal direct eligible costs of the Action (6.1+6.2)

<table>
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<tr>
<th>Costs</th>
<th>Unit</th>
<th># of units</th>
<th>Unit rate (in EUR)</th>
<th>Costs (in EUR)</th>
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8. Provision for contingency reserve (maximum 5% of 7, subtotal of direct eligible costs of the Action)

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<tr>
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<th>Unit</th>
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<th>Unit rate (in EUR)</th>
<th>Costs (in EUR)</th>
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9. Total direct eligible costs of the Action (7+8)

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10. Administrative costs (maximum 7% of 9, total direct eligible costs of the Action)

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11. Total eligible costs (9+10)

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12. Taxes\*\*

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13. Total accepted costs of the Action (11+12)

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<th>Costs (in EUR)</th>
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1. The description of items must be sufficiently detailed and all items broken down into their main components. The number of units and unit rate must be specified for each component with the indications provided. Unit rates may, where relevant, be based on average rates. Where the applicable regulation/financing agreement does not exclude the coverage of taxes (see sec 2.1.4 of the Guidelines for applicants) and the beneficiary can show it cannot reclaim, taxes will be eligible and should be included in each relevant heading. Taxes that can be reclaimed are those on salary of staff working for the action which are part of the gross salary. Taxes that can be reclaimed should not be indicated under this heading.

2. This section must be completed if the Action is to be implemented over a period of more than 12 months.

3. If the Contracting Authority is not the European Commission, the budget may be established in euro or in the currency of the country of the Contracting Authority. Costs and unit rates are the nearest euro cent.

4. If staff are not working full time on the Action, the percentage should be indicated alongside the description of the item and reflected in the number of units (not the unit rate).

5. Indicate the country where the per diems are incurred and the applicable rates (which must not exceed the scales published by the E.C. at the time of contract signature). If information is not available, enter a global amount. Per diems cover accommodation, meals and local travel within the place of the mission and subsistence expenses.

6. Costs for CO2 offsetting of air travel may be included. CO2 offsetting shall in that case be achieved by supporting CDM/Gold Standard projects (evidence must be included as part of the supporting documents) or through airline company programmes when available. Indicate the place of departure and the destination. If information is not available, enter a global amount.

7. Costs of purchase or rental.

8. Specify. Lump sums will not be accepted.

9. Only indicate here when fully subcontracted.

10. Communication and visibility activities should be properly planned and budgeted at each stage of the project implementation.

11. Only to be filled in where the applicable regulation/financing decision/financing agreement excludes financing of taxes and the beneficiary (or where applicable, its partners) can show it cannot reclaim them. Please see glossary of terms (Annex A 1) of the Practical Guide to contract procedures for EU external actions for the definition of taxes. Please note that direct taxes are not such as taxes on salary of staff working for the action which are part of the gross salary.

NB: The Beneficiary alone is responsible for the correctness of the financial information provided in these tables.