Standad Summary Project Fiche
IPA decentralized National programmes

Project number: 07 02 26

1. Basic information

1.1 CRIS Number:
1.2 Title: Safer seas: Upgrading of Turkish Coastal Radio
1.3 Sector: Transportation
1.4 Location: Turkey

Implementing arrangements:

1.5 Implementing Agency:
The CFCU will be Implementing Agency and will be responsible for all procedural aspects of the tendering process, contracting matters and financial management, including payment of project activities. The director of the CFCU will act as Programme Authorizing Officer (PAO) of the project.

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Central Finance and Contracts Unit
Tel: +90 312 295 49 00
Fax: +90 312 286 70 72
E-mail: muhsin.altun@cfcu.gov.tr

1.6 Beneficiary (including details of SPO):
Directorate General of Coastal Safety/Turkish Coastal Radio

The Project Leader will be Capt. Salih ORAKCI, who is Director General and is politically responsible for the success of the project. The contact details for Capt. ORAKCI are as follows:

Capt.Salih ORAKCI
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E-mail: captorakci@hotmail.com

The Senior Programme Officer will be Isin Beril GÜLLÜ, who is Manager of International Affairs and is in charge of technical implementation and monitoring of contracts, notifying the CFCU of difficulties or non-performance during contract implementation.

The contact details are as follows:
Ms Ülker ACARER is the manager of the Turkish Coastal Radio and she is a key expert in the project. The contact details are:
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Istanbul, Turkey
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1.7 Overall cost: 3,05 M€
1.8 EU contribution: 2,35 M€
1.9 Final date for contracting: 2 years after the signature of Financing Agreement.
1.10 Final date for execution of contracts: 4 years after the signature of Financing Agreement.
1.11 Final date for disbursements: 5 years after the signature of Financing Agreement.

2. Overall Objective and Project Purpose

2.1 Overall Objective:
To increase safety of life, goods, navigation and environment in Turkish coastal areas.

2.2 Project purpose:
To increase the efficiency of communication in case of maritime emergency operations and service area of the Turkish Coastal Radio.

2.3 Link with AP/NPAA / EP/ SAA
The Accession Partnership Document (as revised in 2005) mentions maritime safety as below (related to the project):

A.P. - Short-Term:
• Continue the alignment with the transport acquis in all transport modes.
• Strengthen Maritime Administration, in particular that of flag state control and improve the safety record of the Turkish fleet to be removed from the Black List flag states of the Paris Memorandum of Understanding.

A.P. - Medium Term:
• Complete the legislative and administrative alignment on all modes of transport. For road transport aim in particular at market access, road safety, road worthiness tests, road side inspections as well as social, fiscal and technical rules. Maritime transport should include maritime safety.

The National Program states:


Main Task 9.4.1 Adoption of an action plan on maritime transport in Turkey, adoption and implementation of related EU legislation, strengthening of the infrastructure via administrative, technical and training measures.

Task 9.4.1.3 Adoption of EU maritime safety legislation other than flag state and port state implementations and strengthening the implementation”

2.4 Link with MIPD

Turkey Multi-annual Indicative Programming Document mentions under Component-1 Transition Assistance and Institution Building:

“2.1.3 Major areas of intervention

For 2007-2009, the main areas of intervention for the Institution Building component, in accordance with the Commission’s pre-accession strategy for Turkey, are:

• Addressing the Copenhagen political criteria;
• Assistance for the transposition and implementation of the acquis, including the strengthening of the administrative and institutional capacity;
• Promotion of the EU-Turkey Civil Society Dialogue

2.1.4 Main priorities

Under transposition and implementation of the acquis it is mentioned that one of the focus of assistance in this area will be on transport policy (alignment of legislation in all transport modes)”

2.5 Link with National Development Plan
Turkey has prepared a “Preliminary National Development Plan” for the years 2004-2006. This plan identifies “Improvement of Infrastructure Services and Environmental Protection” as one of the four development axis. The plan states that “Strengthening Maritime Safety” (Measure 3.2) as an important input for “Priority 3. Formation of hub ports by improvement of port capacities and strengthening maritime safety to provide an efficient service within the EU transportation networks”.

Furthermore in 9.National Development Plan for the years 2007-20130 it is mentioned that,

“7.1.5. Improving the Energy and Transportation Infrastructure

Importance and priority will be given to increasing traffic safety in all modes of transportation, highways in particular, to protecting and efficiently using the existing infrastructure and to making maximum use of information and communication technologies.

2.6 Link with national/ sectoral investment plans (where applicable)

Modernization Programme of marine communication systems in view of its obligations to the International Telecommunication Union and to be able to fully implement the relevant rules of International Maritime Organisation (IMO) under NAV (Sub-Committee on Safety of Navigation), COMSAR (Sub-Committee on Radiocommunications and Search and Rescue) and MEPC (Marine Environment Protection Committee), as well as to support the Maritime Safety Action Plan adopted in 2004 with the framework of pre-accession particularly NPAA. This programme consist of modernizing of VHF, MF and HF bands to improve the quality and availability of radio telecommunication which is an essential and primary component of maritime safety. The VHF modernisation investment will be financed entirely from the Turkish National Budget. Allocation of € 1.700.000 has already been done under 2007 budget. The MF and HF systems will be modernized under the EU co-financed projects.

3. Description of project

3.1 Background and justification:

Maritime Safety, pollution prevention and consequently, the preservation of biological diversity of the Turkish Waters is sine qua non condition for sustainable development of the Republic of Turkey, which is encircled by seas on three sides. The primary responsibility for execution of these tasks lies mainly with Ministry of Transport, Undersecretariat for Maritime Affairs and Directorate General of Coastal Safety as a recognized Maritime Administrations. Apart from organizational aspects, the efficiency of an administration lies upon its three main components: personnel, equipment and operational proficiency.

The most notable strength of the Coastal Safety Authority is high level of education and training of its personnel. Also, existing educational and training level satisfies present needs. On the other side, the weaknesses identified are mainly related with old, manual equipment of Turkish Coastal Radio Station and this Project Fiche is
based on this issue. In respect of existing equipment, it is really difficult to be compatible with developing international communication technology.

