1. **Basic Information**

1.1 CRIS Number (Year 1):

1.2 Title: **Improvement of Maritime Safety in Ports and Coastal Areas in Turkey**

1.3 Sector: Transport

1.4 Location: Turkey

1.5 Duration: 18 months for implementation + 2 additional months for disbursement.

2. **Objectives**

2.1 Overall Objective(s):

The overall objective of this project is to improve maritime safety in ports and coastal areas in Turkey.

2.2 Project purpose:

The project purpose is the improvement of institutional capacity of the Maritime Administration to implement EU acquis on port safety and dangerous cargo handling.

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 **Accession Partnership** Document (as revised in 2003) mentions maritime safety as below (related to the project):

**Short-Term:**

- Adopt a programme for transposition and implementation of the transport acquis including air transport.
- Start aligning legislation on maritime safety as well as road and rail transport; improve implementation and enforcement of, in particular, maritime safety and road transport standards.
- Strengthen maritime administration, particularly that of flag State control.

**Medium Term:**

- Ensure effective implementation and enforcement of transport legislation, particularly as regards maritime safety, road transport as well as air 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.

**NPAA** requires following actions be taken:

- No.10 Establishment of a vessel-coast oriented vessel reporting and automation system – 2005
- No.11 Establishment of coastal stations for Automatic Identification System (AIS) – 2005
- No.14 Establishment of technology assisted reporting systems, Vessel Traffic Services (Vessel Traffic Management System (VTMS) and suitable route systems at Turkish ports and seas – 2005

Refer also to the financing requirements and sourcing made in **Table 9.4.1.3.3**

In accordance with the National Programme for the Adaptation of Acquis, Undersecretariat for Maritime Affairs (Turkish Maritime Administration) has prepared a National Action Plan for the years 2004 to 2008. The list of actions related to this project as foreseen in this Action Plan (as approved by the Minister of Transport and sent to EC on December 2003) is given in ANNEX 5.

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

Not applicable.

2.5 Cross Border Impact

Not applicable.

3. Description

3.1 Background and justification:

The maritime sector has the biggest share in global transportation of goods. This brings out various environmental risks related to transportation of dangerous cargo. Recently, there has been increasing concern on the environmental impacts of marine causalities. Various incidents have proved that the impacts of marine accidents involving dangerous cargo have been not only devastating but also permanent. Marine accidents involving dangerous cargo bears significant risk for human lives and economic interests together with environmental impact and such examples are unfortunately frequent.

Decreasing risks related to dangerous cargo in maritime transportation can be considered in two main parts. One is the safety of ships and seas (in which Turkey has made

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1 No official translation of Turkish NPAA is available, thus the mentioned table was not presented here.
considerable progress in recent years). The other part would be maritime safety in ports and coasts – that is safety related not to the condition of ships but to their movement and navigation in areas with dense maritime traffic. Moreover, if such traffic includes ships carrying thousands of tons of dangerous cargo such as explosive and poisonous chemicals, evidently, the risks involved are considerable in every aspect.

Until now, there has been increasing concern on port safety and transportation on dangerous cargo in the Turkish Maritime Administration. This project addresses the main issues regarding maritime safety in ports and coastal areas in Turkey. Although there has been considerable effort in improving safety of ports in Turkey, the measures taken have been somewhat isolated in terms of problems addressed and solutions provided. This project addresses main issues concerning port safety.

For this purpose, the project has separate but nevertheless complimentary activities. The project activities were designed considering two main factors. One is the analysis of risks in stages (ships approaching port areas and management of related traffic, safe loading and unloading of dangerous cargo and in case of an emergency, fast and efficient response by the Maritime Administration.) The other factor is the capacity of the administration to efficiently implement and enforce related legislation on port safety by adapting related EU acquis, efficient monitoring and control of port activities and improvement of institutional capacity. (For detailed information on justification of various project activities, see 3.2.1 Identification of Projects.)

3.2 Sectoral rationale

3.2.1 Identification of projects

While the components in this project are variable, there is a strong intervention logic that is common for all activities. One aspect of this logic is that the related EU acquis should be adapted, providing a solid legal framework. This legal framework should address issues of accountability of personnel, define clear rules for actions to be taken in emergency situations and improve the capacity of the central maritime administration to monitor and control activities in ports. Another important aspect is that there must be a better information technology structure so that both the Administration Headquarters and ports have sufficient information on maritime traffic in order to better coordinate their activities, manage traffic more efficiently and safely, and the Headquarters can increase its institutional capacity. The last aspect is that ports should have more efficient instruments, better-trained personnel, and well-designed action plans for management of maritime traffic and response to emergency situations. The project is designed to include all these aspects simultaneously. Thus, while the project consists of seemingly “unrelated minor activities”, the aim is an overall approach to port and coastal area safety.

