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| **Ref No. X** | | **Project title** | | Feasibility Study for Development Maritime Single Window for ENP countries | | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Open Plan Consulting | European Neighbourhood Countries | | 144.000.00 | | 25% | 2 | EMSA – European Maritime Safety Agency | | EU | 25/09/2022  -  Ongoing | * Circle Spa |
| **Implemented as of September 2023:**  Appr. 10% | |
| **Detailed description of project** | | | | | | | | **Type and scope of services provided** | | | |
| **Type of Contract**: Service Contract  In order to simplify the ship reporting obligations and to streamline the processes in the context of ENP beneficiaries (hereinafter BCs), EMSA has included in its portfolio of activities, the development of a feasibility study in order to assess the possibility of developing a Maritime National Single Window (hereinafter MNSW) for each beneficiary or a Regional Maritime Single Window (hereinafter RMSW) for a joint group of beneficiaries, which would be hosted in the Agency’s premises.  A Maritime Single Window environment for BCs could provide tangible benefits, such as centralised  information flows, automated verification and analysis of exchanged information, processing of data and  optimisation routines, management of data submissions in different stages of trade and transport in the  international supply chain, and easy sharing of information.  This Direct Contract (DC) is for carrying out two Feasibility Studies for the development of Maritime Single Windows for ENP countries.  The Beneficiaries (hereinafter BCs) of the feasibility study are:   * ENP SOUTH (currently Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, and Tunisia). * ENP EAST in Black Sea (currently Georgia, Moldova, Turkey, and Ukraine)   The DC entails two main deliverables:   1. Feasibility Study for the development of a MNSW hosted by each beneficiary or a RMSW for ENP SOUTH countries hosted by EMSA (Study no.1). 2. Feasibility Study for the development of a MNSW hosted by each beneficiary or a RMSW for ENP EAST countries hosted by EMSA (Study no.2). | | | | | | | | Open Plan Consulting is junior partner to Circle Spa. The two companies together mobilise a wide range of Expertise including:   * Managers * Software Architect Consultants * Business Analysts * Maritime Experts * Support Staff   Open Plan Consulting mobilised in particular:   * Marco Simoncini, institutional development expert and Business Analyst, tasked wit Technical Management of the Assignment * Ilaria Tramonti, Junior Manager, tasked with coordination of Stakeholders involvement activities | | | |
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| **Ref No. X** | | **Project title** | | Coping with Climate Change as a cause of Conflict in Coastal Communities of Western Africa (C7-WA) | | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Fondazione Accademia Italiana della Marina Mercantile ((Open Plan Consulting Srl as Technical Advisor)) | Nigeria + Coastal ECOWAS Countries | | 2811611,70 | | 48% | 25 | **Contracting Authority:**  EU -Foreign Policy Instrument  **Final beneficiaries**:   * Coastal communities * Law enforcement agencies | | EU | 01/02/2022  -  31/01/2025 | * AAPW * WANEP * HOMEF |
| **Implemented as of September 2023:**  Appr. 35% | |
| **Detailed description of project** | | | | | | | | **Type and scope of services provided** | | | |
| **Type of Contract**: Grant contract for implementation of Capacity Building activities  C7-WA aims at improving the resilience of coastal communities in Western Africa toward climate change and conflict, addressing in particular the inter-linkage between the two dynamics.  This will be achieved by developing innovative tools related to conflict sensitive climate change adaptation, prevention of environmental crimes that exacerbate CC impact on communities and monitoring of the impact of climate change as a driver of conflict. The tools, based on innovative research and global best practices, shall be then disseminated and tested through a large-scale capacity building program, targeting communities and local actors. The capacity building will represent the basis for the delivery of durable innovative solutions in the region, to be financed through a grant scheme, and an updated regional framework for Conflict prevention and early warning. The action is geared toward the delivery of practical solutions for communities and authorities, limiting the development of new regulatory instruments while concentrating on developing capacities to implement existent ones.  The **overall objective** is to strengthen West African Coastal communities’ resilience to cope with climate change reducing its impact as a driver of conflict and insecurity in the region. The action’s specific objective, contributing toward the overall objective, is to develop tools, methods and governance structures enabling cooperation between communities, national authorities and regional actors, to implement climate change adaptation meaures and prevent environmental crimes exacerbating the impact of climate change on coastal communities with a conflict-sensitive approach.  The specific objective shall be achieved through 3 intermediate outcomes:   * IOC-A: Development & implementation of tools for conflict sensitive climate adaptation in coastal communities * IOC-B: Development & delivery of capacity-building for conflict sensitive law enforcement in coastal areas, sea and inland waters * IOC-C: Regional dissemination of tools and Improvement of the Capacity of Governments and Regional actors to implement policies addressing the nexus between insecurity and climate change   The action is therefore structured in three components, realised within 3 works packages:   * Work Package 1: Research and Development of Tools * Work Package 2: Capacity Building * Work Package 3: Testing, capitalization, and dissemination   The Components will realize the following outputs directly connected to each component:   * A.1.1 Research on the interrelation of climate change, environmental degradation, conflict & crime in coastal areas. * B.1.1 Identification of global best practices for conflict-sensitive intervention by law enforcement/navies to address environmental crimes at sea * A.1.2 Tools and methods for supporting a conflict-sensitive climate change mitigation and adaptation in coastal communities, based on the tested Community Stakeholder Network Model * A.2.1 A Capacity Building programme, consisting of training sessions and joint development of local governance structures for local communities in the WA region * B.2.1 A Capacity building programme, consisting of training sessions and joint development of standard procedures for law enforcement agencies to improve effectiveness of prevention of environmental crimes and ecological harms through community involvement and to intervene to contrast environmental crimes at sea in a conflict-sensitive way * C.3.1 At least 12 pilot actions implemented in local communities to support conflict-sensitive CC adaptation and mitigation on the basis of the Community Stakeholder Network Model * C.3.2 A set of recommendations for improved integrated governance of security and climate change at national and regional level delivered to national governments including capitalisation tools * C.3.3 Developed and tested method for enshrining effects of climate change as drivers of conflict in the existing ECOWAS Conflict Prevention Framework and the connected ECOWAS Early Warning and Response Network | | | | | | | | The Fondazione Accademia della Marina Mercantile is the coordinator of this action, implemented in cooperation with the two international organisations:   * Académie des Sciences et technique de la Mer (based in Ivory Coast) * Port Management Association of Western and Central Africa (based in Nigeria)   The FAIMM is responsible for the overall coordination of the project and the implementation of Component B:capacity building to maritime/coastal law enforcement. For the implementation of project activities the FAIMM has:   * Mobilised internal staff to implement the project, including:   + Project coordinators and project managers   + Financial management staff * Mobilised experts to cover the following technical positions:   + Researcher in Security and conflict for maritime/coastal areas   + International coordinator for Law enforcement at sea/Coastal Areas   + International Analyst for Maritime Environment & Climate Change   + Institutional Development Expert   + Climate Change & Conflict Scientific coordinator   + Grant Management Expert   + Communication officer   + Operational security Component Coordinator   + International Law enforcement Experts   + Local Law enforcement traines * Implements Missions to West Africa in order to develop and implement a training programme in cooperation with Final beneficiaries * Established a management system for the implementation of a grant scheme targeted to Communities and Law enforcement agencies of coastal ECOWAS Area * Assured coordination and synergy with other international initiatives in the area. * Established a communication strategy in line with EU guidelines. | | | |
