Standard Summary Project Fiche
Project Number LT 0005-01

1. **Basic Information**

1.1. **Desiree No.:** LT 0005-01

1.2. **Twinning Component Number:** LT 2000/IB/TR/01

1.3. **Title:** Implementation of the Acquis in the Maritime Safety Sector – Development of a Port Information System (PIS)

1.4. **Sector:** Transport

1.5. **Location:** Klaipeda State Seaport Authority, Harbour Master Office, J. Janonio 24, LT-5800 Klaipeda, Lithuania. Contact person: Mr. G Puzonas - Head of IT Group, tel.: 370 6 499659.

2. **Objectives**

2.1. **Wider Objectives**

The wider objectives of this **1 MEURO** project are to ensure that:

- Data collected and stored are used to prevent or minimise maritime accidents;
- Data on passengers and crew is available on time in order to facilitate search and rescue and the efficient handling of the aftermath of an accident by identifying the persons involved, providing clearer information on related legal issue and contributing to more appropriate medical care for rescued persons;
- Information collected from ships carrying dangerous and polluting goods enable relevant Lithuanian authorities to take the necessary precautions in order to avoid conditions likely to cause accidents or to reduce resulting damage;
- Better transparency on the data collected on ships inspected and detained in Klaipeda port;
- Information collected is used to develop and improve better targeting factor for ships inspection in the light of experience gained;
- Adequate training is provided for personnel operating the Port Information System and for port/flag State inspectors.

2.2. **Immediate Objectives**

The immediate objective is to develop the infrastructure of Port Information System (PIS) necessary for effective implementation of the **acquis** in the Maritime safety sector, particularly:

- With regard to establishment of a vessel reporting system for vessels bound for or leaving Klaipeda State Seaport or Butinge Oil Terminal and carrying dangerous or polluting goods (93/75/EEC);
- With regard to establishment of the compulsory information transfer system for vessels carrying passengers (98/41/EC);
- With regard to establishment of the port State control information system, which will facilitate the full enforcement of Council Directive 95/21/EC as amended by Commission Directive 99/97/EC; and
2.3. **Accession Partnership and NPAA Priority**

The 1999 Regular Report of the Commission on Lithuania’s progress towards Accession commented that “The adoption of a considerable number of Ministerial orders on maritime safety, mainly on certification, ship inspection and standards for training, certification and watchkeeping of seafarers, underlines the attention given by the Government to improving maritime safety. However, despite many regulatory measures to strengthen flag state compliance, the safety of ships under Lithuanian flag remains a matter of concern. Data for the three most recent years shows a deterioration in the safety performance of Lithuanian registered vessels.”

The project for development of a Port Information System complements the Accession Partnership on improving safety of shipping.

3. **Description**

3.1. **Background and Justification**

3.1.1. **Shipping in Klaipeda State Seaport**

About 7,000 – 9,000 vessels call yearly at Klaipeda State Seaport, and their number is increasing every year (see table below):

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3.1.2. **Passenger Traffic**

In 1999 more than 79,000 passengers passed through Klaipeda State Seaport, also 40 - 60 cruise ships call yearly (see table below). Main passenger routes are Klaipeda – Germany and Klaipeda – Stockholm. It is expected that construction of a new Passenger and Cruise Vessels’ Terminal in the port will also affect grow of flow of passengers and vessels using Klaipeda State Seaport.

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<td>58 193</td>
<td>62 620</td>
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3.1.3. **Dangerous and polluting goods**

The stevedoring companies acting in Klaipeda State Seaport are responsible for their handling of dangerous and polluting goods in the port. Control of such activities in the port is exercised by Klaipeda State Seaport Authority. It is noteworthy that the amount of dangerous and polluting goods handled through Klaipeda State Seaport and Butinge Oil Terminal grows every year. Butinge Oil Terminal commenced its work in July 1999 and by the end of 1999 it had loaded 677 thousand tons of crude oil. The Terminal is able to export up to 8 million tons of crude oil and import up to 5 million tons. During 1999 Klaipeda State Seaport loaded 3957,77 thousand tons of oil products or about 75 percent more as compared with 1998. In 1999 the growth of fertilisers was 2823,21 thousand tons, or about 20 percent more as compared with 1998.

3.1.4. **Condition for navigation and aids to navigation**

Klaipeda State Seaport is ice-free, except for very cold winters, 1 in about 20 - 25 years, when ice
may stay 1 - 9 weeks. Occasionally heavy storms occur during autumn and winter seasons. During storm conditions, Klaipeda port is closed. For conventional cargo vessels in average it could last 15 - 25 days per annum, for Ro-Ro vessels - 5 -10 days per annum.