Finally, while some components of the project involve general measures (that is, involving all ports – such as legal aspects) some components involve specific ports. The reason is that, not all ports are involved in dangerous cargo handling. There is a distinct emphasis on ports that are frequently involved in dangerous cargo management. Presently, there are seven ports in Turkey that are involved in frequent handling of dangerous cargo. The following table illustrates these ports and types of dangerous cargo involved.
<table>
<thead>
<tr>
<th>Port Location</th>
<th>Types of Facilities Nearby (That Require Handling of Dangerous Cargo)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of Ambarlı</td>
<td>4 oil distribution terminals</td>
</tr>
<tr>
<td></td>
<td>2 gas filling stations</td>
</tr>
<tr>
<td>Port of Samsun</td>
<td>3 oil distribution facilities</td>
</tr>
<tr>
<td></td>
<td>One chemical plant</td>
</tr>
<tr>
<td></td>
<td>One gas filling facility (LPG)</td>
</tr>
<tr>
<td>Port of İzmit</td>
<td>5 chemical plants</td>
</tr>
<tr>
<td></td>
<td>One petroleum refinery</td>
</tr>
<tr>
<td>Port of İşkenderun</td>
<td>2 chemical plants</td>
</tr>
<tr>
<td></td>
<td>2 oil processing plants</td>
</tr>
<tr>
<td>Port of Mersin</td>
<td>2 petroleum refineries</td>
</tr>
<tr>
<td></td>
<td>2 distribution terminals</td>
</tr>
<tr>
<td>Port of Nemrut</td>
<td>One chemical plant involving oil and chemical processing</td>
</tr>
<tr>
<td>Port of Alsancak</td>
<td>One oil distribution facility</td>
</tr>
<tr>
<td></td>
<td>One gas filling station</td>
</tr>
</tbody>
</table>

These seven ports in the above table are involved in dangerous cargo and have high traffic density, and thus these ports are given specific importance in various components of the project.

Specific information and justification is given on each component of the project is given below.

**COMPONENT 1: Establishment of Regional Harbour Coordination Centers**

Controlling data traffic is essential for any administration to function efficiently. In case of maritime sector in Turkey, the IT infrastructure of the maritime administration is not sufficient. There have been considerable investment in hardware and software recently, but this investment only aimed to strengthen the infrastructure of the Headquarters. However, since the aim is the distribution of data, there is a strong and immediate need to improve infrastructure on a countrywide level. This component of the project aims to establish Regional Harbour Coordination Centres. These centers will serve the purposes of data collection and distribution regarding VTS, pilotage services, tugboat services and dangerous cargo handling in the context of this project, but once established, these centers would enable the distribution of all kinds of maritime information (thus creating extra benefits).
These centers will be established within District Directorates of the maritime administration and will be responsible for information transfers and communication.

A calculation of port traffic in Turkish ports suggests that 4 coordination centers will be sufficient for all Turkish maritime traffic.

Creating such systems have two main requirements. One is the accumulation of data in digital environment (or “cyber-space”). This means that people (officials, civilians, etc.) must enter information to a computer in the first place. Legal instruments, to be created by legal alignment, will achieve this. The second step is to distribute information, and this requires some IT network investment in hardware and software. The Maritime Administration is already improving its IT infrastructure, but in terms of port safety, further investment in hardware and software must be a part of this project.

The activities regarding the establishment of RHCC’s are:

- Conducting an overall system analysis study to determine the optimum data system for the maritime administration on a national level and preparation of Terms of Reference of development of such software. (Twinning)
- Procurement of hardware and development of software (analyzed by the Twinning partner during the previous activity) necessary for the operation of these centers (Supply and Technical Assistance).
- Legal alignment to EU regarding the operation of governmental information systems in the maritime sector (Twinning).