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| **Ref No. X** | | **Project title** | | **Services for the feasibility study of the secondary raw materials supply chain** | | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Open Plan Consulting Srl | Italy | | 39.600,00 | | 100% | 4 | **Contracting Authority:**  EU -Regional Policy Instrument  Italian Ministry of Agriculture and Fishery  CNR - Consorzio Nazionale della Ricerca (Italian National Research Institute  **Final beneficiaries**:   * Fishery communities * Local Authorities | | EU | 01/07/2022  -  31/01/2023 | * N/A |
| **Detailed description of project** | | | | | | | | **Type and scope of services provided** | | | |
| Activities to be implemented under this service of pre-feasibility study are the following:   1. survey and interviews at 5 plants for the selection and treatment of recyclable dry fractions 2. investigation of 5 industrial plants able to reuse the secondary raw material recovered from the sea and selected at treatment plants 3. collection and analysis of good practices and experiences useful for defining the feasibility study 4. collection and analysis of information on the type of products that can be produced with the secondary raw material generated by the recovery of waste at sea | | | | | | | | The service is contained within the framework of a Regional Project focused on the identification and introduction of sustainable instruments and methods for the development of circular economy measures in the fishery sector in Italy, and in particular in the Region of Campania, that is identified as an important pilot area for the pre-feasibility studies and tests for the entire Mediterranean area.  The expected results to be attained by the technical assistance service project are the following:   * At least n. 5 checks at selection and treatment plants for recyclable dry fractions located in Campania, with the aim of assessing the technical needs and problems relating to the activation of the supply chain; * At least n. 5 interviews at industrial plants capable of reusing the secondary raw material recovered from the sea and selected at the treatment plants; * Elaboration of a document on good practices and experiences useful for defining the feasibility study; * Elaboration of a document from which suggestions and indications on the type of products achievable with the secondary raw material generated by the recovery of waste at sea are derived; - Preparation of a final report. | | | |

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| **Ref No. X** | | **Project title** | | **Georgia: Assisting the maritime transport agency in the implementation of the maritime single window facility** | | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Open Plan Consulting Srl | Georgia | | 58000,00 | | 15% | 1 | **Contracting Authority:**  EU -Facility for the implementation of the EU-Georgia Association Agreement  **Final beneficiaries**:   * Government of Georgia | | EU | 01/03/2021  -  30/06/2021 | * IBF FWC Consortium * WE Global Srl |
| **Detailed description of project** | | | | | | | | **Type and scope of services provided** | | | |
| this Technical Assistance service was implemented under the framework of the EU assistance to the Government of Georgia (GoG) in the implementation of a Maritime Single Window (MSW) system. Its objective was to support the Georgian Government (namely: the Georgian Maritime Transport Agency (MTA) in setting up the Maritime Single Window environment, thus facilitating the modernization of the customs processes on one hand and facilitation of the harmonization of the maritime vessel reporting obligations on the other.  The specific objectives of the AA Facility’s present assignment were to assist the MTA in the following activities:   1. To improve the efficiency, effectiveness and interagency coordination through simplification and standardization of documentary and procedural requirements (administrative burden reduction) 2. To enhance the electronic exchange of information among the concerned stakeholders, including the different government authorities and services 3. To contribute to the better coordinated activities (e.g. inspections) by different government control authorities involved in the ship clearance.   More specifically, the AA Facility has supported the MTA in conducting the preliminary preparatory activities for the Maritime Single Window implementation, in the analysis of the current legal situation in Georgia and in the legal drafting according to the implemented analysis of the gaps and the needs. | | | | | | | | The Experts were requested to draft the following documents:  1. A document on Legal issues checklist, aimed at informing the follow-up legal analysis to assure compliance of the Georgia’s legislative framework with the needs posed by the implementation of a Maritime Single Window System,  2. A written analysis of the existing legal environment, incl. recommendations for the development and ‘domestication’ of the International Standards and Procedures for the implementation of the Maritime Single Window in Georgia ports- A Policy on Maritime information sharing;  3. Draft laws and regulations for the setup of the MSW and the prospective alignment to EU standards.  The service contained, in particular, the objective to assist the MTA in setting up the Maritime Single Window environment that is expected not only to simplify the processes via harmonization of the vessel reporting obligations, but also to streamline the customs procedures.  For Georgia, it resulted in improving efficiency, effectiveness and interagency coordination through simplification and standardization of the documentary and procedural requirements (administrative burden reduction) and electronic exchange of information, better coordinated activities (e.g. inspections) by various government control authorities involved in the ship clearance. In order to avoid any duplication of activities, the experts paid attention to take into account all the existing, current or future developments of the MSW as proposed by EU and by the Internationals standards.  the plan of activities performed by the TAT of Experts has produced the following:  Phase A – Implementation of a series of interviews consultations with MTA and relevant stakeholders;  Phase B - Drafting of a Legal issues checklist and provision of the written analysis of the existing legal environment, incl. recommendations for the development and ‘domestication’ of the International Standards and Procedures for the implementation of the Maritime Single Window in Georgia ports.;  Phase C - Assistance to development and provision of the draft laws and regulations for the prospective adoption;  Phase D - Finalizing the outputs, including the comments provided by the MTA, and submission of the consolidated drafts legislation and final report. | | | |

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| **Ref No. X** | | **Project title** | | **Technical assistance for Search and Rescue system overview** | | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Open Plan Consulting Srl | Italy, IMO Countries | | 20.000,00 | | 50% | 2 | **Contracting Authority:**  Italian Government | | Italian Government | 01/01/2019  -  31/05/2019 | * EEI ENGINEERING S.P.A. |
| **Detailed description of project** | | | | | | | | **Type and scope of services provided** | | | |
| **Type of Contract**: Technical assistance service contract for implementation of Capacity Building activities  The activity implemented under the service contract was the development of a study containing an overview of the SAR (Search and Rescue) operations at sea, to be used as legal and operative framework for the creation of a Software for SAR operations’ coordination and management, in use by National authorities and Maritime Law enforcement organizations. In particular, the study provided an analyse according to the following main topics:   1. Search and Rescue System Overview 2. SAR Computer Based System 3. IAMSAR Manual Vol. I, II and III credentials | | | | | | | | Open Plan Consulting realised the service through the Mobilisation of Institutional Development Expert (Massimo Gacci) and Maritime Operations Expert (Paolo Favilli).  The main contents of the study developed by the present technical assistance project is the following:   * **ORGANIZATION: Forewords, National and regional systems, SAR as a system** (Communications, Alerting posts, Locating SAR coordination, On-Scene, Rescue coordination centres, Facilities and equipment, Plans of operation, SAR facilities, Support facilities, Computer resources) * **Planning processes** (SAR plans, Operational plans) * **CO-ORDINATION: SAR co-ordination and organizations to involve in the operations** * **RESOURCES:** SAR resources, Ship reporting systems and vessel tracking, Global Maritime Distress and Safety System, Aeronautical systems * **SAR OPERATION STAGES** Awareness Stage, Initial Action Stage, Planning Stage, Operation Stage, conclusion Stage * **DOCUMENTATION: Mission documentation** (Logs and diaries, SAR forms, SAR charts and overlays, SAR case files | | | |

