1. Basic Information
   1.1 CRIS Number (Year 2): BG 2005/017-353.04.01
   1.2 Title: Strengthening the waterborne tasks of the Bulgarian Maritime Administration
   1.3 Sector: Transport
   1.4 Location: Bulgaria – Varna, Bourgas, Balchik, Nessebar, Primorsko, Tzarevo
   1.5 Duration: 12 months

2. Objectives
   2.1 Overall Objective(s):
   To improve the safety of life at sea in Bulgarian territorial waters and the Bulgarian Search and Rescue (SAR) region

   2.2 Project purpose:
   To provide the Bulgarian Maritime Administration (BMA) with appropriate waterborne equipment (specialized vessels) in order to allow the administration to fulfil its obligations under the acquis and the international instruments related to emergency search and rescue of life in the Bulgarian territorial waters. The procurement of the multifunctional vessels will also temporarily support other activities of the BMA e.g. inspections and pollution prevention that are performed only in the areas where the procured vessels will be allocated.

   2.3 Accession Partnership (AP) and NPAA priority (and implementing measures envisaged by the Action Plan for AP priorities related to strengthening administrative and judicial capacity)
   The 2003 Accession Partnership sets the following priorities in the area of maritime transport:
   "Complete alignment with EU maritime legislation in safety and non-safety areas; improve maritime safety, in particular improve the performance of maritime safety administrative institutions, firstly as a Flag State, and then as a Port State, and guarantee their independence; strengthen the Bulgarian Maritime Administration; further align with EU maritime acquis in areas of safety."

   Despite efforts, the 2004 Regular Report highlighted the need to strengthen the administrative capacity of the Bulgarian Administrative Administration including the need of renew of the fleet.
In maritime transport, framework legislation is largely in place. The relevant administrative structures are in place, but need further strengthening. The strengthening of flag State implementation policy remains an area of concern. In the light of the State ownership of most Bulgarian vessels, especially, the independence of the administration responsible for checking the vessels must be ensured. Port State control procedures need to be improved. In particular at the port of Varna the work of the port State control unit is unsatisfactory; both working procedures and the technical equipment need to be improved for that unit to perform its tasks properly. In spite of Bulgaria’s significant efforts to improve the performance of the sector and the safety of its fleet, the number of Bulgarian flag vessels being detained has risen in recent months.

2.4 Contribution to National Development Plan (and/or Structural Funds Development Plan/SDP) – N/A

2.5 Cross Border Impact – N/A

3. Description

3.1 Background and justification:

Maritime safety is an issue of high priority for the European Union. Therefore the European Commission has indicated many times throughout the negotiations on Chapter 9 “Transport Policy” the importance of both the harmonization of the Bulgarian legislation with the *acquis* in that area and the availability of administrative structures capable of implementing it.

In order to assist Bulgaria to achieve this legal and operational compliance, the European Commission approved a Twinning project “Maritime Safety: Legal Harmonization and Institution Building” which started in October 2002 and was successfully completed in October 2004. The beneficiary of the project was the Bulgarian Maritime Administration (BMA) under the Minister of Transport and Communications, being the national authority responsible for the implementation of the maritime safety legislation.

The Bulgarian Maritime Administration has been established in 1999. It has headquarters in Sofia and offices in four other cities – Varna and Burgas at the Black Sea coast and Ruse and Lom along the Danube river. According to the Statutory Regulation the BMA executes the following functions:

- Ensures the safety of navigation in the maritime spaces and inland waterways of the Republic of Bulgaria;
- Maintains register of the ships flying Bulgarian flag;
- Ensures the compliance of Bulgarian and foreign flag vessels with the international requirements for the safety of navigation and pollution prevention;
- Issues certificates of competency to seafarers;
- Ensures that the living and working conditions on board vessels meet the international standards;
- Performs vessel traffic management and control in the channels, ports and other designated regions;
Acts as Administration under the International Ship and Port Facility Security Code;
- Conducts maritime accident investigations;
- Coordinates search and rescue operations of people, vessels and aircraft.

One of the tasks under the Twinning project was to develop a prioritised list of equipment required to achieve significant improvements in the areas of Search and Rescue and Pollution Control to be procured within the Investment Support component of the project. Unfortunately the needs assessment carried out under the Twinning showed that the available budget of 320 000 Euro of the Investment component is not sufficient to accommodate extensive procurement of floating equipment that the Maritime Administration needs to fulfil its waterborne duties. With the available budget being utilised, the need for additional renewal of the fleet of the Maritime Administration still remained, in particular for the responsibilities relating to SAR and routine inspections, both along the Bulgarian Black Sea Coast and the Danube river. Therefore an additional activity for comprehensive assessment of the needs for equipment of the BMA was carried out under the Twinning, due to budgetary savings.