Radio communication is the most important communication instrument not only for the vessel that is in danger of sinking makes the last call with coastal radio station but it is also necessary to provide safety of navigation, life, property and protect of marine environment.

Furthermore, radio communication is cheap to use and does require little investment on the part of the coastal states. Effective marine communication is very important both in terms of operational efficiency and emergency response. All above reporting function and communication obligations shall be carried out by means of the Turkish Coastal Radio and the Turkish Coastal Radio shall have necessary and adequate technical systems.

Existing Situation

Problem and Swot Analysis techniques were applied and results have been used at the background of this project. At this stage Turkish Coastal Radio has old manual technology, which does not allow digital communication. Moreover, since many features of the manual system require manual operation, the communication in emergency situations is under risk. Receiving and transmitting stations of Turkish Coastal Radio were established in 1987 and because of the loss of transmission and the completion of economic life of transmitters which are in the power of 5-10 kW and work with old, obsolescent lamp system; its efficiency decreases sometimes in service area and it can be difficult to find spare parts.

Nowadays as a result of technological evolutions voice communication changes to data communication, however it is not possible to provide data service with existing system and hardware. It needs to be modernized immediately. Furthermore, most of the Turkish Coastal Radio’s personnel have over retirement age and new trained staff is needed.

Turkish Coastal Radio provides initial communication for safety of lives in maritime. In the course of this service any failure that can happen is the major risk. Existing situation is increasing this risk. Any cases of an accident, damages given to lives, goods, navigation and also environment will not be recovered.

National Strategy

The government’s policy in the sector is broadly outlined in several official documents. Maritime safety and adoption and implementation of related EU legislation are specially defined as a priority under the section 9.4 of the National Plan for the Adoption of the Acquis. Also in the Preliminary National Development Plan, for the years 2004-2006, it is stated that “Strengthening Maritime Safety” (Measure 3.2) as an important input for “Priority 3. Formation of hub ports by improvement of port capacities and strengthening maritime safety to provide an efficient service within the EU transportation networks”. Furthermore in 9. National Development Plan for the years 2007-2013 it is mentioned that importance and priority will be given to increasing traffic safety in all modes of transportation, highways in particular, to protecting and efficiently using the existing infrastructure
and to making maximum use of information and communication technologies. Therefore, the results and activities of the present Project Fiche are fully in line with the government policy in the field of maritime safety.

**International Rules**

As the distress communication is a safety of life oriented issue, these kinds of communications are of big importance for countries. Therefore, all countries within the frame of IMO and ITU are liable to modify their marine communication systems in accordance with their commitments. Besides marine navigational warnings (Navtex) and meteorological alerts are some of the services given by Coastal Stations.

Search and Rescue (SAR) activities are one of the most emphasized issues in International Area. One of the important issues among the SAR activities is communication. The communication between people to be rescued and vessels is provided by radio communication systems. The success of a response in emergency cases is highly depending on regular and active radio communication.

If any vessel expose to sea peril in Atlantic or in Pacific Oceans, rather off the coast, immediately tries to send a distress signal by means of radio equipments. However, because of less possibility of an existence of a vessel around, it is preferable to announce the situation of ship in distress to the Coastal Radio Station. Coastal Radio Station alarms the Authorities in one hand and on the other hand communicates with the vessels around and provides the assistance as soon as possible. In that case the state of the radio equipments are also important; even they work properly or not.

For that purpose, it is requested to the coastal countries to have an organization be able to manage such activities and train staff in charge of this duty. Therefore radio communication becomes very important in MSC and also COMSAR regular meetings that are arranged within IMO. All SAR facilities, that %95 of them are performed marine-oriented, start and finish with radio communication.

At the 11th session of the COMSAR IMO sub-committee underlined several items like, development in maritime radio communication systems and replacement for the use of NBDP (Narrow Band Direct Printing) radio telex for maritime distress and safety communications in maritime MF/HF bands.  

Moreover, new technologies should be followed and used in accordance with GMDSS rules. The purpose of these rules is entirely to provide marine safety. The application of the use of new technologies in our country will also be beneficial. The mission of our organization is to be a precedent communication authority by ensuring cooperation with radio authorities in EU countries, following developments in this area and taking measures for eliminating factors of uncertainty.

**Legislation harmonization**

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1 Draft liaison statement to IMO COMSAR - Replacement for the use of NBDP (radio telex) for maritime distress and safety communications in maritime MF/HF bands
In the pre-accession process, the legislative alignment with EU acquis in Turkey has been improved and large majority of EU acquis on maritime safety has been transposed into Turkish legislation since 2005. More information is available in Annex 5.

**Project Benefits**

With “Safer seas: Upgrading of Turkish Coastal Radio” Project, Turkish and foreign flagged vessels will navigate safely in TURK RADIO’s service area, ship to ship and ship to shore coordination and navigational warnings will be provided continuously, besides radio and telex services, communication will be strengthened and data transmission will increase with data communication. Furthermore system will be compatible with new international rules that are going to implement in the near future. All these factors are indispensable for maritime safety.

If the marine traffic in Turkish territorial waters, particularly in Straits is considered risks exposed will become important. Therefore, there are several EU funding projects which have been conducted in the field of maritime. Communication infrastructure needed for maritime safety has been accommodated to EU directives with this project. The cooperation has been purposed by establishing coordination with coastal stations of EU countries, as a result of having infrastructure which can be applied international standards. Thus international cooperation has been established and also it has been planned on being precedent radio authority and application of developments by following them closely. More information is available in Annex 5.

### 3.2 Assessment of project impact, catalytic effect, sustainability and cross border impact (where applicable)

The Turkish Coastal Radio can be used by all vessels not only in territorial waters of Turkey but also in all around world seas. This means, the project is planned to ensure efficient radio communication and quicker response in emergency situations both for Turkish and foreign flagged vessels in inland and outside of Turkish waters.

Data communication, harmonization to the ITU’s standards related with HF and sustainability of investment by Turkish Coastal Radio will be provided. It is planned to improve corporation with coastal stations of EU countries. More over, as to ISO 9001 standards; 20 hours of training per year for technical staff and 15 hours of training for administrative staff has been scheduled. Dissemination will be provided with publishing informations about Turkish Coastal Radio’s activities at Administrations official website [www.coastalsafety.gov.tr](http://www.coastalsafety.gov.tr).