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| **Ref No. X** | | **Project title** | | Consultancy for the provision of technical support for the establishment of a Maritime Single Window for the South-West Indian Ocean region | | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Open Plan Consulting | SWIO Region | | 219.554,70[[1]](#footnote-1) | | 100 | 6 | Indian Ocean Commission | | Japanese Government | 02.12.2021  -  29.03.2022 | None |
| **Detailed description of project** | | | | | | | | **Type and scope of services provided** | | | |
| The Consultancy is implemented within the framework of the Enhancing Maritime Connectivity Project managed by the Indian Ocean Commission. In particular, the assignment covers the SWIO region including nine (9) countries and territories, members of PMAESA, five (5) IOC members (Comoros, Madagascar, Mauritius, Seychelles and Réunion, an outermost region of the EU) and four (4) Eastern and Southern Coastal States of Africa, (Kenya, Tanzania, Mozambique and South Africa).  The consultancy addresses the choice of the technology itself and adoption of the system by stakeholders. The latter is compounded by the multi-stakeholder, multi-institutional, multi-cultural, and multi-country dimensions of the project. Critical for participating SWIO states is to have a common concept of a Maritime Single Window based on its functions, including cross-regional interoperability, the added value of using such a system for each country and the implications in terms of regulatory and institutional changes and costs.  The main tasks required for establishing a Maritime Single Window for SWIO region are described below.   * **Task 1: Map of Existing Systems in Participating SWIO States** Building on information gathered from the country diagnostics a full description of the systems (electronic or manual) that are in place in each country for the clearance of goods on import and the procedures required for exports, is elaborated. A standard methodology is adopted to facilitate comparison among SWIO countries and for benchmarking against best practices and international regulations such as the Convention for Facilitation of International Maritime Traffic (FAL). The mapping indicates how the national systems manage key processes related to the clearance and forwarding of goods * **Task 2:** Identification of Appropriate Technology. desk analysis of existing Maritime Single Window (MSW) systems in use in other countries, looking at proprietary systems as well as open-source systems leading to a recommendation of an MSW system that would be most appropriate for SWIO shipping and trade environment will need to be made, on the basis of a multi-criteria analysis (MCA) * **Task 3:** Compile a Strategy to Integrate Systems, identifying the main tasks that will need to be undertaken to implement an MSW system across the SWIO region. A detailed strategy, with outline timing and associated costing, is developed to provide guidance to the IOC/PMAESA secretariats and individual states how a regional MSW could be established. * Task 4: Prepare a Roadmap to for MSW Implementation, translating the strategy prepared in Task 3 to a more detailed implementation plan (or roadmap) for the establishment of an MSW system for the SWIO region. The roadmap sets out the actions that participating SWIO countries will need to undertake, as individual and/or regional coordination actions, to ensure an optimum regional outcome (e.g., regional protocols to ensure interoperability, customs cooperation and so forth). | | | | | | | | Open Plan Consulting is sole contractor and responsible for overall implementation of the consultancy  In particular, Open Plan Consulting:   * Provides Project Coordination, Project Management and Team Management * Mobilises Key Experts as follows:   + Team Leader (Mwanaulu Issa Mwajita)   + Trade Facilitation Expert (Ali Ahmed Juma)   + Data Analyst (Antony Kamau Muchene)   + Stakeholders engagement expert (Alain Gohomene)   + System Development and management engineer (Gadi Benmoshe)   + Legal and institutional expert (Marco Simoncini) * Mobilise the Project Director (Massimo Gacci) and the Manager/International Institutional Expert (Marco Simoncini) for coordination and review of developed outputs and monitoring of timely delivery of outputs. * Organises and implement missions for stakeholders’ consultations in several states of the SWIO region * Assures the deliverable of all project outputs, overseeing data collection analysis and the production of reports * Cooperates with other institutions and contractors involved in the EMCP project, assuring coordination across various projects and actors (including the EU, other contractors, the Port Management association of Eastern Africa, the port association of the Indian ocean, international chambers of commerce etc.. | | | |
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| **Ref No. X** | | **Project title** | | **Technical Assistance for the update and regulation of the Cape Verde Maritime Code (CMCV)-EuropeAid/140017/IH/SER/CV** | | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | **Origin of funding** | | **Dates (start/end)** | **Name of consortium members, if any** |
| Open Plan Consulting | Cape Verde | | 410.000,00 | | 80 % | 5 | Government of Cape Verde | European Union | | 17.01.2020  -  30.01.2023 | * Miranda & Associados |
| **Detailed description of project** | | | | | | | | | **Type and scope of services provided** | | |
| **Type of Contract:** Service Contract for Technical Assistance and Capacity Building  The overall objective of the Assignment is: to contribute to the territorial integration of the country territory and greater mobility of persons and goods at national and regional level  The specific objective of the contract is to review, modernise and develop implementing regulation for the current Cape Verde Maritime Code (CMCV) so that the country is equipped with legislation that facilitates maritime activities in its various aspects.  The Results to be achieved by the contractor are:   * To modernise the Cape Verde Maritime Code and develop adequate legal instruments to assure the implementation of its institutional and operational aspects at the national, regional and international levels. * To assure widespread dissemination of legislation produced among the main actors and the general public.   The tasks to be implemented are as follows:   * Modernising the Cape Verde Maritime Code and regulating all its institutional and operational aspects   + 1.1 Analyse the international sector conventions, the Cape Verde Maritime Code (CMCV), as well as other sectoral legislation and identify the requirements for updating and regulating the code and related legislation;   + 1.2 Draw up a coherent work plan for the update of the CMCV and propose to the Ministry of Economy ("MEM") for approval;   + 1.3 Develop the projects of legal instruments necessary for the updating the CMCV and submit to the MEM for discussion and approval;   + 1.4 Full legal monitoring from the collection of inputs for the revision of the CMCV to the publication of the legal instruments for amending the CMCM   + 1.5 Research and collection of material, experience and legal opinions relevant to the update of the CMCV;   + 1.6 Consultation of institutions and entities with experience and competence in the review of the CMCV;   + 1.7 Submission of proposals for review   + 1.8 Drafting of the proposal for legislative authorisation, monitoring and legal assistance to legislative review by national bodies when submitting the same authorisation;   + 1.9 Drafting of the amendments and the full text of the CMCV with the amendments;   + 1.10 Legal monitoring until the effective publication of the CMCV with its amendments;   + 1.11 Carrying out the legal work inherent in the proper implementation of the amended CMCV. * Widespread dissemination of legislation produced between key actors and the general public   + 2.1 Support the Cape Verde institutions in the preparation of a socialization plan and effective socialization of the new CMCV following its approval and publication in the Official Bulletin;   + 2.2. Translation of the new CMCV into French and English languages;   + 2.3 Book edition of 500 copies and publication in digital version of the CMCV in Portuguese | | | | | | | | | Open Plan Consulting (Lead) and Fondazione Accademia Italiana della Marina Mercantile (Consortium Member) will be tasked with the overall coordination and implementation of project activities.  