Ships at anchor have to use an open roadstead outside Klaipeda port. Sea bed slopes from 1 - 15 m depth over a distance of 3,5 - 4,0 nm on the Northern coast and 1,5 nm in the South (length of coastline is about 100 nm).

On the coast stands 20 fixed lights (lighthouses), all powered by electricity, 3 having diesel generators as backup. 17 lighted buoys are all battery driven. 5 unlighted buoys and 5 buoys are equipped with radar reflectors. There are 2 radio beacons and 1 DGPS station. Modern VTS centre is installed to cover vessel traffic to and from Klaipeda port and Butinge Oil Terminal.

3.1.5. Administrative Capabilities

Pursuant to the Law on Merchant Shipping of the Republic of Lithuania, it is the Ministry of Transport and Communications, which according to the documents of international maritime law establishes requirements for safe shipping. The Ministry of Transport and Communications performs the functions of the National Maritime Administration of the Republic of Lithuania. The Harbour Master's Office of Klaipeda State Seaport (hereafter referred to as - Klaipeda Port) carries out the supervision of compliance with the laws of the Republic of Lithuania, documents of international maritime law and other legal acts related to the issues of safe shipping.

The Harbour Master Statutes comprises the following list of obligations to be fulfilled by the Harbour Master's Office:

- survey of maritime safety in Lithuanian exclusive economic zone, territorial sea and in port areas,
- control of the implementation of Lithuanian laws and International Conventions and Agreements, regarding maritime safety,
- performance of port/flag State control,
- registration of vessels flying Lithuanian flag,
- provision of pilotage services,
- exercise of the control of ships' drafts, loading and unloading,
- exercising SAR and pollution combating functions covering the Lithuanian exclusive economic zone, territorial sea and port areas,
- provision of the aids to navigation and meteorological information service,
- conduction of ships' accidents and incidents investigation.

In Lithuania, port/flag State control is carried out by 5 inspectors of Harbour Master's Office of Klaipeda Port. In 1996-1998 three inspectors attended 10-day training courses in London (in the International Centre for Maritime Co-operation of the International Chamber of Commerce), while in 1998 one inspector attended a 2-month training course offered by the International Maritime Academy in Trieste (Italy). Inspectors have also taken part in seminars on the carriage of dangerous cargoes and the implementation of the ISM Code on board ships, organised by Klaipeda Port Authority.

The Marine Search and Rescue Co-ordination Centre (SAR MRCC), the IMO Information Centre, the Hydrography and Lighthouse Agency are also established and function with Klaipeda Port Authority. At the moment 170 employees (pilots and other auxiliary services are included) are with the Harbour Master Office, which are related to safe shipping.

Lithuania, having only a short coastline and one main sea port, disposes of 1 rescue vessel ŠAKIAI
and seagoing tugboat STUMBRAS equipped with fire fighting equipment. Rescue vessel ŠAKIAI was built of steel in Kiev in 1987 and rebuilt in Klaipeda in 1998. The length of 50.6 m, grt 1107 and speed 10 knots. Its technical outfit, apparently most appropriate, includes radio INMARSAT-C and INMARSAT-M; Atlas radar, life saving appliances, 2 fast rescue boats, pollution combating equipment, fire fighting and fire protection equipment, and towage facilities.

The ŠAKIAI is in constant readiness with a mobilisation period of 15 minutes. Its M and R schedule is up to date and kept in line with the SAR MRCC. The vessel is classed deep sea/unlimited as multi-functional unit.

With regards to infra- and superstructure, all adequate facilities are available with the technical outfit including VHF, GSM, telephone, fax and telex, GMDSS, chart room and radar (jointly with VTS). It is intended to have a full GMDSS coverage of the Lithuanian coast. MRCC can hook on to compatible structures in neighbouring counties and SAR ships and aircrafts.

3.1.6. Training Institutions

By the beginning of the year 1999, 2 centres of technical maintenance of the fleet, 1 ships electronics centre, 4 training simulators and one ship designated for training has been certified. In 1998 permanent courses aimed for the improvement of the skills of the chief marine specialists of the Republic of Lithuania were established at the Maritime Institute of Klaipeda University. The courses for operators-telephone operators were also established at the same Institute.

3.1.7. IT Systems for ship reporting and Port/Flag State control statistics.

Lithuania has no electronic data interchange between ship and shore, neither is there EDI in-port communication nor are connections to international maritime databases available. There are plans for an electronic port community system (PCS).