### 3.3 Results and measurable indicators:

The project will produce the following series of results leading to the modernization of the Turkish Coastal Radio.

3.3.1. Legal arrangements regarding implementation and enforcement of maritime safety acquis that has been transposed by administrative bodies.
Following particular documents shall be achieved:

- Draft legal texts regarding implementation and enforcement prepared.
- Implementation Regulation renewed in line with related EU acquis within project.

3.3.2. Administrative and technical capacity of the Turkish Coastal Radio improved.

In order to reach the mentioned goals the followings will be necessary:

- 65 technical staff and 35 administrative staff trained by the 4th quarter of 2009 and scoring 70/100 on the evaluation test
- % 50 increase in TCR staff’s knowledge on marine communications systems in line with EU law with completion of project.
- E-mail communication provided within 2010.
- %100 efficiency in service area provided.
- Data Recording will be possible by the end of 2010.

3.3.3. Turkish Coastal Radio digitalized

- Digital system put into service by the 3rd quarter of 2010.
- Turkish Coastal Radio compatible in line with ITU and ETSI Requirements by the end of 2010.
- At least %5 increase in number of ships benefiting from Turkish Coastal Radio as of 2010.
- At least 75 % decrease in channel switching time by the end of 2010.
- Administrations maintenance and repair expenses decreased.

3.4 Activities:

The project will be implemented in the form of one Twinning Light Contract between Turkey and a Member State and one Supply Contract.

A selected group of persons of the Turkish Coastal Radio Station and Directorate General of Coastal Safety will visit the twinning counterpart EU country having the most advanced equipment and organization. The study visit will be planned, in coordination with the experts of the visited country, to observe on site the equipment and its operation and to have joint discussion meetings to analyze the technical aspects of the operations for the best application of findings to the Turkish Coastal Radio’s established structures and organization.

3.4.1. Legal arrangements regarding implementation and enforcement of maritime safety acquis that has been transposed by administrative bodies. (Twinning Light)

In order to reach the mentioned goals the followings will be necessary:

- Gap analysis between related EU acquis on maritime safety and Turkish legislation.
- Revisions of Turkish Coastal Radio’s Implementation Regulations
3.4.2. Administrative and technical capacity of the Turkish Coastal Radio improved. (Twinning Light and Supply)

For successful performance following activities are necessary:

- Training of staff related with maritime safety, radio communication and risk management in accordance with EU acquis
- Two study visit to EU Member countries (each visit involves 10 person) for familiarization with European marine communication systems
- To increase coorporation by organizing bilateral maeetings with concerned authority of the Twinning Light Counterpart.
- Procurement of software for data recording under supply tender

3.4.3. Turkish Coastal Radio digitalized (Supply)

- Supply tender for digital MF/HF transponders, antennas of trasnponders, software, hardware and remote control system
- Training of Turkish Coastal Radio personnel on new digitalized system.
- Related articles of the Procurement Contract (including Special Conditions) designed accordingly.

<table>
<thead>
<tr>
<th>Contract Type</th>
<th>Related Activities</th>
<th>Contract Value</th>
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</thead>
</table>
| Twinning Light      | • Gap analysis between EU acquis, Turkish legislation aimed at harmonization and duties of the Coastal Safety Administration  
                      • Legal amendments and revision on Turkish Coastal Radio’s Implementation Regulations  
                      • Training of personnel on maritime safety in accordance with EU acquis  
                      • Study visit to EU Member countries for familiarization with marine communication systems and make an attempt for building corporation between counterpart EU country and Turkey. | 0.25 M EUROS                   |
| Contract            |                                                                                                                                                                                                                  |                                 |
| Supply Contract     | • Supply tender for digital MF/HF transponders, antennas of transponders and remote control system  
                      • Supply tender for hardware and software complying with digitalized system.  
                      • Training of Turkish Coastal Radio personnel on new digitalized system. | 2.8 M EUROS (%25National Public Contribution) |
|                     |                                                                                                                                                                                                                  |                                 |
3.5 Conditionality and sequencing:

Market survey and preparation of technical specifications will be performed from PPF fund.

3.6 Linked activities

We had a close contact with UMA officers during their first Twinning Project numbered TR0203-TR02 “Enhancement of Maritime Safety in Turkey”, which was completed successfully and ongoing project numbered TR0503.09 “Improvement of Maritime Safety in Ports and Coastal Areas in Turkey”.

The project on the modernization of the VHF system of the Turkish Coastal Radio will begin in 2008. This project will be funded by the national budget. While the success of VHF project is not a condition of the MF/HF project, it shows that the DGCS (Directorate General of Coastal Safety) is committed to the modernization of its radio systems, which is a positive factor for the success of the project.

3.7 Lessons learned

As a result of cooperation with UMA, we realized that establishing a Project Management Unit is essential for carrying on EU funded projects successfully. And also, tendering schedule needs to be well prepared.
4. Indicative Budget (amounts in M EURO)

<table>
<thead>
<tr>
<th>Activities</th>
<th>TOTAL PUBLIC COST</th>
<th>SOURCES OF FUNDING</th>
<th>PRIVATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>EU CONTRIBUTION</td>
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<tr>
<td></td>
<td></td>
<td>Total</td>
<td>% *</td>
</tr>
<tr>
<td>TWINNING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>contract 1</td>
<td>0,25 M EURO</td>
<td>0,25 M EURO</td>
<td>100</td>
</tr>
<tr>
<td>SUPPLY</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>contract 2</td>
<td>2,8 M EURO</td>
<td>2,1 M EURO</td>
<td>75</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3,05 M EURO</td>
<td>2,35 M EURO</td>
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</tbody>
</table>

** compulsory for INV (minimum of 25 % of total EU + national public contribution) : Joint co financing (J) as the rule, parallel co financing (P) per exception

* expressed in % of the Total Public Cost

It must be added that although the radio system has VHF, MF and HF bands, the equipment to be procured in this project only covers the MF and HF bands. VHF communication system will be purchased by the Turkish State budget. This does not create a condition for the success of the project since the two systems can be installed and operated separately. Co-financing of this project that covers the % 25 of supply has been put into our investment program.
5. Indicative Implementation Schedule (periods broken down per quarter)

<table>
<thead>
<tr>
<th>Contracts</th>
<th>Start of Tendering</th>
<th>Signature of Contract</th>
<th>Contract Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract 1</td>
<td>1st quarter of 2008</td>
<td>2nd quarter of 2008</td>
<td>1st quarter of 2009</td>
</tr>
<tr>
<td>Twinning Light</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Contract 2</td>
<td>1st quarter of 2008</td>
<td>3rd quarter of 2008</td>
<td>3rd quarter of 2010</td>
</tr>
<tr>
<td>Supply</td>
<td></td>
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</tbody>
</table>

Duration of the project: 3 years after the signature of Financial Agreement.