In particular, Open Plan Consulting:   * Provides Project Coordination, Project Management and Team Management * Mobilises 3 Key Experts as follows:   + Team Leader (Marta Chantal Ribeiro) for 120 Working Days   + Maritime Economist (Fernando Grilo) for 75 Working Days   + Communication and Awareness Expert (Claudia Fernandes de Brito) for 35 Working Days * Mobilise the Project Director (Massimo Gacci) and the Manager/International Institutional Expert (Marco Simoncini) for coordination and review of developed outputs and monitoring of timely delivery of outputs. * Mobilises non-key Experts on the basis of the needs of the project:   + National Cape Verde Legislation Expert (Lidia Sancha) for 50 Working days   + International Maritime Safety Expert (Olivier d’Auzon) for 15 Working days   The FAIMM:   * Assures logistical implementation of the project through its office specialised in international technical assistance mobilisation * Takes care of the production of communication and awareness materials and the organisation of events * Provides secondary review of developed outputs   *The partners of Miranda & Associados provide an additional key expert (Legal translation expert) and an international legal team.* | | |
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| **Ref No. X** | | **Project title** | | **Support to the fisheries sector in Albania ( EuropeAid/155184/DD/ACT/AL)** | | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | | **No of staff provided** | **Name of client** | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Fondazione Accademia Italiana della Marina Mercantile  (Open Plan Consulting Srl as Technical Advisor) | Albania | | 4.700.000,00 | | Approx. 70% | | 25 | **Contracting Authority:**  EU delegation to Albania-  **Final beneficiaries**:   * Ministry of Agriculture, Rural Development and Water Administration of Albania (MARDWA) * Fisheries Inspectorate * Fisheries and aquaculture sector businesses and associations | European Union | 1.12.2018  -  30.6.2022 | * Ministry of Agriculture of the Republic of Italy (IT) * Italian Coast Guard general Headquarters (IT) * EV ILVO (BE) |
| **Detailed description of project** | | | | | | **Type and scope of services provided** | | | | | |
| **Type Of Contract:** Grant Contract for implementation of Technical Assistance  The project aims at supporting the fisheries sector in Albania through:   * Establishing of properly staffed and skilled administration with a capacity to design public policies and legislation in an inclusive and evidence-based manner and to implement, monitor and enforce the appropriate policies in the sector, * Increasing the awareness of stakeholders and general public, including business and consumer associations and civil society regarding the protection of the fishery resources against illegal, unregulated and uncontrolled fishing and also of demographic and environmental hazards to the sector, * Creating the appropriate financial mechanisms to support the private sector in taking an important stake in the improving of the fishing fleet and related infrastructure.   In order this sense, the action “Support and Transfer of Expertise to Fisheries in Albania“ has the following General Objective:   * To increase the contribution of fishery sector to the economic development of Albania by improving management and protection of fishery resources in line with the EU Common Fishery Policy   The general objective will be achieved through the following specific objectives:   * Objective 1: To develop the capacity of the Albanian fishery administration to design, implement, enforce and monitor the relevant policy measures and regulations.   This objective is related to the development of Albanian institutional capacities in the fisheries sector and will mainly be achieved through activities focused on training and capacity building. For this objective, the main target group is represented by public actors of the fisheries sector. The following results are related to this objective:   * + Result 1.1\_The fisheries' strategic documents and legislation are aligned with the budgetary plan and government priorities, they are implemented and monitored through performance indicators   + Result1.2\_A sufficiently staffed fishery administration disposes of the appropriate systems and capacity to implement and monitor the policy measures as drawn in the strategic documents   + Result 1.3\_The capacity of inspection services to combat illegal, unreported and unregulated fishing is improved in coordination with other involved agencies * Objective 2: To improve the sustainability of the exploitation of the fishery resources in Albania and the performance of the marine fisheries   This objective is related to study and improve the sustainability of fisheries in Albania from an economic, social and environmental point of view and will be mainly achieved through activities directly aimed at private sector operators of the fisheries sector, including training sessions, awareness-raising activities and the implementation of a grant scheme. The following results are related to this objective:   * + Result 2.1\_ The exploitation of the fishery resources is more sustainable   + Result 2.2\_The public awareness of fishery stakeholders including fishermen and their organisations, fishing community, local government, Civil Society Organisations and schools on the protection of natural resources is increased   + Result 2.3\_ The economic performance of marine fishing fleet is improved   In order to achieve these objectives, the project implements the following:   * **Technical assistance**, including legislation review, support to institutional framework re-organization, training and capacity building on scientific and economic data collection, preparation of fisheries plans, realization of training needs assessments, preparation and delivery of training, analysis of environmental and economic sustainability of fisheries and identification of financial support measures for the sector. (Budget of 1.900.000 Euros); * **Procurement of equipment** for fisheries inspector in cooperation with beneficiary administrations and acquired in accordance to relevant EU rules for procurement under IPA funds. (Budget of 100.000 Euros) under activity 2.3; * **Implementation of a grant scheme** for the modernization of the fishing fleet, mainly aimed at Albanian vessel owners. The grant scheme should be implemented in strict cooperation with MARDWA and other relevant institutions. The action team will establish the required operational framework, such as a dedicated office, draft the application guidelines and procedures of implementation as well as implementing the scheme (Budget of 2.800.000 Euros, including 1.400.000 Euros of EU funding and 1.400.000 Euros of co-financing from sub-grant beneficiaries) under activities 4.1 and 4.2. | | | | | | The Italian Ministry of Agriculture and the Italian Coast Guard have tasked the Fondazione Accademia Italiana della Marina Mercantile to manage and implement this EU-funded Action on behalf of the Italian Government, realising all activities required under the Action Description.  