**COMPONENT 2: Improvement of the Institutional Capacity to Monitor Pilotage and Tugboat Services**

Presently, pilotage and tugboat services in Turkey are given by both the public and privates sectors. According to the legal framework, foreign ships visiting Turkish ports are not required to utilize these services, and this is determined by international conventions, which are very hard to modify. Obviously, ships utilizing these services will have less chances of being involved in marine incidents. Thus, have better information and understanding of occurrence of marine incidents, the Administration aims to be able to monitor pilotage and tugboat services. Such information will be very valuable in providing through analysis and inspection by the Administration.

Considering that significant work is already undertaken under Component 1, monitoring pilotage and tugboat activities will require little input. Activities related to this component are:

- Establishment of a legal framework that will require all pilotage and tugboat services to be reported to the Administration, and
- Involving in the software under Component 1 programming modules that include pilotage and tugboat services.
COMPONENT 3: Improvement of Efficiency of Navigational Aids

Navigational aids are a wide set of instruments that are deployed at ports and coastal areas that help manage maritime traffic (a lighthouse would be a typical example). Modern navigational aids include light buoys, flow meters, electronic navigational aids (such as racon, dGPS based stations) etc. These provide both electronic and visual aids to ships that are simple but very efficient.

This component of the project aims to increase the efficiency of navigational aids for the seven selected ports. The main input requirement is the expertise service to assess the present efficiency of such aids and inquire the possibility of increasing it. This requires neither investment nor legal alignment. If such studies reveal that redeployment can increase efficiency, the existing equipment will be redeployed.

COMPONENT 4: Improvement of Monitoring of Loading/Unloading Operations by the Administration

For reasons similar to those mentioned in Component 3, the Administration aims to better monitor dangerous cargo loading and operations in ports. Monitoring such activities timely and completely (combined with the existing capacity to monitor ship movements) will have some fundamental benefits to maritime safety. One is that data distribution among ports will enable ports to better plan and manage their operations. For the Administration, timely information will enable the Administration to respond immediately to risky situations and increase accountability of ports both to law and administration.

Also similar to Component 3 is the basic input required for this component. Again, legal improvements and including necessary models in software (under Component 1) is sufficient.

COMPONENT 5: Improvement of the Institutional Capacity to Respond to Contingency Situations

While it is important to increase safety in ports so that contingency situations do not arise in the first place, it is also extremely important that the Maritime Administration, port authorities and other involved people are prepared to responds to contingency situations. Such preparedness requires many tasks to be established within the project. These are as follows:

- Legal alignment to EU Acquis regarding emergency response to marine contingency situations. (Given in ANNEX 4).
- Procurement of risk assessment software (already available in market.)
- Training of relevant personnel on contingency response
- Drafting of contingency plans for seven designated high-risk ports

3.2.2 Sequencing

The Technical Assistance Project (Activity 1.3) will only begin after Activity 1.1 is completed within the Twinning Project. Thus, the TA project begins 3 months after
the Twinning Project (Still, this time period is an estimation. During the preparation of the Twinning Covenant, Component 1 will be the first Objective and so TA may begin earlier.)

Also, after the project results are obtained and a feasibility study regarding the installation of AIS on Turkish Coasts, a separate project on installation of AIS on Turkish Coasts will be proposed to the Commission Delegation. For detailed information on quarterly schedule of the project and the underlying conditionality, see item 12. Conditionality and Sequencing.

3.3 Results

**Purpose:** Improve safety of Turkish ports regarding handling of dangerous cargo.

**Component 1: Establishment of Regional Harbour Coordination Centers**

The establishment of Regional Harbour Coordination Centers will serve the purpose of increasing flow of information between ports and UMA HQ. This includes increases both in the volume and quality of information available to ports and HQ information, since reporting many types of port activity will be mandatory. This means information on port services will be available instantly to the Administration. The obvious indicator is will be an examination on the Administration’s website, [www.denizcilik.gov.tr](http://www.denizcilik.gov.tr)

**Component 2: Improvement of the Institutional Capacity to Monitor Pilotage and Tugboat Services**

Presently, there is neither legal obligation nor necessary IT infrastructure for reporting to the Administration. The purpose is that the Administration monitors such services online. This requires that;

- Legal framework is created, requiring that such activities are reported to the Administration (under Twinning) \(^2\)
- Software analysis mentioned in Component 1 is designed to include pilotage and tugboat services (under Twinning) \(^3\)

This component can begin only after the completion of Component 1 of the Project.

**Component 3: Improvement of Efficiency of Navigational Aids**

A detailed expertise study may reveal that it is possible to improve the utilization of navigational aids in the seven ports mentioned. Such an expertise study is a part of the Twinning. If the study reveals that redeployment may increase efficiency, the Administration will enforce their redeployment.