There is no electronic ship reporting system for ships carrying passengers or/and dangerous or polluting goods.

About 6 - 10% of vessels visiting Klaipeda port is inspected under the port State control regime. Due to the lack of IT, the statistics are kept not in electronic database. Therefore, no analysis of inspections and setting up of targeting factors are available.

3.1.8. Port State Control

The basis for port State control is laid down in several international conventions and resolutions of International Maritime Organisation (IMO). The main aim is, through the random inspection of ships at ports, to eliminate substandard ships. The Council Directive 95/21/EC, as amended in 1999, on port State control states that strengthening of the port State control procedures, collection and exchange of data on ships being detained, using defined targeting factors and criteria will rise the safety awareness in the shipping industry and, ultimately, by complementing it with other measures such as flag State inspection, will promote quality of shipping.

The countries, parties to Paris Memorandum of Understanding on Port State Control (Paris MoU), are effectively using port state control records in order to identify ships that had previously violated the safety rules or had been detained for major non-conformity with the requirements of safety standards.

Lithuania, being a contracting party to the main IMO conventions, is carrying out port State control procedures on less than 15% of ships calling the Klaipeda State Seaport. However, the main difficulty encountered by inspectors is to identify potential violator of the commonly agreed rules. Therefore, the resources and manpower available are used not to the possible extent.

As an objective, Lithuania intends to join 1982 Paris MoU; before doing so, Lithuania should:

- Comply with the quantitative criteria
Be able to inspect certain amount of vessels calling its port, and qualitative criteria
Have well trained port state control inspectors and functioning inspections database system in place, which can be accessed by all ports in the Paris MOU region to consult inspection files, to insert new inspection reports or to use the electronic mail facility.

The successful implementation of this project will not itself be sufficient to achieve membership of the Paris MoU. The main goal of the project is to provide the necessary infrastructure for SSA for port State control inspections according the requirements of Paris MoU. In addition, the skills and know-how to use this infrastructure to identify potential violators, be they shipowner or operator, prior going on board a ship is of vital importance and a key part of the project. However, Lithuania has already started complementary steps leading up to membership by drafting relevant legislation with regards to port State control inspection and procedures and it is expected to have it into force from 1st of February 2001. As an additional measure, Lithuanian port State control inspectors are constantly participating in training courses and upgrading their skills. Obviously efficient officer training and accurate targeting of substandard ships, which are components of this project, will enhance the present system.

3.2. Linked Activities

Lithuania is actively participating in the Phare Multi-Country Transport Programme project on creation of Early Warning System for the Baltic region.

The Early Warning System is primarily an information system, having its regulatory base in a multi-country harmonised legal framework, which ensures the availability of information in time and at the right place by an institutional framework and through efficient communication systems. The aim of this system is to receive, store and make available for parties and institutions concerned advanced information on potential threats by dangerous or polluting goods and on exact number of passengers onboard ships. The information is to be used in case of accidents to minimise dangers for human life and for environment, and to facilitate Search and Rescue.

3.3. Results

A) Guaranteed results of the Twinning Component:
   • Lithuanian maritime regulatory system developed,
   • Early Warning System in Baltic region developed,
   • Employees of Authorities responsible for safety of shipping and pollution prevention trained and competent to apply the acquis and management of PIS,

B) Overall results of the project:
   • minimisation of danger to human life and to environment,
   • facilitation of Search and Rescue,
   • elimination of substandard shipping,
   • enhancement of quality of services provided by Lithuanian maritime authorities,
   • enhancement of quality of shipping.

Taking all the aforesaid into account, the output of the project is provision of the necessary infrastructure as to enable Lithuania to achieve the EU level of compliance with EC legislation in the field of maritime safety.

3.4 Activities/Inputs

Lithuania has already started the process of law approximation with EC law and has adopted number of documents covering, inter alia, the maritime safety issues. Recently adopted Rules on Carriage of Passengers and their Luggage by Sea provide legal basis for compulsory registration of
passengers as laid down in requirements of Council Directive 98/41/EC. At this time, the process of implementation of the Council Directive 93/75/EEC on vessel reporting system for vessels carrying dangerous or polluting goods and the Commission Directive 95/21/EC as amended by Commission Directive 99/97/EC on port State control is in progress. Further, the Council Directive 1999/35/EC of 29 April 1999, which introduces a mandatory system of surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services will also need to be implemented. Bearing in mind that only approximation of laws will not ensure the successful implementation of the requirements of above-mentioned instruments, the technical and financial support under this Project is requested.