In this sense, the FAIMM has:   * Established a dedicated project office in Tirana * Mobilised a Team of Experts Including identification and contractualization of both freelance experts and functionaries of the Italian ministry of Agriculture and of the Italian Coast Guard) for the following positions:  |  |  | | --- | --- | | Italian Team | Albanian Team | | Team Leader | Technical Officer | | Project Director | Legal and administration Expert | | Fisheries management experts | Coastal spatial planning expert | | HR Assessment and Training expert | Aquaculture expert | | Data Collection and Statistics expert | Banking and finance manager | | Fishery Inspectors | Procurement Expert | | EU Procurement, grants and International TA expert | Communication and Public Awareness expert | | Aquaculture Expert | Administrative Assistant | | Fisheries trainers | Financial Officer | | Fisheries management and environmental impact expert |  | | Fisheries administration Expert |  | | Legal Expert |  | | Fisheries economist |  | | Administrative personnel |  |  * Assured Project management and implementation of all logistics aspects of the project in order to deliver technical assistance, procurement of equipment and implementation of a grant scheme   The Experts team is mobilised to implement the following activities   |  |  | | --- | --- | | **WORK PACKAGE0: Project Management** | | | **WORK PACKAGE 1: Capacity Building to the Fisheries Administration** | | | 1.1 | Definition of number, functions, responsibilities, reporting and communication tasks of the staff in the fishery administration | | 1.2 | Revise and update legislation in line with developments of the EU CFP | | 1.3 | Set up the capacity to collect socio economic data and carry out economic analysis in the fishery sector | | 1.4 | Draw up of the needs on scientific data to be collected and stock assessment exercises | | 1.5 | Training to staff on provision of reliable catch statistics used in the preparation of management plans | | 1.6 | Update the statistics on the fishing fleet | | 1.7 | Assessment of the current databases and information systems, proposal for modifications and training to staff | | 1.8 | Preparation of management plans in line with stock assessment data | | 1.9 | Development of medium-term action plan for the fishery sector | | 1.10 | Preparation of plan on the Allocated Zones for Aquaculture | | **WORK PACKAGE 2: Capacity building to fisheries inspectorate** | | | 2.1 | functional analysis and coordination measures proposal for coordination of on institutions of enforcing of legislation in fisheries | | 2.2 | Training to fishery inspectors and administrators | | 2.3 | Equipment needs assessment and procurement | | 2.4 | Identification of international support instruments to support capacities of the inspection body | | **WORK PACKAGE 3: Supporting Sustainability of Albanian Fisheries** | | | 3.1 | Environmental Impact Assessment of the fishery sector | | 3.2 | Investment needs assessment for economic and environmental sustainability of fishery sector | | 3.3 | Analysis of marketing practices and establishment of a marketing information system. | | 3.4 | Training needs assessment of the fishing community | | 3.5 | Training seminars to the fishing community | | 3.6 | Awareness-raising events to promote protection of marine resources | | 3.7 | Visibility and awareness raising | | **WORK PACKAGE 4: Improvement of sector economic efficiency** | | | 4.1 | Investment climate assessment, drafting financing instruments and preparation of the application guidelines for the support to the sector | | 4.2 | Establishment of the institutional set up for the management of support and implement a grant scheme for fleet modernization | | 4.3 | Preparation of a fishing port development plan for a pilot area | | | | | | |
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| **Ref No. X** | | **Project title** | | **IPCOEA: Improvement of Ports’ Custom and Operations Efficiency in Africa (Contract: FED/2019/406-424 - Call: EuropeAid/138266/IH/ACT/Multi)** | | | | | | |
| **Name of legal entity** | **Country** | | **Overall contract value (EUR)** | | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Fondazione Accademia Italiana della Marina Mercantile  (Open Plan Consulting Srl as Technical Advisor) | Coastal ECOWAS countries | | 1.746.442,07 | | 70% | 12 | ACP Secretariat  **Final beneficiary**: Port management and trade-support organisations or Coastal ECOWAS states | European Union  Partners’ Own funding | 08.06.2019  -  29.03.2022 | * Académie des Sciences et technique de la Mer (Ivory Coast) * Port Management Association of Western and Central Africa |
| **Detailed description of project** | | | | | | | | **Type and scope of services provided** | | |
| **Type of Contract**: Grant contract for implementation of Capacity Building activities  The **project objective is** to:   * **promote the implementation of Port/Maritime Single Window systems in ports of Western and Central Africa (WCA) through the provision of training and capacity building to personnel.**   In this sense, the project shall implement capacity building aimed at improving the knowledge and expertise in 7 African Countries of Port Community Systems/Maritime Single Windows ie. IT-based systems involving all actors of a port community with the aim of facilitating the operations of maritime trading by providing a single channel for exchange of information within the port and with maritime trade actors (terminal operators, shipping companies, public authorities etc.)  Accordingly, the expected results are as follows:   * Enhanced capacity of target ECOWAS Countries’ trade support organizations and actors of port communities (Customs Agencies, National governments, Port Authorities, Regulatory agencies, Port Management Terminal Operators etc.) to implement a single window approach as a trade facilitation instrument; * Improved capacity of institutions of ECOWAS countries to implement customs reform in accordance to needs raised by the EU-WA EPA and the CET. * Improved availability of expertise and disseminated experience in the field of Single Window and Port Community System implementation in the target ECOWAS Countries as a base for the self-sustainability of the networking activities of trade-related organizations in the area   The outputs of the project can be summed up as follows:   * A network of professionals capacitated to design and manage technical assistance for implementing single window approach and establishing Port Community Systems. The members of the network include the 15 professionals trained under the medium-term training provided by the project and at least 10 other people working in the sector in ECOWAS countries. * A network of institutions and trade-support organizations aimed at supporting implementation of single window and port community systems * At least 100 personnel from ports of the ECOWAS region, capable of implementing single window approach through formal training * At least 7 pilot actions implemented for single window systems and/or Port Community System * One toolkit providing guidance to decision makers on establishment of Single Window and Port Community System * One on-line knowledge sharing platform established.   The project will implement the following crucial **activities**:   * implementation of a **medium-term training** for employees of ports and other institutional actors of port communities, lasting approximately 7 weeks and to be held in Abidjan during the first half of 2020. Trainees from 7 ports will receive training in all aspects of development and implementation of Maritime Single Window. * Implementation of **short-term training sessions** in ports, open to all public and private stakeholders, to be held during the second half of 2020 on the initiation and management of the process to implement Maritime Single Window; * Funding to ports to realise small-scale actions to support implementation of Port/Maritime Single Window in ports of the region through a **Grant Scheme** to be implemented during the second half of 2020.   Other relevant activities include:   * The implementation of an awareness raising campaign among port administrations of Western Africa to share and disseminate information on the benefits of implementation of maritime single windows * The implementation of collaborative forums to collect and share informations with ports administrations and other stakeholders * The development of a practical toolkit for implementation of maritime single windows for the benefit of institutional actors of the west Africa area. * The set-up of an e-training repository to provide permanent access to training and capacity building materials | | | | | | | | The Fondazione Accademia della Marina Mercantile is the coordinator of this action, implemented in cooperation with the two international organisations:   * Académie des Sciences et technique de la Mer (based in Ivory Coast) * Port Management Association of Western and Central Africa (based in Nigeria)   The FAIMM is responsible for the overall implementation of the project. For the implementation of project activities the FAIMM has:   * Mobilised internal staff to implement the project, including:   + An Action Coordinator (Paola Vidotto, Director of the FAIMM)   + A Training Management Expert (Beatrice Bazzica)   + An expert in e-training and modelisation (Davide Stasi)   + A logistics Officer (Carmen Giordano)   + A project director (Michelangelo Fabbrini, In-house consultant)   + A junior project manager (Marco Simoncini, Seconded by Open Plan Consulting)   + An assistant Manager (Arianna Focardi, Secondedd by Open Plan Consulting) * Mobilised international experts to cover the following technical positions:   + Institutional Maritime capacity Building Expert   + Technical Maritime/port administrations capacity building expert   + International Port Operations Expert   + Port Community System Expert   + Inter-agency cooperation expert * Implemented Missions to West Africa in order to develop and implement a training programme in cooperation with Final beneficiaries * Established a management system for the implementation of a grant scheme targeted to port administrations and customs agencies of coastal ECOWAS Area * Assured coordination and synergy with other international initiatives in the area. * Established a communication strategy in line with EU guidelines. | | |