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\(^2\) There is only one Twinning Component in the Project, covering all activities mentioned as “Twinning”.

\(^3\) This activity indicates that the Twinning team, while designing the Maritime Services Database under Component 1, will design the database in a manner to include monitoring and recording of activities mentioned under this component. This is known as “programming modules”. This will not increase workload for Twinning, but it will increase the workload in development of the software.
Component 4: Improvement of Monitoring of Loading/Unloading Operations by the Administration

Presently, the Administration monitors such activities through paperwork, which is often slower than contingency situations require. Moreover, it is at the discretion of the port authority to inform the Administration of such situations. This also hinders coordination among ports. The purpose is to create the legal framework and the IT infrastructure so that the port authorities inform the Administration timely and completely. This requires that:

- A legal framework be created (by adoption to the relevant EU acquis) so that port authorities inform the Administration, and
- Analysis of the software mentioned in Component 1 is performed to include such data\(^4\).

Both are to be achieved under the Twinning.

Component 5: Improvement of the Institutional Capacity to Respond to Contingency Situations

The administration and port authorities have little preparation and information on combating contingency situations. This component aims to address this problem in various ways:

- A contingency plan for each port will be drafted and enforced by the Administration for each of the seven ports mentioned. (Twinning)
- Specific software will be purchased and utilized by the Administration (Supply Contract)\(^5\)
- Port authorities and relevant staff of the administration will be trained on combating contingency situations (Twinning)
- Legal Alignment to EU Acquis regarding response to contingency situations (Twinning)

3.4 Activities (including Means)

The list of activities and their breakdown into contracts are given below:

<table>
<thead>
<tr>
<th>Component No</th>
<th>Activity</th>
<th>Type Contract</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Conducting an overall system analysis study to determine the optimum data system for the maritime administration on a national level.</td>
<td>Twinning</td>
</tr>
</tbody>
</table>

\(^4\) This activity indicates that the Twinning team, while designing the Maritime Services Database under Component 1, will design the database in a manner to include monitoring and recording of activities mentioned under this component. This is known as “programming modules”. This will not increase workload for Twinning, but it will increase the workload in development of the software.

\(^5\) This supply contract will be a separate lot under supply tender mentioned under Component 1.
1.2 Procurement of hardware necessary for the operation of Regional Harbour Coordination Centers. | Supply
---|---
1.3 Development of Software complying the analysis under 1.1 | Technical Assistance
1.4 Legal alignment to EU regarding the operation of governmental information systems in the maritime sector. | Twinning
2.1 Legal framework requiring that all pilotage and tugboat services be reported to the Administration | Twinning
2.2 Software analysis under Component 1 is designed to include data on pilotage and tugboat services | Twinning
3.1 Expertise study on efficiency of navigational aids in seven mentioned ports | Twinning
4.1 Legal framework requiring that all ports report their dangerous cargo handling activities to the Administration | Twinning
4.2 Software analysis under Component 1 is designed to include data on dangerous cargo handling at ports. | Twinning
5.1 Drafting contingency plans for each mentioned port, taking into account the specific conditions of the port and the types of dangerous cargo handled | Twinning
5.2 Risk assessment software will be procured for the Administration | Supply
5.3 Relevant staff of the Administration and port authorities will be trained on response to contingency situations | Twinning
5.4 Legal Alignment to EU Acquis on response to contingency situations will be adopted | Twinning

### 3.5 Linked Activities:

Presently, another project under EU co-financing is implemented by the Maritime Administration titled “Support to Enhancement of Maritime Safety in Turkey” (Project No TR0203.02). This project covers the main issues of maritime safety (safety of navigation) in Turkey, especially Flag State Implementation. The project budget is 2,666,000 EUROS. It will be completed in November 2005.

### 3.6 Lessons learned:

UMA has learned sufficiently about information technology operation in the context of the ongoing project implemented, “Support to Enhancement of Maritime Safety in Turkey” and possesses a good deal of knowledge about operation of maritime IT systems in EU countries and already improving itself in this aspect. The Maritime Safety project has been very successful, both in terms of official evaluation (by “Integration” Interim
Evaluation Team) and impact (there is evident decrease in detentions of Turkish ships abroad.)