6. Cross cutting issues (where applicable)

6.1 Equal Opportunity

Equal participation of women and men will be secured through appropriate information and publicity material, in the design of projects and access to the opportunities they offer. An appropriate men/women balance will be sought on all the managing bodies and activities of the programme and its projects.

6.2 Environment

The project will have no negative effects on the environment. Moreover, since the project will decrease the risk of marine incidents and provide shorter response time to marine incidents, it will be an important contribution to the safety of marine environment once it is implemented successfully.

6.3 Minority and vulnerable groups

According to the Turkish Constitutional System, the word minorities encompass only groups of persons defined and recognized as such on the basis of multilateral or bilateral instruments to which Turkey is a party. This project has no negative impact on minority and vulnerable groups. It will apply the policy of equal opportunities for all groups including vulnerable groups.
**ANNEX 1: Log frame in Standard Format**

<table>
<thead>
<tr>
<th>LOGFRAME PLANNING MATRIX FOR</th>
<th>Programme Name and number:</th>
<th>Contracting period expires: 2 years after the signature of the Financing Agreement</th>
<th>Disbursement period expires: 5 years after the signature of the Financing Agreement</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Safer seas: Upgrading of Turkish Coastal Radio”</td>
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</tbody>
</table>

**Overall Objective:**

The objective of the project is to increase safety of life, goods, navigation and environment in Turkish coastal areas.

**Indicators of Achievement:**

Significant contribution to satisfy navigational safety at responding emergency distress signals by digital means of communication by the end of 2010

**Sources of Information:**

Ministry of Transport Reports
Undersecretariat for Maritime Affairs Reports

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**Project Purpose:**

To increase the efficiency of communication in case of maritime emergency operations and service area of the Turkish Coastal Radio.

**Indicators of Achievement:**

At least 25% faster ship to ship and ship to shore communication of distress signals in marine emergency situations by the end of 2010

**Sources of Information:**

International Maritime Organisation
COMSAR Notifications
International Telecommunication Union (ITU) Notifications

**Assumptions & Risks:**

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<table>
<thead>
<tr>
<th>Anticipated Results:</th>
<th>Indicators of Achievement:</th>
<th>Sources of Information:</th>
<th>Assumptions &amp; Risks:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-Legal arrangements regarding implementation and enforcement of maritime safety acquis that has been transposed by administrative bodies.</td>
<td>Draft legal texts regarding implementation and enforcement prepared. Implementation Regulation renewed in line with related EU acquis within project.</td>
<td>Reports of Undersecretariat for Maritime Affairs, Reports of Ministry of Transport</td>
<td>Political Issues</td>
</tr>
<tr>
<td>2. Administrative and technical capacity of the Turkish Coastal Radio improved</td>
<td>65 technical staff and 35 administrative staff trained by the 4th quarter of 2009 and scoring 70/100 on the evaluation test % 50 increase in TCR staff’s knowledge on marine communications systems in line with EU law with completion of project.</td>
<td>Reports of training, certificates, attendance sheets</td>
<td></td>
</tr>
<tr>
<td>Turkish Coastal Radio</td>
<td>Digital system put into service by the 3rd quarter of 2010</td>
<td>Project Final Report</td>
<td>Turkish Coastal Radio already has an running MF and HF system.</td>
</tr>
<tr>
<td>-----------------------</td>
<td>----------------------------------------------------------</td>
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<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>Turkish Coastal Radio compatible in line with ITU and ETSI Requirements by the end of 2010</td>
<td>COMSAR Notifications</td>
<td>Positions of the antennas are specified, so there is no need for further evaluation of location.</td>
</tr>
<tr>
<td></td>
<td>At least %5 increase in number of ships benefiting from Turkish Coastal Radio as of 2010</td>
<td>Turkish Coastal Radio Reports</td>
<td></td>
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<td></td>
<td>At least 75 % decrease in channel switching time by the end of 2010.</td>
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<td></td>
<td>Administrations maintenance and repair expenses decreased.</td>
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<tr>
<td>E-mail communication provided within 2010.</td>
<td>Turkish Coastal Radio records</td>
<td>Customer Satisfaction Survey Forms</td>
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<tr>
<td>%100 efficiency in service area provided.</td>
<td>ISO 9001 documents</td>
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<tr>
<td>Data Recording will be possible by the end of 2010</td>
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<tr>
<td>Activities</td>
<td>Means</td>
<td>Costs</td>
<td>Risks</td>
</tr>
<tr>
<td>----------------------------------------------------------------------------</td>
<td>-------------------------------------------</td>
<td>------------------------------------------------</td>
<td>--------------------------------------------</td>
</tr>
<tr>
<td>1.1. Gap analysis between EU acquis, Turkish legislation aimed at</td>
<td>Twinning Light Contract</td>
<td>Twinning Light: 0,25 M €, Supply: 2,8 M €</td>
<td>Undue delay in customs, Adverse weather</td>
</tr>
<tr>
<td>harmonization and duties of the Coastal Safety Administration (Twinning</td>
<td>Supply Contract</td>
<td></td>
<td>conditions</td>
</tr>
<tr>
<td>Light)</td>
<td></td>
<td>(%25 National Public Contribution)</td>
<td></td>
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<tr>
<td>1.2. Legal amendments and revisions on Turkish Coastal Radio’s Implementation Regulations (Twinning Light)</td>
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<tr>
<td>2.1 Training of personnel on maritime safety in accordance with EU acquis</td>
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<tr>
<td>(Twinning Light)</td>
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<tr>
<td>2.2 Study visits to EU Member countries for familiarization with European marine communication systems (Twinning Light)</td>
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<tr>
<td>2.3 Attempt for building corporation with counterpart Coastal Station Authority (Twinning Light)</td>
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<tr>
<td>2.4 Procurement of software for recordation under supply tender. (Supply)</td>
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<td></td>
<td></td>
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<tr>
<td>3.1 Supply tender for digital MF/HF transponders, antennas of transponders, software, hardware and remote control system (Supply)</td>
<td></td>
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<td></td>
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<tr>
<td>3.2 Training of Turkish Coastal Radio personnel on new digitalized system. (Supply)</td>
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<tr>
<td>3.3 Related articles of the Procurement Contract (including Special Conditions) designed accordingly. (Supply)</td>
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</tbody>
</table>
ANNEX 2: Amounts contracted and Disbursed per Quarter over the full duration of Programme