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| **Ref No. X** | **Project title** | | | **Improvement of Maritime Safety Regarding Handling of Dangerous Goods at Ports and Coastal Facilities** | | | | | |
| **Name of legal entity** | | **Country** | **Overall contract value (EUR)** | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Fondazione Accademia Italiana della Marina Mercantile  (Open Plan Consulting Srl as Technical Advisor) | | Turkey | 984,000,00 | 85% | 1 RTA  5 managers  20 experts | National Administration of Turkey | EU – IPA Funds | April 2015  June 2016 | * STC NESTRA (NL) * Lithuanian Maritime Academy (LT) |
| **Detailed description of project** | | | | | | | **Type and scope of services provided** | | |
| **Type** of Contract: EU Twinning (Institutional Capacity Building)  The overall objective of the project is to improve the safety of maritime transport in Turkey in line with EU acquis and international conventions. This has been achieved through an administrative Twinning between the national administrations of Italy and Turkey (Dutch and Lithuanian organisations have provided specialised inputs)  The project delivered the following results:   * Result 1. **Legal framework for safe handling of dangerous and goods prepared**   Indicators for result 1: At least 5 proposals draft texts required for full harmonization submitted to the Administration by 2014/Q2 by the Twinning team   * Result 2. **A system of training for safe handling of dangerous goods established**   Indicators for result 2: at least 25 trainers and 25 administrative personnel trained by the first year of project implementation  Furthermore, the following has been delivered:   * Analysis of EU and international legislation applicable in managing of dangerous goods in ports and coastal areas and comparative analysis of Italian and other EU MS national relevant legislation * Analysis of the existing Turkish procedures and comparation with EU Best Practices on maritime safety, emergency response, marine pollution, relevant to the project; * Realisation of seminars and workshops concerning the legal arrangements regarding implementation and enforcement of maritime safety (international rules and EU acquis), pollution prevention, search and rescue operations, salvage operations, maritime communications and aids to navigation could be held by request.   The project has implemented the following activities:  **1 - Inception and analysis of the current situation regarding handling of dangerous goods in Turkey**, carried out by the Twinning team. The analysis included the existing legal provisions, administrative capacity (including IT capacity, personnel, training, etc), implementation by end users (ports and coastal facilities) and other relevant subjects.  **2 - Preparation of a long term action plan for the Administration on safe and secure handling of dangerous goods** in order to ensure full enforcement with international rules, including proposal of best practices to be adopted, proposal of specific actions and required legal update.  **3 - Stakeholders’s consultation on the action plan**, aimed at discussing the specific provisions of the action plan in respect to needs, capacities and expectations of institutions and private actors, as well as at disseminating knowledge of the reform process among all involved actors. The consultations allowed the development of a revised action plan.  **4 - Gap analysis of Turkish legislation** in respect to EU acquis and relevant international legislation (Mainly IMDG code, SOLAS Convention and MARPOL). The gap analysis has been enshrined in a report to be circulated among institutional stakeholder, to serve as a basis for the upcoming legal framework update phase.  **5 - Preparation of proposals and draft legal texts**, to assure harmonization with the EU and international rules. The  legal analysis in the Inception Report served as the starting point. The legal update and harmonisation included the following levels:   * Primary legislation (laws to be put into force by the Parliament) * Secondary legislation (regulations to be put into force by the Administration) * Proposals for adoption (these are also to be put into force by the Parliament, but different from legislation because full texts of international conventions and codes are addressed).   The draft legal texts and proposals for amendments have been developed on the basis of the different procedures existing in Turkey for the adoption of these different legal instruments.  A full-time legal experts has been tasked with the coordination of this activity in strict cooperation with beneficiary administration staff and under direction from the RTA;  **6 - Training needs assessment (TNA)** for personnel of institutional stakeholders to be trained under activities 06 and 07. The content of the training has been determined in accordance with the international legislation on this subject (the draft legal text analyzed and prepared under A 04 used as a reference).  Secondly, candidates for training took exams on related subjects (divided into two groups – trainers and staff of the Administration). At the end of these tests, the specific needs for training shall be identified, which will  serve as the input for A06 and A07.  **7 - Training of trainers**. The curriculum for training have been determined by Act 05. The training has been carried out by the experts from the Twinning team. The trainees have been examined before and after the training programmes in order to measure the overall effectiveness of trainings as a part of the “training evaluation system” of the project. The trainees have been certified according to their scores on these examinations.  **8 - Training of administrative personnel.** The relevant personnel of the administration (especially inspectors in ports and the relevant personnel in the HQs) received trained on enforcement of handling of dangerous cargo in a manner similar to A06.  **9 - Identification of optimum implementation model for monitoring for the Administration.** Under this activity, the project team identified the optimum model for monitoring and enforcement by the Administration. The model includes practical implementation of legal measures by the administration for effective monitoring of ports and coastal facilities in terms of their performance in handling dangerous goods.  **10 - Dissemination campaign for stakeholders**, aimed at assuring maximum involvement of all relevant parties in the process of revision of the legal framework and disseminate knowledge of the upcoming legal changes. | | | | | | | The Fondazione Accademia Italiana della Marina Mercantile (FAIMM) has been identified as a Mandated Body of the Italian Government for the realisation of all activities identified in Project description.  In particular, the FAIMM:   * Contracted and Mobilised a Resident Twinning Advisor as coordinator of all project activities, under indications from the Italian Ministry of Transport and Coast Guard, as well as organising his secondment to Turkey for the duration of the project. * Established a local office for the resident Twinning advisor and his assistants for the duration of the project * Mobilised expertise from its staff and the staff of Italian national administration to establish a team of experts tasked to perform:   + Inception and analysis of the current situation   + Preparation of a long term action plan for the Administration on safe and secure handling of dangerous cargo   + Consultations with stakeholders about the action plan   + Carrying out a legal gap assessment   + Preparation of proposals and draft legal texts   + Conducting a training needs assessment   + Training of trainers   + Training of administrative personnel   + Identification of optimum implementation model for monitoring for the Administration   + Briefing meeting with stakeholders * Coordinate inputs from Dutch and Lithuanian Partners * Assure adequate financial management to the project in compliance to EU rules * Assure logistics management for the project * Assure adequate technical, administrative and financial reporting for the project. * Plan and implement project communication and visibility activities   Open Plan Consulting provided technical assistance to FAIMM for: project management, implementing in particular   * Administrative coordination of activities of technical advice and assistance the administration bodies of the Turkish administration in the context of the predetermined work plan; * Provision of assistance to Turkish experts and short term experts in preparing detailed work programmes, in co-ordinating and managing their inputs and outputs, according to the project objectives and deadlines; * Support to Analysis of Turkey’s capacity to implement EU legislation and International conventions (MARPOL and IMDG Code and protocols) in the field of Dangerous Goods Handling in port facilities * Support to organizing and attendance of workshops, seminars on management on appropriate procedure for handling dangerous goods * Support in preparation of quarterly meetings and project forum meetings; * Support to organization of training and study visit activities; * Support to preparation of project progress reports and supervision of the preparation and production of tasks reports. * Support to preparation of project deliverables and strategy pape | | |