4. **Institutional Framework**

The Undersecretariat for Maritime Affairs (UMA) is the beneficiary institution and the implementing institution for this project. At some activities (Components 1 and 6) regional offices (called “District Directorates”) will be involved. “General Directorate of Maritime Transport” is the responsible department of UMA for implementing the project. For components involving information technology (Components 1, 3 and 5) Department of Information and Electronics of UMA will work in coordination.

There will be no changes in the institutional framework as a result of this project.

The Project Leader will be Dr Bekir Sttkı USTAOĞLU, who is Deputy Undersecretary and is politically responsible for the success of the project. The Project Leader will assign one full-time Resident Twinning Advisor Counterpart and Senior Programme Officer for Twinning. The contact details for Dr USTAOĞLU are as follows:

Dr Bekir Sttkı USTAOĞLU  
Deputy Undersecretary  
GMK Boulevard No 128, 06570 Ankara, Turkey:  
Tel: +90-312-2324771    Fax: +90-312-2324773

The contact details for other officers taking part in the preparation of this project are as follows:

Dr. Erhan ÇİLOĞLU, Chief of Section, UMA  
Department of Foreign Relations  
GMK Boulevard No 128, 06570 Ankara, Turkey:  
Tel: +90-312-2323849/2178    Fax: +90-312-2311379  
E-mail: erhanciloglu@denizcilik.gov.tr

Mr. Okan ARI, Responsible Officer, UMA,  
GMK Boulevard No 128, 06570 Ankara, Turkey:  
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Tel: +90 312 232 38 50/2252    Fax: +90 3123 231 9259  
E-mail: emre_poyraz@hotmail.com

**Institutional Relationship Chart**

Prime Ministry  
 EUSG  
 Undersecretariat for Maritime Affairs  
 CFCU
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></td>
</tr>
<tr>
<td><strong>Investment support jointly co funded</strong></td>
<td>487,500 €</td>
<td>162,500 €</td>
<td>-</td>
</tr>
<tr>
<td><strong>Investment support – sub-total</strong></td>
<td>487,500 €</td>
<td>162,500 €</td>
<td>-</td>
</tr>
<tr>
<td><strong>% of total public funds</strong></td>
<td>max 75 %</td>
<td>min 25 %</td>
<td></td>
</tr>
<tr>
<td>Twinning</td>
<td>850,000 €</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Technical assistance</td>
<td>90,000 €</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>IB support</td>
<td>940,000 €</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total project</strong></td>
<td>1427500 €</td>
<td>162,500 €</td>
<td>162,500 €</td>
</tr>
</tbody>
</table>

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

(**) private funds, FIs loans to private entities

1. All investment sub-projects supported by the pre-accession fund must receive co-financing from national public funds. Minimum requirement for co-financing from national public funds is 25% of the combined PHARE and national contributions to the overall investment support.

2. Many Institution building projects will also have a degree of co-financing – this should be quantified and included wherever possible.

3. Expenditure related to equipment (regulatory infrastructure or ESC-related) and to Technical Assistance supporting investment (e.g. pre feasibility study / supervision of works / technical specifications) should be considered as Investment support in the project fiche.

4. All co-financing must be provided on a joint basis. Parallel co-financing will, in a principle, not be accepted. Exceptions to this rule have to be agreed with the Commission in advance.

5. All co-financing should be clearly quantified, also the degree of certainty of such co-financing (i.e. for National Public Funds: is it already earmarked in local or national budget, for FIs Loans, private funds: are they already approved/ under appraisal, etc..).
6. Where parallel co financing is accepted and justified per exception to the normal rule it should be provided in monetary form. If this is not possible there should be clear criteria set out for the valuation of any non-monetary contributions (that should be quantified in the table)

7. If twinning is involved, clearly state the expected budget of the twinning covenant

8. The financial engineering of the project should be closely monitored against actual delivery during implementation and against the objectives that were set in the project fiche so that corrective actions may be taken where required.

6. Implementation Arrangements

6.1 Implementing Agency

The implementation agency of this project is the Central Finance and Contracts Unit whose details are as follows:

Mr. Nuri Ercan TORTOP
Programme Authorising Officer (PAO)
Central Finance and Contracts Unit
Tel: +90 312 472 37 00
Fax: +90 312 472 37 44
E-Mail: ercan.tortop@cfcu.gov.tr
6.2 Twinning

The Project Leader for Twinning is Dr Bekir Sittık USTAOĞLU, as mentioned in 4 (Implementation Arrangements). One RTA Counterpart and one SPO will be assigned by the project leader to participate full-time in the project, as well as adequate expert staff for implementation of the project.