ANNEX 2: Contracting and Disbursement Schedule (M €)

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th></th>
<th>2009</th>
<th></th>
<th>2010</th>
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<tbody>
<tr>
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<td>II</td>
<td>III</td>
<td>IV</td>
<td>I</td>
</tr>
<tr>
<td>CONTRACTED</td>
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In Maritime Sector responsible authority in Turkey is the Ministry of Transport and its subsidiary Administrations are Undersecretariat for Maritime Affairs (UMA) and Directorate General of Coastal Safety.

The Ministry of Transport is responsible for the national transport policies, overall planning programming, design and construction of Public Railways, Ports and Airports infrastructure, communication and approval of private sector projects in the related fields, setting regulatory basis for the operation and administration of transport facilities, implementation of infrastructure projects for ports, railways and airports, operation and management of ports and airports. And also, The Ministry of Transport has been assigned as the Responsible Authority for Management of IPA funds in transport sector in period of 2007-2009.
Undersecretariat for Maritime Affairs is the authority responsible for the Search and Rescue (SAR) activities in Turkey. The name of this mentioned organization is the Main Search and Rescue Coordination Center (MSRCC). MSRCC is responsible for coordinating the SAR activities by land and sea, arranging SAR policies; make an agreement between neighboring states to establish SAR and carrying out international SAR activities.

The CFCU will be Implementing Agency and will be responsible for all procedural aspects of the tendering process, contracting matters and financial management, including payment of project activities.

Directorate General of Coastal Safety, which has a vision to in order to improve the safety of navigation within the full understanding of its personnel, equipment and experience with the gravity and understanding of "Your Own Safety Is Our First Priority", is responsible of Search and Rescue, Salvage and Towage, Turkish Straits Vessel Traffic Services (TSVTS), Navigational Aids (Lighthouses, Buoys, dGPS, RDF,...), Marine Communication and marine oil spill response during salvage operations or in case of emergency situations. If the 8300 km length coastal area of Turkey and especially high dangerous situation of the Straits is assessed it is easy to understand the importance of responsibilities of our Administration.

In Turkey, marine communication is the responsibility of Turkish Coastal Radio which recently became a branch of Directorate General of Coastal Safety (DGCS). DGCS cooperates with the Main Search and Rescue Coordination Center (MSRCC) and Coast Guard in search and rescue operation in Turkish waters.

The Management of Radio Operation, comprised under the general term of “Turkish Coastal Radio Station or Turk Radio”, is the biggest and the only long distance station that gives radio telex, telephony services on different marine bands like MF (Medium Frequency), HF (High Frequency) at all of the world seas and VHF (Very High Frequency) at Turkish territorial waters to Turkish and foreign vessels.

**Main responsibilities of Turkish Coastal Radio (TURKRADIO):**

1- Broadcasting of Navigational Distress and Safety Warnings to mariners
2- Broadcasting of Navigational Printed Warnings to mariners (Navtex)
3- Broadcasting of Meteorological Bulletins to mariners
4- Broadcasting of ISPS Broadcasts to vessels
5- Rutin and Emergency Marine Communication
6- Broadcasting Navtex Warnings to mariners via Directorate General of Coastal Safety’s web site
7- Accounting Authority in Turkey (TRO1)
8- Technical Maintenance and Repairing Operations of Sea and Public based Radio Systems

Salvage and Rescue Department of DGCS has fulfilled the services of tugs, underwater works, salvage & towage with 2 conventional salvage vessels, 4 Fi-Fi class-1 tugs, 11 Firefighting tugs and various type service boats which make up to 25 vessels. Also our project is to include 2 Fi-Fi Class-2 tugs in the near future.
DGCS has the capability of responding marine oil spills during salvage operation or in case of any emergency situation to respond to the marine oil spills.

Turkish Straits Vessel Traffic Services (TSVTS) are to be rendered up to now from at the end of 2003 in the interest area—called Turkish Straits—and equipped with 13 observation Towers. Each Observation Tower has X band radar, Monocolor - Color-Infrared Camera and Network Equipment. A few Towers has extra, meteorological Stations and communications equipments. Traffic Organization Service is aimed to effective vessels passing planning within the certain criteria without wasting time vessels on the entrance of Turkish Straits.

Aids to Navigation Services organized along the Turkish coast are to be rendered with 417 lighthouses, 34 light-buoys, 19 marking buoys, 15 fog whistles, 2 fog bell and 3 beacon 9 racon equipments.

The Senior Programme Officer is in charge of technical implementation and monitoring of contracts, notifying the CFCU of difficulties or non-performance during contract implementation.

Project Management Unit PMU, will be composed of Directorate General of Coastal Safety officers and Turkish Coastal Radio’s technical staff and responsible for the coordination and day to day management of the project. The Twinning Light activities will be carried out by the above described twinning experts, normally civil servants of the European Union country assigned to implement the project with the collaboration of national experts from Directorate General of Coastal Safety.

Our stakeholders in this project are Ministry of Transport, Main Search and Rescue Coordination Centre UMA, Directorate General of Coastal Safety, Turkish Coastal Radio TURKRADIO, Chamber of Shipping, Telecommunications Authority, Directorate of Civil Defence. This Project will facilitates harmonization of Turkish Coastal Radio’s Implementation Regulation with draft regulations and laws that are transposed from EU directives and with completion of Project radio communication in accordance with EU standards will be ensured.