The PIS project is designed to create the infrastructure, including institutional development, supply of equipment, training of personnel and other technical arrangements, necessary to give the full effect to above-mentioned directives and, most importantly, to facilitate its practical implementation.

This project is aimed to facilitate, after introduction of legal environment, the collection, storage and exchange information available in order to minimise dangers for human life and for environment, and to facilitate Search and Rescue, as well as through port State inspection, eliminate substandard shipping.

Lithuania is making all necessary arrangements to become a Member of Paris MoU. It includes the creation of legal environment and training of inspectors in order to comply with the requirements, which are laid down in Memorandum.

Therefore, this project is aimed also to reach this goal by allocating the amount necessary for long-term training programme for port/flag state inspectors, employees of Search and Rescue Co-ordination Centre.

The Project will comprise two tenders/contracts:

**3.4.1 Twinning and Training Package (LT 2000/IB/TR/01)**

This 2 year Project is aimed to establish PIS, which will facilitate collection, storage and exchange of information available in order to minimise dangers for human life and for environment, and to facilitate Search and Rescue, as well as through port State inspection, eliminate substandard shipping. It will include:

- Designing of a system with regards to passenger registration and ships reporting,
- Designing of a system with regards to port State control,
- Training of SAR MRCC operators and port State control inspectors.

The Twinning and Training Package will involve the following key Inputs:

- A 1.5 year Pre-Accession Adviser (PAA) providing 18 person-months input, covering general management and institutional support including general management of the Twinning inputs, responsible for designing PIS architecture, over-seeing procurement and instalment of technical equipment, training of personnel. The PAA will be located at the Klaipeda State Seaport Harbour Master Office.

  The PAA should have good experience working at senior level in a Member State's maritime authority, responsible for designing and operation of the similar system. The PAA will be responsible for co-ordination of the activities on-site and the inputs of the short term experts, therefore s/he should have experience in project management and excellent inter-personal skills. S/he will be fluent in the English language (written and oral).

- A series of Short-Term Experts (approximately 15 person-months), supporting:
  - Design and development of a system with regards to passenger registration and ship reporting,
- Design and development of a system with regards to port State control,
- Development of a training package for port State control inspectors,
- Development of a training package for SAR MRCC operators and co-ordinators of SAR activities

➤ Other services supplies including development of information management systems, IT requirements, translation costs, study fellowships (conferences, seminars, fellowships in the Member States, etc.).

The following key Activities are foreseen to be completed via Twinning:

➤ **Legislation**

It is expected that draft Law on Safe Shipping will be approved by the Parliament by the middle of the year 2000 and enter into force on January 1, 2001. On this basis the Ministry of Transport and Communications will draft and approve secondary legislation necessary for the implementation of the Directives 93/75/EEC, 95/21/EC, 98/41/EC, 1999/35/EC also establish detailed procedures for collection, exchange and storage of data provided in accordance of the aforesaid directives. No assistance for this activity is necessary from the Project.

➤ **Design of Port Information System, Support to the Procurement and Installation of Equipment/Software Development**

These activities shall be carried out after the completion by PAA and local experts the fact-finding mission on the existing situation in Member States maritime authorities, and submission of the Report and proposals regarding designing PIS in Lithuania (expected by the end of June 2001). Design of PIS is to combine two informational systems, namely:

➤ PIS for port State control - the necessary installation for equipment and equipment (PC and others) for 8 working places for port State control inspectors (estimated expenses approximately 220 thousand EURO);

➤ PIS for Ship reporting on passengers or/and dangerous and polluting goods - the necessary installation for equipment and equipment for 2 working places at SAR MRCC and 4 at VTS (estimated expenses app. 180 thousand EURO)

➤ PIS monitoring the mandatory system of surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services.

With respect to Council Directive 1999/35/EC, the following key points should be specifically incorporated into the PIS:

➤ In accordance with article 13.2 of the Directive, Member States should operate a shore-based navigational guidance systems and other information schemes in accordance with IMO Resolution A.795 (19) designed to assist ro-ro ferries and high-speed passenger craft in the safe conduct of the regular service, or part of it, for the safety of which they bear responsibility.

➤ Pursuant to article 13.4, of the Directive, Member States shall ensure that companies operating ro-ro ferries or high-speed passenger craft on regular services to or from their ports are able to maintain and implement an integrated system of contingency planning for shipboard emergencies. To this end they shall make use of the framework provided by IMO Assembly Resolution A. 852 (20) on guidelines for a structure of an integrated system of contingency.