The key experts that are required for Twinning are as follows:

- Resident Twinning Advisor
- Legal expert with extensive knowledge in EU maritime legislation
- Legal expert with extensive knowledge in Turkish maritime legislation
- Software engineer

The minimum requirements for key experts will be announced during twinning preparation. This list does not include short-terms experts and is not exhaustive.

6.3 Non-standard aspects

There are no determined non-standard aspects of this project.

There is one Twinning Contract foreseen, involving activities (1.1), (1.3), (2.1), (2.2), (3.1), (4.1), (4.2), (5.1), (5.3), (5.4). The budget for Twinning Contract is 850,000 €

6.4 Contracts

<table>
<thead>
<tr>
<th>Contract Type</th>
<th>Related Activities</th>
<th>Contract Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twinning</td>
<td>(1.1), (1.4), (2.1), (2.2), (3.1), (4.1), (4.2), (5.1), (5.3), (5.4)</td>
<td>850,000 €</td>
</tr>
<tr>
<td>Supply Contract</td>
<td>(1.2), (5.2) – One tender, two lots</td>
<td>650,000 €</td>
</tr>
<tr>
<td>Service Contract (TA)</td>
<td>(1.3)</td>
<td>90,000 €</td>
</tr>
</tbody>
</table>

7. Implementation Schedule

7.1 Start of tendering/call for proposals

The supply tender will be announced in the Third Quarter of 2006.

The Service Tender for Software (Maritime Services Database- Component 1.3) will be announced in the IV Quarter of 2006.

The implementation of the Twinning Contract has to begin in Quarter I of 2006. Selection of partner and preparation of twinning covenant will begin in 2005 (July).

7.2 Start of project activity
The project will commence on January 2006.

7.3 Project completion

The last contract will be signed in the last Quarter of 2006. This means that Quarter II of 2007 is sufficient as the last disbursement date (anyway, project implementation will be completed in the Quarter I of 2007.)

8. Equal Opportunity

Equal opportunity principles and practices in ensuring equitable gender participation in the project will be guaranteed.

9. Environment

The safety of ports regarding handling of dangerous material poses an enormous and permanent threat to the environment. Such risks will decrease significantly for Turkey once the project purposes have been completed.

10. Rates of return

This is not an ECS project and no rate of return is foreseen.

11. Investment criteria (applicable to all investments)

11.1 Catalytic effect

The project will provide a good momentum for the improvement of maritime transportation sector in Turkey and enhancement of its capacity to better complete in the international market.

11.2 Co-financing

The Turkish Government will provide 25% of co-financing of the investment support.

11.3 Additionality

Since this project is not expected to produce financial returns, this is not applicable.

11.4 Project readiness and size

If the Commission approves the project, the work for selection of twinning partner and preparation of twinning covenant will begin in July (2005). The relevant Financing Memorandum will be signed by January 2006. This means that there will be sufficient time for preparation of relevant tender documents and the Twinning Covenant.

11.5 Sustainability
The project consists of legal alignment, training, expertise services and training. These are all sustainable in the long run without additional costs and once the project is completed, they will create long-lasting benefits for the sector.

11.6 Compliance with state aids provisions

All investment under this project will respect the State Aid Provision of Turkey. This will be ensured by coordination with the State Planning Organization, EUSG and the European Commission Delegation to Turkey.

12. Conditionality and Sequencing

There are no external conditions for this project. However, the development of a Maritime Services Database can not begin before the analysis of such a system is completed (under Twinning). There are no other determined conditionalties and the remaining activities are independent.

These factors are taken into account in preparation of the implementation chart.
**ANNEX 1: Project Fiche**

<table>
<thead>
<tr>
<th>Programme Name and number</th>
<th>Contracting Period Expires</th>
<th>Disbursement Period Expires:</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOGFRAME PLANNING MATRIX FOR “IMPROVEMENT OF MARITIME SAFETY IN PORTS AND COASTAL AREAS”</td>
<td>Total Budget : 1.490.000 €</td>
<td>Quarter II of 2007</td>
</tr>
</tbody>
</table>

**Project Number**

**Overall Objective:**

The overall objective of this project is to improve maritime safety in ports and coastal areas in Turkey.