The above mentioned fleet renewal assessment covers both the seaside fleet as well as the river fleet. Hence it addresses the overall need for waterborne equipment needed for the Maritime Administration to carry out its obligations resulting from harmonized national legislation and international instruments. The outcome of the assessment can be summarized as follows:

1. Some of the tasks of the BMA involve operations on water that require appropriate floating equipment. These tasks are:
   - Search-and-Rescue
   - Coastal surveillance for preservation of the marine environment.
   - Preventive surveillance in the port and anchor areas.

2. These tasks are currently to a great extend not performed due to the lack of suitable equipment or the lack of funds to operate it.

Taking into account the current situation and the urgent need to improve the functions of the BMA in the most cost effective manner the Needs Assessment Report recommends thorough renewal of the fleet of the administration through procurement of specialized multi-purpose vessels.

This concept has several advantages:

1. the new vessels will be suitable for the functions of the BMA which will improve the efficiency of the administration.
2. the operational costs of the new vessels will be much lower, which will enable the BMA to perform more tasks within the same operational budget.
3. the multi-purpose vessels can be better utilized by combining tasks for which they are used, e.g. Search and Rescue, inspections, environmental control, etc., which will maximise the effect of the procurement.

The fleet renewal approach requires considerable procurement of 12 vessels.

Nevertheless the most urgent needs for equipment are in the area of Search and Rescue because:

1. Safeguarding human life is of utmost priority.
2. This is the most equipment-dependent function of the BMA.
3. There are many recreational areas along the Bulgarian Black Sea coast used by yachts, small passenger crafts and fishing boats that require appropriate response in cases of incidents.

The present project foresees the procurement of specialized vessels which fully cover the needs of the BMA in the area of Search and Rescue and will significantly improve the capacity of the Bulgarian Maritime Administration to discharge the obligations of the Republic of Bulgaria under the SAR Convention. The procurement is also closely related to the results achieved within the Twinning project “Maritime Safety Institution Building” and can be used to temporarily support other functions of the BMA.

3.2 Sectoral rationale – N/A
3.2.1 Identification of projects
3.2.2 Sequencing

3.3 Results
As a result of the project specialized vessels will be procured and thus:

- Bulgaria will be able to discharge its obligations under the SAR Convention in line with Council Recommendation 83/419/EC.
- The multi-purpose vessels will temporarily support the execution of other tasks of the BMA, e.g. inspections, environmental control, etc., that are performed only in the areas where the procured vessels will be allocated.

3.4 Activities (including Means)
Under one supply contract the following will be delivered:
1. Supply of specialized vessels, incl. spare parts, which will enable Bulgaria to perform effective SAR operations in all weather conditions.
2. Provision of training to designated BMA staff in using the boats and the equipment on board.
3.

Provisional list of specialised vessels to perform effective SAR operations in all weather conditions

<table>
<thead>
<tr>
<th>Vessel description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIB-based, high durable Fast Intervention Rescue Craft for SAR out of the coast, incl. spare parts and training of the personnel</td>
<td>Varna</td>
</tr>
<tr>
<td>RIB-based, high durable Fast Rescue Boat for Search and Rescue, incl. spare parts and training of the personnel</td>
<td>Burgas</td>
</tr>
</tbody>
</table>
RIB-based, high durable, Fast Rescue Boat for Search and Rescue in close under the coast and sheltered waters, incl. spare parts and training of the personnel | Bakhik, Varna, Nessebar, Primorsko, Tsarevo

**Note:** Although the vessels will be primarily used for Search and Rescue purposes they will also be used to support other activities of the BMA such as environmental inspections (under the coast), oil sampling collection, etc.

Detailed Technical Specifications for the vessels have been developed within the framework of the 2001 Twinning Project (*See Annex VI*).

3.5 **Linked Activities:**

- **Project PSO99/BG/3/6 Vessel Traffic Management and Efficiency in Bulgaria** (December 1999 – May 2000), co-financed by the Bulgarian and Dutch government. During the project Baseline Document and Feasibility Study was developed and assistance in defining the VTMIS development strategy was granted.

- **PHARE Project BG 0012.01 - Bulgarian Vessel Traffic Management and Information System** (finalized in October 2004)

- **PHARE Project BG 2003/004-937.04.01 Vessel Traffic Management and Information System (VTMIS) Phase 2** (ongoing)

  The above 3 projects deal with the establishment of a Vessel Traffic Monitoring and Information System, compliant with the European and international requirements, with the aim to enhance safety of shipping and protection of the marine environment alongside the Bulgarian Black Sea Coast. The VTMIS will provide the information necessary for the timely and efficient Search and Rescue operations to be executed with the vessels to be procured.

- **Twinning Project BG-01-TR01 on Maritime Safety Institution Building** between the Bulgarian Maritime Administration and Directorate-General for Freight Transport of the Netherlands Ministry of Transport, Public Works and Water Management.