➤ Finally, article 15 provides that Member States shall inform third States which have either flag State responsibilities or responsibilities similar to those of a host State for ro-ro ferries and high-speed passenger craft falling under the scope of this Directive.
The PAA will assist in the design of the necessary infrastructure (equipment, hardware, software and personnel skills) for the Port Information System (passenger registration and ships reporting, and port State control), which will lead to the development of an institutional development and as a result to the proper implementation of the EC Directives (93/75, 98/41 and 99/97).

The hardware and software equipment purchased should be selected so as to provide best possible modernisation of current existing infrastructure in place, also creation of new technical facilities for carrying out the activities related to PIS. Special attention should be drawn on the compatibility of new technical facilities with those in place in Member States, e.g., Scandinavian. The facilities should be developed for the electronic handling of the official correspondence and transactions, e.g. notifications, utilising Internet and other modern communication technologies.

➢ **Training of port/flag State control inspectors, SAR MRCC operators and co-ordinators of SAR activities**

The important element for the successful implementation of this Project and effective utilisation of PIS is highly skilled and educated personnel. Therefore, development of training package is a crucial point in carrying out this Project. The support is needed in the development of training packages and practical delivery of training courses. As far as the activities carried out by port State control inspectors and co-ordinators of SAR activities (SAR MRCC operators) are not closely related, the training packages should be developed and courses delivered separately.

Training methods are foreseen as follows:

- Refreshment on maritime safety Acquis, stressing the responsibilities of a State for ensuring safe navigation in coastal area and ways how it could be implemented (both for PSC and MRCC),
- Practical operation of PIS, simulations of accidents, crisis management and other related activities (for MRCC),
- Practical operation of PIS, simulation of port State control inspections and other related activities (for PSC inspectors),
- The in-service training for port State control inspectors should be according to the requirements of 1982 Paris MoU on Port State Control, for SAR MRCC operators - according to SAR and OPRC conventions. The location of in-service training should be foreseen in Member State's under the supervision of Member State's port State control inspectors and SAR MRCC operators (separately for PSC and MRCC, one month for each trainee). In-service training should be continued after instalment of PIS.

### 3.4.2 Procurement of Related Equipment and Software

The tender for the procurement of technical equipment is to be launched after the design of PIS is adopted (the Twinning and Training Package will facilitate the analysis of requirements and EU best-practice, submitting the detailed design for PIS – including detailed technical specifications – before the end of June 2001), but will indicatively include hardware and software of EDI, and additional installation providing effective functioning of a PIS (see section Design of Port Information System, Support to the Procurement and Installation of Equipment/Software Development under the Twinning and Training Package above).

The subsequent tender should be launched, in late summer 2001, in accordance with Phare procurement procedures, via open tender.
4. Institutional Framework

The key safe shipping policy maker is the Ministry of Transport and Communications, which according to the documents of international maritime law establishes requirements for safe shipping. The Ministry of Transport and Communications performs the functions of the National Maritime Administration of the Republic of Lithuania. Contact persons: Mr. U. Labutis - Deputy Director, Water Transport Department, Gedimino pr. 17, LT-2679 Vilnius, Lithuania, tel.: 370 2 393981, e-mail: ugniusl@transp.lt and Mr. R. Tarasevicius - Head of Shipping Division, Water Transport Department, Gedimino pr. 17, LT-2679 Vilnius, Lithuania tel.: 370 2 393986, e-mail: tarasevicius@transp.lt.

The Harbour Master’s Office of Klaipeda State Seaport carries out the supervision of compliance with the laws of the Republic of Lithuania, documents of international maritime law and other legal acts related to the issues of safe shipping. Contact person: Mr. G Puzonas - Head of IT Group, Klaipeda State Seaport Authority, Janonio g. 24, LT-5800 Klaipeda, Lithuania, tel.: 370 6 499659.

The 1982 United Nations Convention on the Law of the Sea requires every State effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag. The EU directives and regulations refer to "competent authority", which in most cases is understood as financially independent body, not related with commercial activities of port(s), as it is the case in Lithuania. The fact that there is no independent structure responsible for implementation and inspection of relevant international regulations, and the institution performing state functions in the field of safe shipping is incorporated in the Klaipeda State Sea Port Authority, i.e. commercial entity, was also stressed by the Commission in its previous reports. The commercial interests of the Klaipeda Port and the responsibilities for safe shipping vested with Harbour Master’s Office are conflicting and may in the long term lead to a downgrading of the safety perspective with the increasing competition between the ports in the region. This is one of the main reasons for the establishment of a safety administration, independent of the port’s commercial objectives.