**Project Purpose:**

The project purpose is the improvement of institutional capacity of the Maritime Administration to implement EU acquis on port safety and dangerous cargo handling.

**Anticipated Results:**

1. Increased flow of information between ports and UMA HQ services.
2. Increased efficiency and monitoring of pilotage and tugboat services.
3. Increased efficiency and safety of loading and unloading services.
4. Improved capacity of the administration to respond to contingency situations.
5. Increase efficiency of navigational aids (if possible)

**Indicators of Achievement:**

- Decrease in the number of incidents involving dangerous cargo by III Quarter of 2007 by 30%.

**Sources of Information:**

- UMA Statistics, Statistics of non-governmental organizations

**Assumptions & Risks:**

- The adopted legislation is put into force (by the Parliament.)
<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Costs</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 Conducting an overall system analysis study to determine the optimum data system for the maritime administration on a national level.</td>
<td>1.1 Twinning</td>
<td>1. Twinning (850.000€)</td>
<td></td>
</tr>
<tr>
<td>1.2 Procurement of hardware necessary for the operation of these centers.</td>
<td>1.2 Supply</td>
<td>2. Supply (650.000€)</td>
<td></td>
</tr>
<tr>
<td>1.3 Procurement of Software complying the analysis under 1.1</td>
<td>1.3 Technical Assistance</td>
<td>3. TA (90.000)</td>
<td></td>
</tr>
<tr>
<td>1.4 Legal alignment to EU regarding the operation of governmental information systems in the maritime sector.</td>
<td>1.4 Twinning</td>
<td></td>
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</tr>
<tr>
<td>2.1 Legal framework requiring that all pilotage and tugboat services be reported to the Administration</td>
<td>2.1 Twinning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.2 Software analysis under Component 1 is designed to include data on pilotage and tugboat services</td>
<td>2.2 Twinning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1 Expertise study on efficiency of navigational aids in seven mentioned ports</td>
<td>3.1 Twinning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1 Legal framework requiring that all ports report their dangerous cargo handling activities to the Administration</td>
<td>4.1 Twinning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.2 Software analysis under Component 1 is designed to include data on dangerous cargo handling at ports.</td>
<td>4.2 Twinning</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.1 Drafting contingency plans for each mentioned port, taking into account the specific conditions of the port and the types of dangerous cargo handled</td>
<td>5.1 Twinning</td>
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</tr>
<tr>
<td>5.2 Risk assessment software will be procured for the Administration</td>
<td>5.2 Supply</td>
<td></td>
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<tr>
<td>5.3 Relevant staff of the Administration and port authorities will be trained on response to contingency situations</td>
<td>5.3 Twinning</td>
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<tr>
<td>5.4 Legal Alignment to EU Acquis on response to contingency situations will be adopted</td>
<td>5.4 Twinning</td>
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<td></td>
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<tr>
<td>1.1 Twinning</td>
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<tr>
<td>1.2 Supply</td>
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## ANNEX 2: Detailed Implementation Chart

<table>
<thead>
<tr>
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<th>2005</th>
<th>2006</th>
<th>2007</th>
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</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td>J</td>
<td>A</td>
<td>S</td>
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### Twinning
- Selection of Partner and Covenant Preparation
- Implementation
- Disbursement

### Supply Contract
- Preparation of Tender Dossier
- Contracting & Delivery
- Disbursement

### Service Contract (1.3)
- ToR Preparation & Tendering
- Implementation
- Disbursement
ANNEX 3: Contracting and Disbursement Schedule

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
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<th>2007</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>I</td>
<td>II</td>
<td>III</td>
<td>IV</td>
</tr>
<tr>
<td><strong>Contracted</strong></td>
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<td></td>
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<tr>
<td>Supply</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Twinning</td>
<td>850.000 €</td>
<td>650.000 €</td>
<td></td>
<td></td>
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<tr>
<td>Service (1.3)</td>
<td>90.000 €</td>
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<td></td>
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<tr>
<td>Cumulated</td>
<td>850.000 €</td>
<td>1.500.000 €</td>
<td>1.590.000 €</td>
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<tr>
<td><strong>Disbursed</strong></td>
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<td></td>
</tr>
<tr>
<td>Supply</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twinning</td>
<td>400.000 €</td>
<td>150.000 €</td>
<td>100.000 €</td>
<td>100.000 €</td>
</tr>
<tr>
<td>Service (1.3)</td>
<td>54.000 €</td>
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<td>36.000 €</td>
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<tr>
<td>Cumulated</td>
<td>400.000 €</td>
<td>550.000 €</td>
<td>950.000 €</td>
<td>1.454.000 €</td>
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</table>
ANNEX 4: Reference List of relevant laws and regulations