Project Steering Committee PSC, shall provide strategic guidance in respect of the project implementation and shall be consultant our major decisions. PSC shall be convened at least twice a year on request of the PMU. PSC comprises representatives of Ministry of Transport, Main Search and Rescue Coordination Centre UMA, Directorate General of Coastal Safety, Turkish Coastal Radio TURKRADIO, Chamber of Shipping, Telecommunications Authority, Directorate of Civil Defence, representatives of the CFCU and EC Delegation as observer. Turkish Project Leader will convocate and co-chair the meetings.

The opportunities to enhance the administrative and technical efficiency of Radio Communication Administration are several. The most notable is cooperation with comparable administrations from the EU in order to share and/or transfer experiences regarding organizational structure, institutional cooperation and information support. The next step is to modernize the essential equipment and required know-how
necessary to connect the related information system with systems of other adjacent EU countries.

The tender for this project can be launched on the condition that, by submitting a formal Declaration of Assurance, showing that the beneficiary has sufficient staff in a list for technical implementation and monitoring of the contracts.

For monitoring of project management and activities, the beneficiary will prepare the monitoring reports to be submitted to the National Aid Coordinator (NAC). Besides an Independent Interim Evaluation Team contracted by the EC will also prepare an Interim Evaluation Report for the evaluation of the project management and implementation.
ANNEX 4. Reference to laws, regulations and strategic documents:

- Council Resolution of 19 November 1992 on the implementation in the Community of the European Radio communications Committee Decisions 31992Y1204(01)
- National Law No: 2813 on Radio

Related International Rules

- International Convention for the Safety of Life at Sea (1974 SOLAS), Chapter IV, Rule 2 (Article 3,5,7,9,11), Rule 5 (Article 3,5), Rule 7 (Article 1,1.1,.1.2)
- International Convention for the Prevention of Pollution from Ships, MARPOL 73/78, Protocol No:1 Provisions concerning reports on incidents involving Harmful Substances
- International Telecommunication Union (ITU) related recommendations,

Reference to AP /NPAA:

A.P. -Short-Term:

- Continue the alignment with the transport acquis in all transport modes.
- Strengthen Maritime Administration, in particular that of flag state control and improve the safety record of the Turkish fleet to be removed from the Black List flag states of the Paris Memorandum of Understanding.
A.P. -Medium Term:

- Complete the legislative and administrative alignment on all modes of transport. For road transport aim in particular at market access, road safety, road worthiness tests, road side inspections as well as social, fiscal and technical rules. Maritime transport should include maritime safety.

The National Program states:


Main Task 9.4.1 Adoption of an action plan on maritime transport in Turkey, adoption and implementation of related EU legislation, strengthening of the infrastructure via administrative, technical and training measures.

Task 9.4.1.3 Adoption of EU maritime safety legislation other than flag state and port state implementations and strengthening the implementation”

Reference to MIPD:

Turkey Multi-annual Indicative Programming Document mentions under Component-1 Transition Assistance and Institution Building

“2.1.3 Major areas of intervention

For 2007-2009, the main areas of intervention for the Institution Building component, in accordance with the Commission’s pre-accession strategy for Turkey, are:

- Addressing the Copenhagen political criteria;
- Assistance for the transposition and implementation of the acquis, including the strengthening of the administrative and institutional capacity;
- Promotion of the EU-Turkey Civil Society Dialogue

2.1.5 Main priorities

Under transposition and implementation of the acquis it is mentioned that one of the focus of assistance in this area will be on transport policy (alignment of legislation in all transport modes)”

Reference to National Development Plan:

Turkey has prepared a “Preliminary National Development Plan” for the years 2004-2006. This plan identifies “Improvement of Infrastructure Services and Environmental Protection” as one of the four development axis. The plan states that “Strengthening Maritime Safety” (Measure 3.2) as an important input for “Priority 3.

2 http://ekutup.dpt.gov.tr/plan/p-ndp.pdf
Formation of hub ports by improvement of port capacities and strengthening maritime safety to provide an efficient service within the EU transportation networks”.

Furthermore in 9.National Development Plan for the years 2007-20130 it is mentioned that,

“7.1.5. Improving the Energy and Transportation Infrastructure

Importance and priority will be given to increasing traffic safety in all modes of transportation, highways in particular, to protecting and efficiently using the existing infrastructure and to making maximum use of information and communication technologies.

Reference to national / sector investment plans

A project on the modernization of the Very High Frequency-VHF system of the Turkish Coastal Radio will begin in 2008 and project will be funded by the national budget.
ANNEX 5. Details per EU funded contract (*) where applicable:

The key experts that are required for Twinning Light Contract are as follows:
- Legal expert with extensive knowledge in EU policy on maritime sector.
- Expert with extensive knowledge in Radio Communication
- Expert with extensive knowledge in Maritime Safety

Further requirements for key experts will be announced during Twinning Light preparation.

Profile of the Project Leader and other twinning experts
In order to improve administrative capacity and follow the modernization of Turkish Radio Systems, including supervision of the procurements, installation of the equipment and training of personnel Project Leader shall be engaged and assigned for a period of 6 man/months. PL shall be civil servant or equivalent staff.

Experience and skills
- A university degree or equivalent rank in telecommunications, maritime affairs, engineering, or similar fields; postgraduate studies in maritime sector would be appreciated
- Experience in the development of national policies and strategies in the maritime sector
- Strong knowledge of international (IMO) and European Union policies and regulations in relation to maritime transport
- Sufficient experience with administrative and maritime activities
- Sound communication skills and previous experience of working in a multi-disciplinary and multi-national team
- Experience in the maritime safety sector
- Previous experience as project coordinator/project leader
- Sound knowledge of English
- Minimum of 3 years relevant experience in the organization of the practical application of the EU acquis in the field related to the twinning fiche

Tasks of the Project Leader
- Contacts with Member State's Administration representatives, relevant participating organizations, Turkish actors engaged in the project and EC Delegation
- Advise to the Turkish Administrations participating in the project
- Developing the implementation plans and coordinating and administering the work of the short term experts
− Monitoring the implementation of the twinning contract
− Advise on the harmonization or improvement required to comply with relevant EU maritime legislation
− Assessment on existing emergency response communication
− Cooperation and support to activities of other experts, particularly in respect of the following:
  − Organization of the Study visit and drafting Report on the findings of the Study visit
  − Drafting a report on improvement of administrative capacity
  − Organization and management of the Steering Committees (each six months)
  − Preparation of the final report in cooperation with the Turkish Project Leader