Taking this into account the Government of Lithuania has initiated the establishment of an independent organisation for the supervision of maritime safety in the Lithuanian territorial sea. (Reference: Council Directive 94/57/EC on common rules for ship inspection and survey organisations and for relevant activities of maritime administrations, as amended by Commission Decision 96/587/EC – Commission Directive 95/58/EC.). Together with the Ministry of Transport and Communications the Lithuanian Safe Shipping Administration will perform all the State functions with regard to safety at sea and protection against pollution from ships, mainly based on international instruments, adopted or acceded to by Lithuania.

The legal base for the Administration is embodied in the draft Law on Safe Shipping, recently approved by the Government. Klaipeda Port Authority shall be reorganised and on the basis of the Hydrographic and Lighthouse Agency, the Harbour Master’s Office, Maritime Search and Rescue Co-ordination Centre and the IMO Information Centre the Lithuanian Safe Shipping Administration (SSA) shall be established. For the fulfilment of functions of the Administration that are obligatory according to the requirements of the EU legal acts, but which due to the lack of specialists are not affected by the water transport regulating institution, 10 new employees will be needed. Resources from the 2001 State budget are planned to pay for this recruitment.

As provided by the draft Safe Shipping Law, the SSA is to be established at the Klaipeda State Seaport Harbour Master Office. It will be independent body with responsibilities for and authority to act as a “national maritime administration” responsible for navigation safety and environmental protection for all ships, irrespective of the flag they are flying, calling at Klaipeda State Seaport. The SSA will be fully accountable to the Ministry of Transport and Communications; therefore, all obligations that are now the responsibility of the Harbour Master Office with regards to this project, will be taken over by SSA. The organisational structure and complement of the SAA is still under
discussion, but the existing 13 inspectors at the Harbour Master Office will be transferred to SAA.

5. Budget (in MEUR)

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<th>Investment Support</th>
<th>Institution Building</th>
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<th>National Co-financing</th>
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6. Implementation Arrangements

6.1 Implementing Agency

The CFCU is the Implementing Agency responsible for tendering, contracting and accounting. Responsibility for technical preparation and control will remain with the beneficiary: Ministry of Transport and Communications, in consultation with the project implementing beneficiary, the Harbour Master's Office of Klaipeda State Seaport.

The PAO will be the Director of the CFCU, Mr Z Pajarskas, Ministry of Finance J. Tumo-Vaizganto 8a, 2600 Vilnius; telephone: +370 2 61 19 32, fax: +370 2 22 53 35 and e-mail: cfcu@takas.lt.

Contact persons: (a) Mr. U. Labutis - Deputy Director, Water Transport Department, Ministry of Transport and Communications, Gedimino pr. 17, LT-2679 Vilnius, Lithuania, tel.: 370 2 393981, e-mail: uguniusl@transp.lt; (b) Mr. R. Tarasevicius - Head of Shipping Division, Water Transport Department, Gedimino pr. 17, LT-2679 Vilnius, Lithuania tel.: 370 2 393986, e-mail: tarasevicius@transp.lt, (c) Mr. G Puzonas - Head of IT Group, Klaipeda State Seaport Authority, Janonio g. 24, LT-5800 Klaipeda, Lithuania, tel.: 370 6 499659.

6.2 Twinning

The beneficiary institution is the Ministry of Transport and Communications, Department of Water Transport, Gedimino 17, LT-2679 Vilnius, Lithuania, and the project implementing beneficiary is the Harbour Master's Office of Klaipeda State Seaport, Janonio g. 24, LT-5800 Klaipeda, Lithuania (for contact persons see section 6.1).

6.3 Non-standard aspects

There are no non-standard aspects to this project and the CFCU will ensure that the DIS manual will be strictly followed. The project has two components: twinning and procurement.

6.4 Contracts

There will be two contracts in this project:
Value of Twinning Covenant 0.7 MEUR
Value of procurement contract: 0.3 MEUR

7. Implementation Schedule

<table>
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<th>Start of Twinning Selection: 2Q/00</th>
<th>Start of Equipment Tendering: 3Q/01</th>
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<td>Start of Twinning Activity: 2Q/01</td>
<td>Start of Equipment Installation: 4Q/01</td>
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<tr>
<td>Project Completion: 3Q/02</td>
<td>Finalisation of supplies: 3Q/02</td>
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</table>
8. Equal Opportunity
Equal opportunity principles and practices in ensuring equitable gender participation in the Project will be guaranteed.