  During the two year project a lot of EU Directives and Regulations have been transposed into the national legislation. Additionally the relevant procedures for the implementation of the harmonized legislation have been developed and a large-scale training programme for the BMA inspectors has been executed. Nevertheless the practical implementation of the legislation requires proper equipment besides the trained staff. Thus the procurement of vessels will sustain the results achieved within the Twinning.

3.6 **Lessons learned:**

Below are extracts from the Interim Evaluation of the European Union Pre-Accession Instrument Phare for the Transport Sector, prepared by ECOTEC Phare Bulgaria, relevant to the project (*Document ? R/BG/TRA/0402, dated 7 December 2004*)

**Abstract**

Key achievements, findings and recommendations

“…The probable impact from the transport projects is likely to be barely satisfactory. Lack of finance for the renewal of Bulgaria’s aging vessels for search and rescue...”
operations and pollution prevention control could undermine the outcome of the twinning between the Dutch and Bulgarian maritime administrations…”

Key recommendations

“… The Ministry of Transport and Communications should approach the Phare sectoral programming co-ordinator to request funding for the renewal of the vessels for search and rescue and water pollution prevention operations…”

Executive summary:

Evaluation results – Effectiveness:

“… The Phare assistance to the administrations of Sofia Airport, Maritime Administration Executive Agency and Road Transport Administration Executive Agency should improve their capacities to comply with European Union and international standards. If 11 million Euro is spent for the renewal of the vessels for search and rescue and pollution prevention, greater effectiveness from the assistance to the Maritime Administration Executive Agency could be achieved….”

Main recommendations:

“… The Ministry of Transport and Communications, using advice from the Maritime Administration Executive Agency should approach the Phare sectoral programming coordinator to discuss possible funding for the renewal of the aging vessels for search and rescue and water pollution prevention…”

4. Institutional Framework

Below is a brief description of the institutions involved in the project and their tasks:

The Ministry of Finance (MoF), Central Financing and Contracting Unit (CFCU) will act as Implementing Agency. The CFCU will be responsible for tendering and contracting.

The Ministry of Transport and Communications (MoTC) will act as coordinating body of the project in its capacity of Secretariat of the PHARE Sectoral Monitoring Sub-Committee on Transport.

The Bulgarian Maritime Administration (BMA) is the final beneficiary of the project. The BMA is a public authority for Flag State, Port State and Coastal State Control. The Bulgarian Maritime Administration will become the owner of the assets after the project completion. The equipment will be placed in the regional offices of the BMA in Varna and Bourgas. The designated staff from the regional offices, which will be trained within the project, will be responsible for the proper use and maintenance of the vessels.
## 5. Detailed Budget

<table>
<thead>
<tr>
<th>€M</th>
<th>Phare/Pre-Accession Instrument support</th>
<th>Co-financing</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>National Public Funds (*)</td>
<td>Other Sources (**)</td>
<td>Total Co-financing of Project</td>
</tr>
<tr>
<td>Year 2005 - Investment support jointly co funded</td>
<td>2.55</td>
<td>0, 85</td>
<td>0</td>
</tr>
<tr>
<td>Sub-project 1</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Investment support – sub-total</td>
<td>2.55</td>
<td>0, 85</td>
<td>0</td>
</tr>
<tr>
<td>% of total public funds</td>
<td>max 75 %</td>
<td>min 25 %</td>
<td></td>
</tr>
</tbody>
</table>

In case of parallel co-funding (per exception to the normal rule, see special condition as indicated below: Not applicable)

<table>
<thead>
<tr>
<th>Year 2005 Institution Building support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-project 1</td>
</tr>
<tr>
<td>IB support</td>
</tr>
</tbody>
</table>

### Total project 2005

| 2.55 | 0, 85 | 0 | 0, 85 | 3.4 |

### indicative Year 2006 Investment support

| N/A | N/A | N/A | N/A | N/A |

### indicative Year 2006 IB support

| N/A | N/A | N/A | N/A | N/A |

### Total (indicative) project 2006

| N/A | N/A | N/A | N/A | N/A |

(*) contributions from National, Regional, Local, Municipal authorities, FIs loans to public entities, funds from public enterprises

(**) private funds, FIs loans to private entities
6. **Implementation Arrangements**

6.1 **Implementing Agency**

The Implementing Agency will be the CFCU within the Ministry of Finance. It will be the Contracting Authority, which retains the overall responsibility for the implementation of the project (approval of terms of reference, tender documents, evaluation criteria, evaluation of offers, signature of contracts, authorisation and payments of invoices). The CFCU shall ensure that all activities under the contract are undertaken in strict accordance with the PRAG procedures and will be authorized by the PAO.