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| **Ref. No x** | **Project title** | | **S****upport to the maritime transport sector in Africa. improvement of port safety and port efficiency – african acp countries** (ref.: Europeaid/134274/d/ser/multi) | | | | | |
| **Name of legal entity** | **Country** | **Overall project value (EUR)** | **Proportion carried out by legal entity %** | **No of staff provided** | **Name of client** | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Consortium composed by: Fondazione Accademia Italiana della Marina Mercantile &  Open Plan Consulting Srl | Western and Central Africa | 860.400 | 94% | 3 Key Experts  6 Managers  7 Specialists | ACP Secretariat | EU | January 2014  December 2016 | EII - Engineering |
| **Detailed description of project and scope** | | | | | | **Description of activities and services provided** | | |
| **Type of Contract:** Service Contract for Technical Assistance and Capacity Building  The Overall objective of the project has been to support the improvement of safety, security and efficiency of ports in selected countries of Western and Central Africa. The specific objectives were:   * the reduction of maritime and in-port accident/incident rates, caused by port related activities * improvement of Port efficiency by enhancing the performance of port authorities and private operators in ports   The project comprised the two following components:  ***Improvement of port safety and security***  The objective of this component is to reduce the number, and economic and social consequences of accidents and incidents in ports in relation to cargo handling and storage and the movement of persons within and through ports in the region. The results to be achieved were:  Result 1: Improved Port safety and security   * A reduction of accident/incident rates caused by port related activities. * A minimum of 5 Port authorities of major ports in the region have established clear and complete port regulations on standards of handling and storage of dangerous/hazardous goods. These Port Authorities have furthermore verified that cargo handling operators have sufficient knowledge of IMDG regulations by certificates based on examination of staff of operators. * Improved implementation of SOLAS/ISPS code requirements in priority ports. * An improved system for accident/incident reporting by port operators to port authorities is effective, as well as an improved system of accident/incident cause investigation.   The component comprised:  *Port safety and Security*  Port security needs to be assessed in ports under the implementation of the SOLAS/ISPS Code.  The implementation of international standards on the handling, transport and storage of dangerous cargoes on ships and in ports, under the International Maritime Code of Dangerous Goods (IMDG), which is mandatory under the SOLAS Convention, requires a risk analysis to facilitate the preparation of emergency plans for maritime nations and ports.  The support provided by the project consisted of both technical assistance and capacity building. Experts carried out an assessment of:   * port safety regulations and port safety implementation for a selected number of ports in Cameroon, Ghana, Ivory Coast, Togo, Benin. Incidents and accident reporting schemes are to be reviewed on effectiveness criteria that include organizational capacity, available skills and available and operational tools such as oil spill combating equipment and fire fighting equipment. * Educational capacity in the ports of the region followed by a training capacity need assessments to recommend actions to fill in gaps in training capacity.   The experts developed and implemented a Capacity building programme, in close cooperation with the academic institutions RMU (Accra-Ghana) and ARSTM (Yopougon, Ivory Coast)  ***Improvement of Port efficiency***  This component is part of Trade facilitation as part of the overall supply chain of movement of goods and passengers in the region. The results to be achieved were:  Result 2: Improved port efficiency   * Improved mechanism of harmonizing land use planning (district and urban) in view of port and terminal development plans. * Improved vehicle logistics and traffic circulation schemes to enable sustainable and undisturbed connectivity from port to major transport corridors in the region. * Improved sustainable cargo handling performance in ports and terminals through planning and formulation of clear, comprehensive and unbiased public-private partnership schemes (PPP) in priority ports of the region. * Improved knowledge of staff in maritime and port authorities in composing and setting terminal concession conditions to private sector port operators.   The component comprised:  *Port Planning*  Technical assistance provided to support port planning officials and urban planners in composing integrated Master City Plans to ease traffic circulation, reduce port and hinterland congestion and subsequently improve port performance. The assistance will be given in the form of training on Port Master Planning.  *Port efficiency*  Technical assistance provided to selected port communities (Port authorities, port stakeholders, private sector, etc.) in the form of advice and training to create improved efficiency and coordination. Improving cargo handling performance in ports includes the upgrading and proper utilisation of advanced handling technologies. Public-private partnerships (PPP) policies have been introduced to enable a gradual shift from service or tool ports to landlord ports. This implies that cargo handling operations need to be privatized through a (long term) concession.  Technical assistance has be given to Maritime Administrations and Port authorities in several nations to upgrade their knowledge and skills to formulate (complex) PPP schemes. | | | | | | The services realised by The consortium of FAIMM and OPC comprised the two following key tasks.  **Technical Assistance,** including:   * Review of existing regulation and external reports available in the context of port safety and security in Africa, in particular within the ECOWAS-ECCAS region. * Assessment of port regulations in place in line with ratified international conventions (SOLAS, ISPS, IMDG, ILO) * Assessment of national PPP regulations * Assessment of the inspection and training capacity in ports and nations in view of port safety and port efficiency. * Evaluation of strategy and plans by national port authorities to improve maritime safety and security and to improve port efficiency (including PPP) * Presentation of Assessments in Technical Reports. * Preparation of policy and legal recommendations after having assessed actual situations and after interviewing relevant governmental bodies   **Capacity Building** consisting of a mix of Training courses, training on-the-job and workshops. The training course curricula and program for both port safety and security have been realised in cooperation with the West and Central African Ports Association (PMAWCA), the Regional Maritime University in Accra (Ghana) and the ARSTM in Yopougon (Ivory Coast).  The direct beneficiaries of the Capacity building activities (Training courses, training on-the-job, Workshops) have been senior officials of Port Authorities and private port operators.  The subjects of the training comprised implementation of ratified international conventions, practical implementation of actions for port safety and efficiency, Port Planning and PPPs, as well has other technical components related to safety and efficiency.  The courses comprised a total of 210 full days of training with an average of 20 trainees for each course | | |
| **Field of Specialisation relevant to the contract “** | | |

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| **Ref. No x** | **Project title** | | **Improved Maritime Education and Training in Turkey** (rif: TR 10 IB TR 02) | | | | | |