9. Environment
The investment components of this Project all relate to Institution Building activities.

10. Rates of Return
The investment components of this Project all relate to Institution Building activities.

11. Investment Criteria
The investment components of this Project all relate to Institution Building activities.

12. Conditionality and Sequencing
Several conditions shall be observed in implementation of this Project:

- The institutional framework should be completed with the establishment of Lithuanian Safe Shipping Administration from 1 January 2001. Responsible entity is the Ministry of Transport and Communications;
- Lithuanian Safe Shipping Administration when established shall provide necessary support in organising logistics of staff training and twinning package.

The key milestones in this Project are:

- Commencement of Twinning - April 2001;
- Secondary legislation enacted (Rules of carrying out port State control in Lithuanian ports and Regulations for vessels carrying dangerous and polluting cargo to the Republic of Lithuania) - December 2000;
- Completion of Designing of PIS architecture - June 2001;
- Equipment tender launched - July 2001;
- Completion of Training needs analysis - September 2001;
- Completion of in-service training in Member States - June 2002;
- Completion of local training - September 2002.
**Logframe Matrix**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Budget: 1.1 MEUR</td>
<td>Phare Contribution: 1.0 MEUR</td>
<td></td>
</tr>
</tbody>
</table>

### Wider Objective
- Data collected and stored are used to prevent or minimise maritime accidents;
- Data on passengers and crew is available on time in order to facilitate search and rescue and the efficient handling of the aftermath of an accident by identifying the persons involved, providing clearer information on related legal issue and contributing to more appropriate medical care for rescued persons;
- Information collected from ships carrying dangerous and polluting goods enable relevant Lithuanian authorities to take the necessary precautions in order to avoid conditions likely to cause accidents or to reduce resulting damage;
- Better transparency on the data collected on ships inspected and detained in Klaipeda port;
- Information collected is used to develop and improve better targeting factor for ships inspection in the light of experience gained;
- Adequate training is provided for personnel operating the Port Information System and for port/flag State inspectors.

### Indicators of Achievement
- prevention or minimising of maritime accidents;
- facilitation of search and rescue
- efficient handling of the aftermath of accidents
- appropriate medical care for rescued persons
- adequate precautions by the Lithuanian authorities to avoid conditions likely to cause accidents or to reduce resulting damage
- better targeting factor for ships inspection in the light of experience gained

### Sources of Information
- KSSA, MoTC

### Assumptions and Risks
- Continued commitment to the application of necessary procedures
- Maintaining up to date data registers

### Immediate Objectives
- With regard to establishment of a vessel reporting system for vessels bound for or leaving Klaipeda State Seaport or Butinge Oil Terminal and carrying dangerous or polluting goods (93/75/EEC);
- With regard to establishment of the compulsory information transfer system for vessels carrying passengers (98/41/EC);
- With regard to establishment of the port State control information system, which will facilitate the full enforcement of Council Directive 95/21/EC as amended by Commission Directive 99/97/EC.

### Indicators of Achievement
- prevention or minimising of maritime accidents;
- facilitation of search and rescue
- efficient handling of the aftermath of accidents
- appropriate medical care for rescued persons
- adequate precautions by the Lithuanian authorities to avoid conditions likely to cause accidents or to reduce resulting damage

### Sources of Information
- KSSA, MoTC

### Assumptions and Risks
- Continued commitment to the application of necessary procedures
- Maintaining up to date data registers
### Outputs

- development of the Lithuanian maritime regulatory system,
- development of Early Warning System in Baltic region,
- minimisation of danger to human life and to environment,
- facilitation of Search and Rescue,
- elimination of substandard shipping,
- enhancement of quality of services provided by Lithuanian maritime authorities,
- enhancement of competence of employees of Authorities responsible for safety of shipping and pollution prevention,
- enhancement of quality of shipping.

### Indicators of Achievement

- prevention or minimising of maritime accidents;
- facilitation of search and rescue
- efficient handling of the aftermath of accidents
- appropriate medical care for rescued persons
- adequate precautions by the Lithuanian authorities to avoid conditions likely to cause accidents or to reduce resulting damage
- better targeting factor for ships inspection in the light of experience gained

### Sources of Information

KSSA, MoTC

### Assumptions and Risks

Continued commitment to the application of necessary procedures
Maintaining up to date data registers

### Inputs

Twinning and Training Package: 2 year PAA, approx. 12 p-m STEs, Intangibles and Supplies. Chief activities include, in line with legal requirements (EC and international law) finalise design and establishment of PIS, plus provide relevant training to ensure effective application of the acquis

Investment in Institution Building – Procurement of Equipment (hardware and software) relating to PIS