The BMA will be responsible for the preparation of the technical documentation and will be involved in the tender evaluation committee. The Executive Director of the BMA will appoint SPO and project team (PIU) that will be responsible for the day-to-day coordination and technical implementation of the project activities. The Contact person within the BMA is:

Capt. Ventzislav Ivanov  
Executive Director  
Bulgarian Maritime Administration  
E-mail: bma@marad.bg  
Tel. +359 2 930 09 10  
Fax: +359 2 930 09 20

6.2 **Twinning – N/A**

6.3 **Non-standard aspects**

There are no “non-standard aspects” of the project. The “Practical Guide to Contract Procedures by the General Budget of the European Communities in the Context of External Relations” will be strictly followed and this project will be implemented in compliance with its provisions.

6.4 **Contracts**

The present project is expected to be executed through one contract (possibly with several lots) at the amount of 3 400 000 Euro.

7. **Implementation Schedule**

7.1 Start of tendering/call for proposals – July 2005

7.2 Start of project activity – January 2006

7.3 Project completion – December 2006

8. **Equal Opportunity**

Opportunity both for men and women to participate in the Strengthening of the waterborne tasks project will be guaranteed on equal basis. The relevant standards of the EU as well as
the Bulgarian laws and regulations concerning the equal opportunities for women and men will strictly be followed.

9. **Environment**

The equipment to be procured does not have negative impact on the environment. On the contrary, it will improve navigation safety and will enable avoiding the occurrence of accidents or incidents. The procurement will support the BMA in performing pollution prevention tasks and this will actually contribute to improved environmental conditions in Bulgarian territorial waters.

10. **Rates of return**

The project is related to the implementation, execution and enforcement of the requirements of the acquis on maritime safety and pollution prevention. The equipment to be procured will be used for the provision of public services, without direct revenue generation. The main benefit that will arise is improvement in safety and pollution prevention standards through implementation of the maritime transport acquis.

11. **Investment criteria** (applicable to all investments)

11.1 **Catalytic effect**

This project is complementary to many EU supported initiatives and projects in the maritime sector in Bulgaria. The procurement of the specialized equipment will allow for the proper implementation and enforcement of the national maritime legislation harmonized under the 2001 Twinning project “Maritime Safety Institution Building”. Additionally, the technical capabilities of the Vessel Traffic Management and Information System, established under 2000 Phare Project can be best used if fast rescue boats are available to respond to distress situations.

Thus the EU contribution will have an important build-up effect on Bulgaria’s performance as Flag State, Port State and Coastal State.

11.2 **Co-financing**

The project will be co-financed by the Bulgarian National Budget with 25% of the contract value of the investment component.

11.3 **Additionality – N/A**

11.4 **Project readiness and size**

Detailed needs assessment study and justification has been prepared under the Twinning project BG-01-TR01 “Maritime Safety Institution Building”.

Technical specifications for the procurement have also been developed within the Needs Assessment.

Therefore the BMA is in the position to produce the technical documentation for the tender two months following the approval of the project.
11.5 Sustainability
The project sustainability will be ensured by the continuous upgrading of administrative
capacity of the BMA. Please refer to section 9 and 11.1

11.6 Compliance with state aids provisions
The project is in accordance with Article 92(3)(a) of the Treaty of Rome. All actions
financed by Phare will be carried out in line with the rules and procedures or Phare, ISPA
and SAPARD Practical Guide and comply with the state aid agreements.

The final beneficiary (Bulgarian Maritime Administration) is a public body carrying out
public services. The equipment to be procured is aiming at strengthening these public
services.

12. Conditionality and sequencing
The final beneficiary – BMA will ensure the proper use and maintenance of the vessels to
be procured and will make all efforts to retain the trained personnel. The Ministry of
Transport and Communications will ensure that adequate operational budget is allocated to
the BMA for the maintenance and use of the vessels.

As this project covers only the most urgent needs of floating equipment of the BMA a
second project fiche for procurement of the rest of the absolute minimum required vessels
at the amount of 7 889 000 Euro will be submitted for the 2006 Phare Financing
Memorandum in order to provide the BMA with the equipment necessary for the execution
of all its functions resulting from harmonized legislation and international instruments in
the areas of inspections, preventive surveillance in ports, anchor areas and territorial waters
and surveillance for preservation of the marine environment both along the Bulgarian
Black Sea Coastline and the Danube river.

ANNEXES TO PROJECT FICHE
1. Logframe in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule, by quarter, for full duration of project (including
disbursement period)
4. Reference list of feasibility/pre-feasibility studies and executive summary of the Needs
Assessment for the project “Strengthening of the waterborne tasks of the Bulgarian Maritime
Administration
5. Reference list of relevant laws and regulations
# ANNEX I
## Phare log frame