- Feasibility Study to Determine Minimum Safety Equipment on Port, Coastal and Off-Shore Facilities For Emergency Situation (fire, pollution, explosion, etc.) (OJ L 78, 16/03/2004 and OJ L 261, 06/08/2004 and OJ 261, 06/08/2004)


- Council Directive 93/75/EEC of 13 September 1993 concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods introduced a system whereby the competent authorities receive information regarding ships bound for or leaving a Community port and carrying dangerous or polluting goods and regarding incidents at sea. That Directive requires the Commission to produce new proposals for the introduction of a fuller reporting system for the Community, possibly covering ships transiting along the coasts of Member States.

- The measures necessary for the implementation of this Directive should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission.

- IMO Resolution A.851(20) means International Maritime Organisation Resolution 851(20) entitled ‘General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants’.

- The Member State concerned shall monitor and take all necessary and appropriate measures to ensure that all ships entering the area of a mandatory ship reporting system, adopted by the IMO according to Regulation 11 Chapter V of the SOLAS Convention and operated by one or more States, of which at least one is a Member State, in accordance with the relevant guidelines and criteria developed by the IMO, comply with that system in reporting the information required without prejudice to additional information required by a Member State in accordance with IMO Resolution A.851(20).

- Member States shall monitor and take all necessary and take all necessary and appropriate measures to ensure that ships calling at a port of a Member State are fitted with a voyage data recorder (VDR) system in accordance with the rules laid down in Annex II(II). Any exemptions granted to ro-ro ferries or high-speed passenger craft under Article 4(1)(d) of Council Directive 1999/35/EC of 29 April 1999 on a system
of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services shall terminate on 5 August 2002.

- Without prejudice to Article 12 of Directive 1999/35/EC, Member States shall comply with the provisions of the IMO Code for the investigation of marine casualties and incident investigation involving a ship referred to in this Directive, Member States shall cooperate in the investigation of marine casualties and incidents involving ships flying their flag.

- Member States may exempt passenger ships engaged only in domestic voyages in sea areas other than those covered by Class A, as referred to in Article 4 of Council Directive 98/18/EC of 17 March 1998 on safety rules and standards for passenger ships from the voyage data recorder requirements laid down in this Directive.
ANNEX 5: ACTION PLAN

2004 Action Plan

Legislative Activities

“Coordination and cooperation with other related public organizations such as the Ministry of Environment and Forest shall be made, in case of maritime pollution that may be caused as a result of a ship accident, for the preparation of a national and regional contingency plan.”

“Regulation on the institutions that provide pilotage and tugboat services in our ports and also Regulation on the competency of pilots shall be modified whenever it is deemed necessary.”

Administrative Structuring and Implementation

Central Ship Database will be established and “in addition it will store cargo handling and will produce statistical information.”

“In order to prevent ship borne marine pollution in Turkey and increase the capacity to intervene accidents, Fighting with marine Pollution and Emergency Response Project is being evaluated by EC and if deemed appropriate, a Project Fiche shall be prepared.”

Training

“Seminars in MARPOL, SOLAS, LL, TONNAGE, IMDG, STCW, ISPS, ISM, dangerous goods, safe loading, stability control and usage of Central Ship Database will be given to Ship Inspection Experts, Maritime Experts and harbour Masters within the scope of Twinning Project.”

2005 Action Plan

2.1 Legislative Activities

“Implementation legislation on the monitoring of ship traffic in Turkish ports and coasts and information management and on the Ship Reporting System shall be prepared.”

“The preparation of the necessary legislation concerning Vessel Traffic Services (VTS) or making amendments in the current legislation for harmonization purposes.”

2.2 Administrative Structuring & Implementation

“Central Ship Database shall be completed and shall be actively used by all UMA departments and Harbour Masters.”

“Ship-shore based Ship Reporting System shall be established at our ports and coasts.”

2006 Action Plan

Administrative Structuring and Implementation
“In order to combat with marine pollution caused by sea accidents, Marine Pollution Operational Coordination Center and Emergency Response Centers shall be formed, which will also be included in Emergency Response Action Plan.”

“Projects shall be prepared to enhance navigational safety in our coasts and ports.”