| **Name of legal entity** | **Country** | **Overall contract value (EUR)** | **Proportion carried out by legal entity (%)** | **No of staff provided** | **Name of client** | **Origin of funding** | **Dates (start/end)** | **Name of consortium members, if any** |
| Fondazione Accademia Italiana della Marina Mercantile  (Open Plan Consulting Srl as a subcontractor) | Turkey | 1,300,000 | 85% | 1 RTA  5 managers  25 experts | National Administration of Turkey | EU-IPA funds | 30.05.2012  18.07.2013 | * Italian Coast Guard * Lithuanian Maritime Academy * Ecole Nationale Superieure Maritime (ENSM, France) |
| **Detailed description of project** | | | | | | **Type and scope of services provided** | | |
| **Type of Contract**: EU Twinning (Institutional Capacity Building)  The purpose of the project is to Improve the maritime safety in Turkey through the enhancement of training, education, and certification of seafarers by establishing a long term education strategy, analysis of the legal framework, legal alignment and training of trainers. This has been achieved through an administrative Twinning between the national administrations of Italy and Turkey (French and Lithuanian organisations have provided specialised inputs)  The project aimed at developing the system for Maritime Education and Training (MET) of Turkey from the legal and operational points of view.  The results attained by the project are the following:   * Development of a long-term strategy in maritime education and training established (“Maritime Education Strategy to Meet EU Requirements” – MES) completed by a roadmap covering a 5 years period for private and institutional stakeholders of the Turkish MET. * Update and review of the Turkish national legislation on MET and MET curricula are updated in accordance with latest developments and needs. (both high school and undergraduate levels) * Improvement of the quality of trainers to meet the requirements identified in the MES documents.   The project has implemented the following activities:  **1-Assessment of the capacity of Turkey in the field of maritime education and training**, to identify any deficiency regarding membership obligations, compatibility with international rules, and general efficiency and organization of the education system. This evaluation included the following subjects:   * Personnel assigned to MET activities: educational background, work experience, language skills. * Legal framework: National primary and secondary legislation, EU acquis, international conventions and regulations. * Physical infrastructure: Examination centers, seafarers database, IT equipment. * Organizational structure: respective tasks and duties of different public bodies, bureaucratic processes, examination and monitoring procedures, and certification procedures.   **2-Establishment of a strategy in the field of maritime education and training,** drafted to provide full compliance to EU and international standards. The strategy shall outlines:   * The main deficiencies/gaps identified * Proposal of a model system for Turkey regarding maritime education (considering legal, organization, market, etc factors) * The main changes required to establish the new model and their priority order regarding these changes * Establishment of responsible parties to carry out these changes * A realistic timetable / roadmap   **3-Preparation of legal texts required by the strategy.** Legal alignment has been carried out by legal experts of the Twinning Team and the Maritime Administration. The aim is to draft legal texts in accordance with international rules and conventions (the most important being the STCW Convention) and the EU acquis in the maritime transport sector. Draft legal text and amendment laws has been sent to, for consultation and review to the The draft legal texts have been sent to higher education council, the Ministry of National education and the Ministry of Transport for review before finalisation.  At a following stage, the adoption of legal changes by the Parliament ensure the sustainability of legal changes in the project.  **4-Development of Model Curricula**  Model curricula have been prepared in consultation with the representatives of the Ministry of Education for the secondary education level, and the representatives of HEC for the vocational schools and universities. The developed curricula have been sent to the approval of the MONE and HEC and customized and implemented in the academic year 2014-2015.  **5- Assessment of trainers’ needs to meet the requirements of the maritime education strategy** in maritime training in Turkey, in educational institutions, public organizations involved in the maritime sector, and other institutional bodies , with specific reference to   * IMO Model Courses * Course on Simulators (Bridge simulator, VTS Simulator, Tanker, LPG, LNG, GMDSS, ECDIS). The twinning team will plan the simulator training programme. The course may include scenario design and assessment. * Courses on Safety at Sea * Practical implementation of new law provisions deriving from the legal alignment of Turkey to the EU acquis in the maritime transport sector, with particular regard to:   + Port Waste directive (Directive 2000/59/EC)   + Port State Control directive (Directive 95/21/EC as amended by 2001/106/EC)   + Bulk Carrier Loading and Unloading directive (Directive 2001/96/EC)   + Vessel Traffic Monitoring directive (Directive 2002/59/EC)   + Enhancing Ship and Port Facility Security (Regulation 725/2004) * STCW 1/6&1/8 Trainings * Fire drills, etc.   **6-Carrying out trainers’ training programs as established by the Activity 5.** Attendants included the existing trainers in public and private bodies, with reasonable knowledge of English. The attendants have been tested and certified. | | | | | | The Fondazione Accademia Italiana della Marina Mercantile (FAIMM) has been identified as a Mandated Body of the Italian Government for the realisation of all activities identified in Project description.  In particular, the FAIMM:   * Contracted and Mobilised a Resident Twinning Advisor as coordinator of all project activities, under indications from the Italian Ministry of Transport and Coast Guard, as well as organising his secondment to Turkey for the duration of the project. * Established a local office for the resident Twinning advisor and his assistants for the duration of the project * Mobilised expertise from its staff and the staff of Italian national administration to establish a team of experts tasked to perform:   + Assessment of Turkey’s capacity in Maritime Education and training (MET)   + Provide technical assistance to establish a strategy for MET implementation together with a roadmap.   + Analyse compliance of Turkey’s legal framework with International conventions and relevant EU law in the field of the Maritime Education and Training   + Organise and implement consultations with key institutional actors of the MET and Maritime Transport Sector   + Develop legal instruments for update of the Turkish legal framework, including primary and secondary legislation, as well as internal regulations of specific institutions.   + Define MET curricula in compliance with relevant conventions and EU Law   + Assess capacity of the Turkish MET System to deliver training and education in compliance with standards set up by the strategy and the new laws and develop a gap analysis   + Prepare a capacity building and training plan for Turkish MET institutions   + Deliver of training sessions for Turkish beneficiaries * Coordinate inputs from French and Lithuanian Partners * Assure adequate financial management to the project in compliance to EU rules * Assure logistics management for the project * Assure adequate technical, administrative and financial reporting for the project. * Plan and implement project communication and visibility activities   Open Plan Consulting, as a subcontractor to FAIMM, provided technical assistance for   * Technical assistance in planning and practical scheduling of actions for institutional reform and development of capacities of Turkish MET institutions * Assist the Turkish experts and short term experts in preparing detailed work programmes, in co-ordinating and managing their inputs and outputs, according to the project objectives and deadlines; * Analysis of Turkey’s capacity to implement Directive 2001/25/EC * Organizing and attendance of workshops, seminars on management of Maritime Education and Training; * Organize training and study visit activities; * Preparation of project progress reports and supervision of the preparation and production of tasks reports. * Preparation of project deliverables and strategy papers | | |
| **Field of Specialisation relevant to the contract** | | |

1. Contract value of USD 244.540,00.Applied Exchange rate: inforeuro XR for February 2022 [↑](#footnote-ref-1)