### LOGFRAME PLANNING MATRIX FOR PROJECT

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>To improve the safety of life at sea in Bulgarian territorial waters and the Bulgarian Search and Rescue (SAR) region</td>
<td>SAR operations performed in all weather conditions</td>
<td>Accident reports</td>
<td>Adequate provision from the State budget; Effective co-operation with other institutions; Continuous improvement of the qualification of BMA staff.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project purpose</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide the Bulgarian Maritime Administration (BMA) with appropriate waterborne equipment (specialized vessels) in order to allow the administration to fulfil its obligations under the acquis and the international instruments related to emergency search and rescue of life in the Bulgarian territorial waters. The procurement of the multifunctional vessels will also temporarily support other activities of the BMA e.g. inspections and pollution prevention that are performed only in the areas where the procured vessels will be allocated.</td>
<td>➢ Reduced number of lives lost (increased number of successful rescue operations) ➢ 30% reduction in response time to SAR incidents</td>
<td>➢ Statistical data for the activity of the BMA, published in the Official Bulletin of the BMA ➢ BMA activity reports ➢ Feedback form industry</td>
<td>➢ Adequate provision from the State budget; Effective co-operation with other institutions; Continuous improvement of the qualification of BMA staff.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively verifiable indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
As a result of the project specialized vessels will be procured and thus:
- Bulgaria will be able to discharge its obligations under the SAR Convention in line with Council Recommendation 83/419/EC.
- The multi-purpose vessels will temporarily support the execution of other tasks of the BMA, e.g. inspections, environmental control, etc., that are performed only in the areas where the procured vessels will be allocated.

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
</table>
| Under one supply contract the following will be delivered:  
  - Supply of specialized vessels, incl. spare parts, which will enable Bulgaria to perform effective SAR operations in all weather conditions.  
  - Provision of training to designated BMA staff in using the boats and the equipment on board.  
  - Supply of equipment for emergency response to oil spills, which will allow the vessels to support other BMA tasks. | I contract for the supply of equipment |  
  - Sufficient interest by bidders;  
  - Effective co-ordination between the parties involved in the implementation of the planned activities;  
  - Adequate staffing of all the institutions involved in the project implementation;  
  - Sufficient and adequate BMA personnel available for training;  
  - Trainers with relevant background available. |

<table>
<thead>
<tr>
<th>Preconditions</th>
</tr>
</thead>
</table>
### ANNEX II

**Detailed Implementation Chart**

**Project:** Strengthening of the waterborne tasks of the Bulgarian Maritime Administration

<table>
<thead>
<tr>
<th>Components</th>
<th>2005</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Supply</td>
<td></td>
<td>D/T</td>
</tr>
</tbody>
</table>

D/T = Design/Tender preparation  
C = Contracting  
I = Implementation/works  
R = Review/evaluation  
T = Tender procedure
## ANNEX III

**Contracting and disbursement schedule by quarter (EUR)**

**Project:** Strengthening of the waterborne tasks of the Bulgarian Maritime Administration

### Cumulative contracting schedule by quarter in MEUR (planned)

<table>
<thead>
<tr>
<th>Components</th>
<th>2006</th>
<th>Total Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Q1</td>
<td>Q2</td>
</tr>
<tr>
<td>Supply (Phare)</td>
<td>2 550 000</td>
<td>2 550 000</td>
</tr>
<tr>
<td>Total Phare contracting</td>
<td>2 550 000</td>
<td>2 550 000</td>
</tr>
<tr>
<td>Supply (NF)</td>
<td>850 000</td>
<td>850 000</td>
</tr>
<tr>
<td><strong>Total National Co-financing</strong></td>
<td>850 000</td>
<td>850 000</td>
</tr>
<tr>
<td><strong>TOTAL CONTRACTING</strong></td>
<td>3 400 000</td>
<td>3 400 000</td>
</tr>
</tbody>
</table>

### Cumulative disbursement schedule by quarter in MEUR (planned)

<table>
<thead>
<tr>
<th>Components</th>
<th>2006</th>
<th>Total Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Q1</td>
<td>Q2</td>
</tr>
<tr>
<td>Supply (Phare)</td>
<td>767 000</td>
<td>1 279 000</td>
</tr>
<tr>
<td>Total Phare disbursement:</td>
<td>767 000</td>
<td>1 279 000</td>
</tr>
<tr>
<td>Supply (Phare)</td>
<td>255 000</td>
<td>426 000</td>
</tr>
<tr>
<td>Total National Co-financing</td>
<td>255 000</td>
<td>426 000</td>
</tr>
<tr>
<td><strong>TOTAL DISBURSEMENT</strong></td>
<td>1 022 000</td>
<td>1 705 000</td>
</tr>
</tbody>
</table>
ANNEX IV


REFERENCE LIST OF FEASIBILITY STUDIES:

- Report developed within the twinning project BG.IB/2001-TR01: “Assessment for the renewal of the fleet of the Maritime Administration”, including developed Technical Specifications for procurement

- The Varna Initial System (VIS) – assistance in defining the VTMIS development strategy;

- Project “Emona” financed by the shipping company Navigation Maritime Bulgare and Environmental Impact Assessment Study (directed to the development of the shore based VHF GMDSS maritime system in pursuance of the IMO SOLAS convention and in accordance with the ITU radio Regulations