### Assumptions and Risks

- damage
  - better targeting factor for ships inspection in the light of experience gained
Detailed Implementation Chart for the Project  Annex 2

<table>
<thead>
<tr>
<th>Detailed Project Implementation</th>
<th>Year 2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twinning and Training Package</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Launch Twinning request to Member States (June 2000)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>- Selection of MS(s) for twinning</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Elaboration of twinning covenant</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>- Submit Twinning covenant to Commission &amp; Steering Committee for approval</td>
<td>X X X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Twinning Package commences</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Preparation of legal basis (by MoT)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Designing of a PIS architecture (ship reporting)</td>
<td>X X X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Designing of a PIS architecture (port State control)</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Detailed Recommendations for PIS, including Phare technical specification</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Training needs analysis</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Training programme, local courses for SAR MRCC</td>
<td>X X X</td>
<td>X X X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Training programme, local courses for port state control inspectors</td>
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<td>X X X</td>
<td></td>
</tr>
<tr>
<td>Fellowships to Member States</td>
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<tr>
<td>Equipment Procurement</td>
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<tr>
<td>- Tender Launch</td>
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<tr>
<td>- Contract Signature</td>
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<tr>
<td>- Finalisation of supplies</td>
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</table>
## Cumulative Contracting and Disbursement Schedule for the Project (MEUR)

**Annex 3**


### Cumulative Quarterly Contracting Schedule (MEUR)

<table>
<thead>
<tr>
<th>Project</th>
<th>4Q/00</th>
<th>1Q/01</th>
<th>2Q/01</th>
<th>3Q/01</th>
<th>4Q/01</th>
<th>1Q/02</th>
<th>2Q/02</th>
<th>3Q/02</th>
<th>4Q/02</th>
<th>1Q/03</th>
<th>2Q/03</th>
<th>3Q/03</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twinning</td>
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<td>0.7</td>
<td>0.7</td>
<td>0.7</td>
<td>0.7</td>
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<td>0.7</td>
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<td>Procurement</td>
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<tr>
<td><strong>TOTAL</strong></td>
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<td>1.0</td>
<td>1.0</td>
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</tbody>
</table>

### Cumulative Quarterly Disbursement Schedule (MEUR)

<table>
<thead>
<tr>
<th>Project</th>
<th>4Q/00</th>
<th>1Q/01</th>
<th>2Q/01</th>
<th>3Q/01</th>
<th>4Q/01</th>
<th>1Q/02</th>
<th>2Q/02</th>
<th>3Q/02</th>
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<th>1Q/03</th>
<th>2Q/03</th>
<th>3Q/03</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Twinning</td>
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<td>0.7</td>
<td>0.7</td>
<td>0.7</td>
<td>0.7</td>
</tr>
<tr>
<td>Procurement</td>
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<td></td>
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<td>0.27</td>
<td>0.27</td>
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<td>0.3</td>
<td>0.3</td>
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</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>0.15</td>
<td>0.35</td>
<td>0.82</td>
<td>0.97</td>
<td>0.97</td>
<td>0.97</td>
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<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
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</tr>
</tbody>
</table>
At present safe shipping in the Republic of Lithuania is governed by about 40 legal acts: 8 international conventions, which Lithuania is a member to (SOLAS 74/78, MARPOL 73/78, LL 66, COLREG 72, STCW 78, CSC 72, TONNAGE 69, SALVAGE 89), 3 laws, 5 governmental decrees and more than 30 orders of the Minister of Transport and Communications. The main legal acts in the field are as follows:

- Law on Merchant Shipping of the Republic of Lithuania (1996),
- Law on Klaipeda State Seaport (1996),
- Law on the Protection of the Marine Environment of the Republic of Lithuania (1997),
- Rules of Vessels’ Registration of the Republic of Lithuania (1991),
- Documents of Lithuanian Safe Shipping Management System (adopted in 1996 in accordance with the requirements of the ISM Code),
- Rules of Awarding Diplomas of Marine Grades and Issuance of Qualification Certificates (1998),
- Rules of Certification of Companies willing to provide Ship Agency Services, carry out Towage, Rescue of People and Vessels and perform Underwater Technical Works (1998),
- Regulations on Certification of Ships Electronics Centres, Centres of Technical Maintenance of the Fleet, GMDSS and Navigational System Simulators, Training Ships (1998),
- Order and Terms of Inspection of Ships Measurement, Fire Fighting and Life Saving Appliances (1998),

The major part of these documents fully complies with the requirements of the International Maritime Organisation (IMO) and the requirements of the EU.