*Duration of PL secondment: 6 man/months*

Minimum of 3 experts should be appointed for the following fields of expertise:

**Twinning Expert on Maritime Policy of EU**

*Experience and skills*
− A university degree or equivalent rank in maritime affairs, law, engineering or similar fields; postgraduate studies in maritime sector would be appreciated
− Strong knowledge of international (IMO, ITU etc.) and European Union policies and regulations in relation to maritime transport and communication
− Sound communication skills and previous experience of working in a multi-disciplinary and multi-national team
− Sound knowledge of English
− Minimum of 3 years relevant experience in the organization of the practical application of the EU acquis in the field related to the twinning fiche

*Tasks of the twinning expert on Radio Communication*
− Analysis the existing legal procedure of Turk Radio, especially in case of marine emergency cases
− Analysis the existing legal EU procedures applicable in radio communication and maritime safety
− Performance of training courses related with maritime safety, radio communication and risk management in accordance with EU acquis for staff
− Preparation of the supporting materials (handouts, exercises, case studies, etc.)
Twinning Expert on Radio Communication

Experience and skills

− A university degree or equivalent rank in telecommunications, maritime affairs, engineering, or similar fields; postgraduate studies in radio communication or maritime sector would be appreciated
− Strong knowledge of international (IMO, ITU etc.) and European Union policies and regulations in relation to maritime transport and communication
− Sound communication skills and previous experience of working in a multi-disciplinary and multi-national team
− Experience in the communication sector
− Sound knowledge of English
− Minimum of 3 years relevant experience in the organization of the practical application of the EU acquis in the field related to the twinning fiche

Tasks of the twinning expert on Radio Communication

− Analysis of the presently existing operational system of Turk Radio, existing data, communication channels and accessible data collection methods
− Estimation of a conceivable development of organizations and institutions providing information and effects of new organizational modes and/or technologies
− Estimation of the future needs of other governmental services (EU Member States competent authorities) and administrations depending on or using data collected by Turk Radio
− Preparation of the training programme based on the assumed number of operators
− Performance of training courses related with developing telecommunication technologies for staff
− Preparation of the supporting materials (handouts, exercises, case studies, etc.)
− Outline of the data structure, forms, relations, structures and outputs
− Compatibility testing and draft proposal of upgrade procedure

Twinning Expert on Maritime Safety

Experience and skills

− A university degree or equivalent rank in telecommunications, maritime affairs, engineering, or similar fields; postgraduate studies in maritime sector would be appreciated
− Strong knowledge of international (IMO, ITU etc.) and European Union policies and regulations in relation to maritime transport and communication
− Sound communication skills and previous experience of working in a multi-disciplinary and multi-national team
− Experience in the maritime sector
- Sound knowledge of English
- Minimum of 3 years relevant experience in the organization of the practical application of the EU acquis in the field related to the twinning fiche

**Tasks of the twinning expert on Maritime Safety**
- Analysis of the presently existing emergency response methodologies
- Performance of information meetings on developing technologies in accordance with emergency response operations
- Estimation of the future needs of Directorate General of Coastal Safety and Turk Radio
- Preparation of the training programme based on the assumed number of operators
- Performance of training courses on maritime safety
- Preparation of the supporting materials (handouts, exercises, case studies, etc.)

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<tr>
<th><strong>Contract 1</strong></th>
<th><strong>Twinning Package</strong></th>
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<td><strong>Receivers</strong></td>
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<td><strong>Remote Control System</strong></td>
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<td><strong>Transmitter Antennas</strong></td>
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TECHNICAL SPECIFICATIONS

- Transmitters; 5 KW MF/HF, 10 KW HF
- Transmitting antennas; 2-30 MHZ, 10 KW, 1,6-30 MHZ, 10 KW
- Receivers; MF/HF, controllers
- Receiving antennas; 3,6-30 MHZ CONE RX, 2-28 NHZ RX, 2 MHZ RX,
  SPLITTERS AND SELECTORS
- Generators; 1000 KW engine generator with otom. transferboard,
  350KW engine generator with otom. transferboard
- UPS; 40 KW
- Software; complementary software like server, workstation etc.
- Hardware; complementary hardware like modem s, computers, audio
  system, component equipments of consoles etc.

More Information

- Maritime Safety; Over 55.000 vessels, on average, annually use the Turkish Straits
  and almost 145 million tons of hazardous material was transferred through the Straits
  only in 2006. In recent years energy becomes critically important especially in Black
  Sea and Mediterranean Sea regions, as the communication is indispensable at
  emergency response of the accidents. As usual, energy is a corner stone in developing
  world. Circumstantially, energy potential of Black Sea Basin has key position in
  expanding to the world by means of Turkish Straits. During energy transfer,
  responding to an emergency call is essential for preventing the results to become fatal
  and environmental polluter. Subsequently, effective and active communication and
  related communication systems are the essential elements for providing sustainable
  energy policy. Communication has vital importance in not only to respond emergency
  calls and send relief aids for preventing possible losses, but also to minimize the
  casualties by providing risk management.

- Maritime Disasters; in recent years more than 500 ship accidents occurred in
  Straits. One of the most tragic accidents is Independenta, which has been ranked as
  10 worst accidents in the world due to the amount of oil spill. In 1979 Independenta
  collided with “Eypaait” resulting in the tragic death of 43 crew members and spill of
  94.600 MT crude oil. Another major accident is Nassia, collided with a bulk carrier
  named Shipbroker and 29 officers crew member lost their lives including the master
  of Shipbroker who burned totally. The fire on the tanker Nassia, fully laden with
  crude oil, caused serious pollution damage to the Straits and the whole marine
  environment. Approximately 20.000 tones of crude oil and a considerable part of
  Nassia's bunker spilled and vessel was on fire, which lasted 4 days 5 hours 40
  minute4s, resulting in the suspension of traffic in the Strait for several days. Once
  again Istanbul was lucky because the winds were not blowing towards land but out to
  seaward.