***

EXECUTIVE SUMMARY OF THE NEEDS ASSESSMENT FOR THE PROJECT “STRENGTHENING OF THE WATERBORNE TASKS OF THE BULGARIAN MARITIME ADMINISTRATION”

A detailed needs assessment for the renewal of the fleet of the Bulgarian Maritime Administration has been performed within the Twinning Project BG-01-TR-01 “Maritime Safety Institution Building”. The Executive summary of the final report of the feasibility study is given below. The full Report, including the Technical Specifications for procurement is attached

EXECUTIVE SUMMARY

The additional activity, within the Twinning project on Maritime Safety Institution Building, concerns the assessment of the needs for renewal of the fleet of the Maritime Administration as well as to investigate the possibilities to acquire funding for procurement and sustainable use of the new fleet.
The fleet renewal assessment covers both the seaside fleet as well as the river fleet. Hence it addresses the overall need for waterborne equipment needed for the Maritime Administration to carry out its obligations stated in its Statutory Regulation.

With respect to the waterborne tasks of the Administration, many responsibilities do already exist, since they stem from Bulgaria’s adherence to international conventions in this field. However, the implementation of the EU-Acquis will increase the number and certainly the intensity of some of the tasks to be performed, in order to align their performance with common practice in other EU-Member States. The characteristics of the new tasks will request more involvement of the Administration in chains of inspections executed by other authorities or organisations.

In particular in the field of the Administration’s responsibilities concerning the response to calamities in Bulgarian waters with an impact on:

- human life (search-and rescue) and/or the
- marine environment (protection of sensitive marine areas from environmental pollution such as illegal discharges or oil spills),

the equipment needs to be renewed so as to provide a better level of readiness and quality of the response in case of such calamities.

The outcome of the fleet renewal assessment can be summarized as follows:

1. **Ensuring safety of navigation on the Bulgarian part of the Danube river and environmental inspections on the river.**

   With respect to the waterborne tasks of the Maritime Administration on the Danube, the present eight small cutters are not suitable to provide a routine patrol regime on the Danube. Neither are they able to provide for an adequate response in case of emergencies.

   Procurement is advised of two multi-purpose patrol boats for structural patrol, rescue and environmental response duties. Flexibility in the operating of these two boats is ensured because of their accommodation and their operating regime, which should be based on an adjusted working-time schedule of week-on/week-off).

   Because the Danube regions of Lom and Rousse stretch over 200km and 270km respectively, incidents requiring the assistance of the Maritime Administration can happen while the regular patrol boat is not within immediate reach of the scene. To this end, the procurement of two small boats for various rescue or environmental immediate response purposes is advised.

   With the procurement of these two patrol boats and two response boats, it will be possible to conduct regular inspection duties and emergency response actions, in accordance the Administration’s obligations on the Danube, and at a level corresponding to that of other EU-Member States having a similar inland navigation modality and associated responsibilities.

   Paragraph 4 and 4.4 deal in detail with this task of the Administration and the suggestions for fleet renewal.

2. **Environmental pollution monitoring at sea**

   With respect to the patrols on the sea-side for environmental pollution, the Administration has procured a RIB-based patrol boat, also able to take oil samples from spills, under the hardware budget related to the twinning project. The report of activity-12 (March 2003) signaled that such boat should be available in both sea regions. The
conditions, under which this recommendation has been made at that time, have not changed. This means that the procurement of a similar boat to be used in the Burgas region has since then become high priority.

In view of the desired combining of waterborne tasks into a multi-functional fleet on the medium term, it might be possible to integrate this task into the tasks of a multi-purpose patrol/surveillance/SAR-vessel. This means that as long as the vessel operates under the management of the Maritime Administration proper priorities can be set for the actual use of this vessel, however, SAR-response should always have the highest priority whereas still the vessel shall be able to respond to a pollution incident within the limits mentioned in the national contingency plan.

Even within the same organization it cannot be guaranteed that both priorities can be met because of the coastal stretch of the Burgas region.

Therefore, the procurement for an inspection RIB for environmental pollution monitoring in the region, with similar characteristics to the one procured in Varna last year, is advised to procured for Burgas region.

3 Environmental pollution prevention at sea

In addition to the monitoring function, the Maritime Administration shall respond to the best of their abilities to contaminate a spill and so to prevent it from spreading, and so to adhere to paragraph 3.3 of part VIII of the National Contingency Plan (NCP) on the combat of oil spills in the Black Sea. For larger spills resources from other organizations will be called in line with the responsibilities drawn up in this plan.

This plan is focuses on the measures to be taken in order to preserve the marine environment, in particular areas mentioned in the NCP as ‘national priority, e.g.:’

- resorts and amenity areas;
- areas for fishing and for shellfish;
- ports;
- natural reserves and protected areas;
- other ecological sensitive areas.’’

To meet this requirement, this task can be combined with other structural tasks in the Varna and Burgas region. A multi-functional and multi-purpose vessel \(^1\) in each region would be able to perform all combined tasks (environmental and coastal inspections, OPRC and SAR response) whereas the proper organizational structure should ensure that proper priorities are kept.

4 General observation of the fitness-for-use of the present seaside fleet

With respect to the response tasks for SAR activities, the present fleet of steel hull cutters and large salvage ships does not answer to the needs for SAR-response equipment.

The salvage ships should be considered to be placed outside from the Administration. The actual ownership of specific salvage vessels shall be replaced by a co-operation agreement with specialized private sector companies, parallel to good practice worldwide.

5 Specific requirements for SAR within ±6nm under the coast

The fleet for “Search-And-Rescue” (SAR) purposes should be profiled according to the

\(^1\) see hereafter in recommendation 6 and 8.
actual needs for search and rescue in the Bulgarian SAR area. First of all, this need is within the ±6nm zone, used by leisure and fishermen. SAR for these instances would involve a fleet of smaller RIBs suitable for ready-launch from coastal areas along the Bulgaria black sea coast.

For the moment, five of such RIBs would suffice to cover the area with an average response time over sea of less than 30 minutes, whereas the land-based mobilization should be kept within 15 minutes. Two of them should be stationed in the Varna-region (Balchik/Albena and Golden Sands/Varna). The other three should be stationed in the Burgas region (Sunny Beach/Nessebar, Primorsku and Tsarevo/Ahtopol).

However, future potential leisure resort developments near Biala should be kept in mind, as serious developments there shall effect the response requirements of the Maritime Administration as well, maybe resulting in the need for a sixth SAR-response RIB.

Such RIBs would require a basic land-based infrastructure so that the boat can be taken to the water quickly and the boat can be put in shelter when not used. To this end various methods exist (concrete sliding ramp, rail-slide, davit-launch from a quay-wall in a marina, tractor-pull on the beach) but they do depend on the actual location that such RIB will be stationed at and the availability of a boat station close to the shore which can be made available to be used by the Maritime Administration.

In general it is recommended to provide for a covered location in both regions where the RIBs can be stored in the winter season and where the regular maintenance can be performed.

Therefore it is advised to take these shore-requirements into account when drafting the final application for PHARE funding under the multi-annual program. Usually, the manufacturer of the boats is able to perform supervisory services for such shore-based installations while the actual works (construction and mechanical steel) are (sub)-contracted to a local company.

In order to actually keep this response time, an organizational restructuring should be considered for the manning, so that they can be engaged on alarm-duty. Also the launching of the boats, so the maintenance and keeping on shore of the boats needs a policy decision, as does the operational cost of consumables.

### 6 Specific requirements for SAR between 6nm-20nm under the coast

For the Bulgarian SAR/FIR-region outside the 6nm zone, the next relevant area is up to ±20nm. Next to the off-shore LNG-site (close to Galata), within this zone, almost all passing merchant traffic takes place, so life saving capacity of around 20-30 persons is required with a response time of 45-60 minutes to the scene. Each of the regions, Varna and Burgas, should have one boat in order to keep their response time levels.

In view of the efficiency of this boat, the task can be easily combined with certain structural tasks, both routine and occasional, see paragraph 4.1, as long as within the operational organization the priority for OPRC or SAR-missions always comes first.

Therefore it is advised to procure two, class-1, multi-purpose RIB-based vessels with capability to perform response actions in search-and-rescue for up to 30 persons as well as first response to pollution incidents and for regular patrol and surveillance duties at sea.

In general it is recommended to provide for a covered location in both regions where the RIBs can be stored when not in use and where the regular maintenance can be performed.

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2 Class-I: service under all-weather conditions and up to 150nm.
performed.
A clean hull will keep the RIB’s performance at a high level. Therefore and preferably, such location should be equipped with a lifting facility\(^3\) so that the RIB can be taken out of the water at regular intervals.

Therefore it is advised to take these shore-requirements into account when drafting the final application for PHARE funding under the multi-annual program. Usually, the manufacturer of the boats is able to perform supervisory services for such shore-based installations while the actual works (construction and mechanical steel) are (sub)-contracted to a local company.

**Specific requirements for SAR (and salvage) above 20nm**

The zone above 20nm is mainly used for shipping traffic going Northeast to Russia. According preliminary assessment, having one large sized all-weather rescue craft only for this region would be very expensive.

The multi-purpose vessels as described under recommendation 6 can serve also at this distance, although very severe weather conditions might prevent this.

In such severe conditions, any rescue operation is usually connected to the salvage of a merchant carrier. In such events the professional salvors operate under “Lloyds Open Forum”-contracts to assist the operator/owner of the vessel in distress and to safeguard the crew, the cargo and the ship and to ensure that the risks for the marine environment are minimized. Thus, in such instances SAR is combined with salvage and the Maritime Administration may be able to assist those salvors in taking the rescued persons to shore.