Radio communication is also very crucial in terms of communication ability in case
of disasters. This situation was certified once again in some disasters like, 17 August
1999 Earthquake in Golcuk (in which approximately 25,000 citizens lost their lives and all communication infrastructures were damaged) and latest war in Lebanon.

- **Legislation Harmonization:** In this framework, the by-law on Vessel Traffic Monitoring and Information System was drafted for the purposes of alignment with Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system. This Directive requires some reporting obligations for ships prior to entry into ports of Turkey and Turkish waters. Also some other Turkish legislation transposing relevant EU acquis on waste reception from ships, port state control, emergency response to marine pollution require some reporting and communication obligations. More reporting and communication obligations shall be executed under SOLAS and MARPOL Conventions as well as related international maritime conventions. Some safety notifications shall also be broadcasted for the purposes of ensuring maritime safety and implementation of rules of EU Acquis and International law.

Distress and safety broadcasts related with maritime have been broadcasting in accordance with procedures stated in the IMO Navtex Manuel Book. The radio communications at VHF, MF and HF bands have been performed in accordance with rules which exist in ITU Radio Regulation. The operational procedures at urgent communications, distress and safety are also taken place in these regulations. The equivalent of this regulation in our country is the Law of Radio numbered of 2813 and Radio regulation numbered of 18183.

As mentioned in Council Directive 96/98/EC of 20 December 1996 on Marine Equipments that “Member States do their utmost to ensure the international organizations, including the IMO, develop those standards expeditiously” therefore Turkish Coastal Radio needs to be modernized as soon as possible for implementing this requirement.


- **Project Benefits:** Within this project; new equipment will be installed, equipment breakdown and maintenance/repair costs will be minimized, personnel will be trained in the new system and its requirements, qualification of staff will be increased, coordination will be formed with other countries coastal stations, with the completion of the project communication resources will be improved and digitalized radio communication and data transfer in Turkish waters will be possible between Turkish/foreign ships and land, navigation safety will be promoted, faster response to emergency situations and better coordination of maritime commercial traffic will be achieved and furthermore Turkish Coastal Radio’s staff will be specialized in related EU acquis on maritime safety and international implementations in the radio communication area.

As it is mentioned in ITU Radio Regulations some of the HF bands are designated as digital and it is requested countries to make related arrangements. In application of this regulation, existing service will be affected negatively. By the time internet and email communication has been increasing day by day.
**List of the used abbreviation and acronyms**

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>AP</td>
<td>Accession Partnership</td>
</tr>
<tr>
<td>CFCU</td>
<td>Central Finance and Contracts Unit</td>
</tr>
<tr>
<td>COMSAR</td>
<td>Sub-Committee on Radio communications and Search and Rescue (of IMO)</td>
</tr>
<tr>
<td>DGCS</td>
<td>Directorate General of Coastal Safety</td>
</tr>
<tr>
<td>DIS</td>
<td>Decentralized Implementation System</td>
</tr>
<tr>
<td>DSC</td>
<td>Digital Selective Calling</td>
</tr>
<tr>
<td>EC</td>
<td>European Commission</td>
</tr>
<tr>
<td>ECD</td>
<td>European Commission Delegation</td>
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<tr>
<td>ETSI</td>
<td>European Telecommunication Standards Institute</td>
</tr>
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<td>EU</td>
<td>European Union</td>
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<tr>
<td>EUSG</td>
<td>Secretariat General for EU Affairs</td>
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<tr>
<td>GMDSS</td>
<td>Global Maritime Distress and Safety System</td>
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<tr>
<td>HF</td>
<td>High Frequency</td>
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<tr>
<td>ITU</td>
<td>International Telecommunication Union</td>
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<tr>
<td>MHF</td>
<td>Medium to High Frequency</td>
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<tr>
<td>NPAA</td>
<td>National Program for the Adapting <em>Acquis</em></td>
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<td>PAO</td>
<td>Programme Authorising Officer</td>
</tr>
<tr>
<td>TCR</td>
<td>Turkish Coastal Radio</td>
</tr>
<tr>
<td>TSVTS</td>
<td>Turkish Straits Vessel Traffic Services</td>
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<td>UMA</td>
<td>Under secretariat of Maritime Affairs</td>
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<td>VHF</td>
<td>Very High Frequency</td>
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<td>ACTIVITIES</td>
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</table>

| STATION STATUS                                 |              |         |
|------------------------------------------------|--------------|
| VHF STATION                                    | 26           |
| (3 CONTROL CENTER)                             |              |
| MF STATION                                     | 4            |
| (ISTANBUL CONTROL CENTER)                      |              |
| NAVTEX STATION                                 | 4            |
| (ISTANBUL CONTROL CENTER)                      |              |
| HF STATION                                     | 1            |

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### DEFINITIONS

| **MF:** | Medium frequency (MF) refers to radio frequencies (RF) in the range of 300 kHz to 3000 kHz. |
| **HF:** | High frequency (HF) radio frequencies are between 3 and 30 MHz. |
| **VHF:** | Very high frequency (VHF) is the radio frequency range from 30 MHz to 300 MHz. Frequencies immediately below VHF is HF, and the next higher frequencies are known as Ultra high frequency (UHF). |
| **IMO:** | The International Maritime Organization (IMO) is a London-based United Nations organization whose decisions have treaty status in the U.S. and most of the world. The predominant IMO treaty document affects maritime communications. |
| **SOLAS:** | Safety of Life at Sea (SOLAS) Convention. Chapter IV of that Convention, the chapter defining telecommunications requirements on passenger ships and ships greater than 300 tons on international voyages, was amended in 1988, replacing what primarily had been a Morse telegraphy based system with newer, more modern means of communications. That system, comprising satellite and terrestrial radio communications, is collectively known as the Global Maritime Distress & Safety System, or GMDSS. Since SOLAS Chapter IV defines an international maritime safety telecommunications system having treaty status, that chapter has become the architect for maritime telecommunications used by vessels not regulated by SOLAS, such as recreational boaters and commercial fishing vessels. Although GMDSS was designed primarily for ships subject to the SOLAS Convention, it will also affect safety telecommunications of all vessels. |