Because of this “assistance”-function, many European countries have engaged in a model where co-operation exists between such salvors and the SAR-authorities to have this part of the SAR-region covered in combination with the salvage. However, such models would need careful organizational as well as institutional set-up in order to keep control over the costs and salvage-revenues.

**Observation regarding the multi-purpose vessels**

In view of the multi-purpose aspect of the tasks on the Danube and the sea regions, the procurement is advised of two RIB-based vessels for regular patrols and response assistance on the Danube. For similar purposes as well as for SAR and OPRC-response, the procurement of two RIB-based vessels is advised for the sea-regions.

The regular patrols on the Danube can be organized and performed more efficiently when using a vessel with accommodation.

For the sea-regions SAR-operations can take a long time and intensive coastal inspection can also take more than one day. For that reason board accommodation is also advised for the two vessels to serve these regions.

In fact, the characteristics of the boats are that much similar that it is advised to procure four RIB-based vessels of similar type and layout.

This would optimize the maintenance requirements for the engines and other critical mechanical parts. It would also benefit the management of spare-parts and stock for the essential parts and consumables.

It would even be possible in case of major maintenance to temporarily put a vessel from another region into service so to ensure that critical response times can be

\(^3\) Lifting capacity of 30-35tons for such multi-purpose RIB-vessel is needed.
continued to be met, such depending on the actual period that the original vessel would be out-of-service.

**Remark on the fragmentized institutional setting**

a) In view of the establishment of the National Company Ports, governing as “land-lord” the Bulgarian ports (both sea ports and river ports) discussions are still going on about the possible transfer of certain port related and port basin related tasks from the Maritime Administration to this national company. However, such can only be the case as of December 2004 but no decision has been reached as yet.

b) Also on the Danube River the distribution of tasks between the Maritime Administration and the Agency for Maintenance of the Danube (in Rousse) is one that could in a later stage be helpful to streamlining the processes by which the Bulgarian State fulfils its responsibility for enforcement and control on the Danube.

c) A third issue is the worldwide practice of co-operation in the -outer- SAR-area between government institutions (involved in Search-and-Rescue) and private sector enterprises involved in sea-going service operations such as safeguarding of and supplying to offshore installations and/or salvage.

The issue of fragmentation within the Bulgarian public institutions has been subject of discussion earlier within this twinning project, and again with officials within this assessment. For the moment, such fragmentation is accepted as a fact, however, for the time being. The era of optimisation, for instance by integration or combining of functions, has yet to come.

Concluding, this assessment only notices this possibility for institutional and/or organisation optimisation and de-fragmentation but will not presume any conclusions and therefore will base its recommendations on the present institutional setting and situation.

This report contains some recommendations on which, as soon as possible, policy decisions should be made by the Maritime Administration, and if needed in coherence with the concerned Ministries, such in order not to hinder the progress of the procurement of the equipment.

* * *

The vessels that is advised to be procured under the multi-annual Phare program, is presented in the table below.

<table>
<thead>
<tr>
<th>Vessel description</th>
<th>Stations</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIB-based, high durable Fast Intervention Rescue Craft for SAR out of the coast, OPRC, anchorage and environmental inspections</td>
<td>Varna, Burgas, Rousse, Lom</td>
<td>4</td>
</tr>
<tr>
<td>RIB-based, high durable fast workboat craft for environmental inspection (under the coast), oil sampling collection</td>
<td>Burgas</td>
<td>1</td>
</tr>
<tr>
<td>Moderate V-hull, high durable inspection and workboat for environmental inspections; safety of navigation inspections; emergency assistance; SAR</td>
<td>Rousse, Lom</td>
<td>2</td>
</tr>
<tr>
<td>RIB-based, high durable, fast Rescue Boat for Search and Rescue in close under the coast and sheltered waters</td>
<td>Balchik, Varna, Nessebar, Primorsku, Tsarevo</td>
<td>5</td>
</tr>
</tbody>
</table>
ANNEX V

REFERENCE LIST
OF RELEVANT LAWS AND REGULATIONS

MARITIME SAFETY ACQUIS:


INTERNATIONAL CONVENTIONS

1. International Convention on Maritime Search and Rescue, 1979, as amended
1. Law on the Maritime Spaces, Inland Waterways and Ports of The Republic of Bulgaria
2. Search and Rescue Operations Plan for Bulgarian Black Sea SAR Region
3. Black Sea Oil Pollution Prevention Emergency Plan
4. Ordinance No. 15 of the Minister of Transport and Communications on the Rules and Conditions for Collecting Ship Generated Waste and Cargo Residues
5. Ordinance No. 53 of the Minister of Transport and Communications on the Security of Ships and Port Facilities