

## STANDARD SUMMARY PROJECT FICHE

### 1. Basic Information

1.1 **Désirée Number:** LE01.02.03

1.2 **Twinning Number:** LV/2001/IB-TR-01

1.3 **Title:** Maritime Safety

1.4 **Sector:** Transport / Administrative Capacity

1.5 **Location:** The Republic of Latvia, Maritime Administration under supervision of the Ministry of Transport with the office located in Riga.

Contact persons:

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### 2. Objectives

#### 2.1 Overall Objective:

Improvement of Maritime Safety

#### 2.2 Project purpose:

Strengthen ship inspection and perform safe shipping traffic as well as to prevent marine pollution from ships in Latvian waters and in Baltic Sea.

#### 2.3 Accession Partnership

*Short - term priority:* align legislation on maritime safety.

*Medium – term priorities:* align road transport (market access, road safety, rules for dangerous goods and taxation), railways, maritime transport legislation and aviation (particularly air safety and air traffic management).

#### NPAA

LA-035 Improvement of effective control of shipping safety and environment protection in Latvia.

### 3. Description

#### 3.1 Background and justification:

Maritime safety has been identified as a short-term priority for Latvia under the 1999 Accession Partnership. A safe merchant fleet operating in compliance with internationally agreed rules as set out in *acquis* results not only in adoption of national legislation but its effective implementation through the necessary administrative infrastructure. This task is still very urgent.

The detention rate of 14.6% in 1999 of Latvian Flag vessels inspected in European ports under Paris Memorandum of Understanding on Port State control is the indication that there is an urgent need to improve the ability of performing Flag State control and Port State control functions.

These functions are performed now by 10 ship control inspectors of the Maritime Safety Inspectorate of the Maritime Administration of Latvia (MAL). This is as a result of recent reorganisation of MAL.

Therefore the efficiency of these inspectors shall be gained by better training and by obtaining modern equipment necessary for ship inspections.

The specific technical equipment for ship inspections, software for ship construction and pollution prevention issues is lacking and need to be obtained. Same need is for integrated ship database for Latvian Ship Register, Fishing Ship Register in conjunction with database of the Maritime Safety Inspectorate. This is very important for Latvia's application for membership in Paris Memorandum of Understanding on Port State Control and accession to SIRENAC communication system of this MoU.

The marine accident rate in Latvian waters urges the necessity of improving safety of shipping traffic in port areas.

There are 3 major ports in Latvia with total cargo turnover of about 50 million tons and 8000 foreign ships calling Latvian ports annually. About 50 marine pilots and 25 VTS operators serve this traffic. New marine infrastructure projects are commenced and planned. All this confirms the necessity of efficient and safe ship traffic management in Latvian ports.

Training relevant personnel on modern training simulators may give the solution of task of implementation of higher standards in safety of shipping traffic. The use of simulation programmes of ship manoeuvres in port, prior to substantial marine construction projects are initiated, is also envisaged as effective tool.

There are a growing number of international conventions in the maritime sector that Latvia ratifies each year. The basic national legal instruments are in place, but implementation of a number of the EU legal instruments relevant to the maritime transport is still an urgent matter. Numerous national legal instruments to cover maritime safety issues need to be developed. It takes more and more financial as well as human resources in implementation of these requirements. Unfortunately, achieving this aim is encumbered by deficiency in the state budget and lack of experienced personnel needed for drafting new national legal instruments.

Another task is to properly implement the STCW Convention (Standards of Training, Certification and Watchkeeping for Seafarers). This task shall be applied in regard to Latvian marine training institutions and in regard to sound and reliable certification system of Latvian seafarers. Similar task is also in regard to port personnel training and certification. Human element in maritime safety issued shall be focussed at the most cases; this is a common policy matter supported by of IMO and EU institutions.

All personnel training issues may be efficiently solved by use of training simulators and test programmes, which are lacking now. All up to date training simulators as well as IT equipment for all levels of maritime administrative bodies are efficient but expensive tools for which existing budget funds are not available. Therefore this is envisaged to be obtained by this project.

Taking into consideration Latvia's future integration in the common European labour market, the project also envisages the actions to improve the qualification of all personnel of maritime industry, Latvian seafarers, as well as qualification and experience of personnel available for maritime administrative bodies and companies.

Considering the stages of implementation of this project it is envisaged that a Pre-Accession Adviser assisted by short and medium-term experts would be advising on assessment of existing situation, on defining the content of the training seminars, places to convene them, number of participants, etc, to make them most cost effective and causing minimum hindrance to current duties of the personnel involved.

One training seminar is planned for Latvian drafting team to prepare new national legal instruments (Component 1). One training seminar is planned for Component 2 on organizational structure. These seminars may be conducted either in Latvia or in the twinning country. Seminars planned for Component 3 are the most important. These shall focus the issues of Flag State Control, Port State Control, marine accident investigation, safe port management issues, training of seafarers and other personnel. Two seminars on Component 4 issues are planned for gaining necessary experience of using specific technical equipment and IT systems. The places of conducting of all seminars and the content of themes to be decided in the course of twinning experts assessment.

Study visits are planned for specific tasks, such as for search and for supply of relevant equipment, for QA matters, for drafting legal instruments, etc.

If this project is effected, altogether it would:

- put relevant national legal instruments corresponding to EU legal framework into action;
- increase operational and administrative capacity of all levels of Maritime Administration bodies of Latvia by obtaining qualified human resources, and optimise the available resources at the same time;
- create uniform informative system in Latvia compatible with the EU one and harmonize the use of the EU legislation;
- improve the quality record of Latvian Flag ships;
- improve safety of shipping traffic, protection of human life and maritime environment in Latvian waters and the Baltic sea area;
- It will ease Latvia's incorporation in the common European labor market in the future, promote the EU principle to provide free movement of employees, especially seafarers and it will not generate encumbrances in the sphere of unqualified manpower.

When the project will be accomplished it would solve the existing problems of Latvia in the field of maritime safety identified now and would better prepare the country for accession to EU membership.

### 3.2. Linked activities:

- Decentralised 1997 EU/Phare/CBC programme, subproject LE 9707.03.01 *Navigation Aids in Small Ports*, supply of harbour lights, lending lights to the 7 Latvian small ports. Implementing authority was Maritime Administration of Latvia.
- Decentralised 1996 EU/Phare/CBC programme, subproject LE 9615.01.01 *Maritime safety measures*. Project consisted of 2 supply contracts: Supply 1: Procurement of an echosounder system for the Hydrographic services of the Maritime Administration of Latvia; Supply 2: Renovation of the lighthouse, 4 harbour lights and 4 lending lights in Liepaja port.
- Cross Border Co-operation programme 1996, subproject LE 9615.01.01/0001 *Marine Safety Measures. Supply of Coastal Radio Communication System (GMDSS)*. Implementation of this project scheduled by 31 June, 2001.
- *Maritime Department, Ministry of Transport and Maritime Administration organisational development and institutional support*, B.I.T.S., Sweden, Swedish experts offered their consultancy to elaborate maritime safety demands; international conventions requirements; organisational response and dimensioning; budget and investment plans.

### 3.3. Results:

- **Aligned EU legal instruments and legislation and IMO Conventions in the field of maritime safety to Latvian legal system:**
  - National legal instruments developed, implemented and enforced concerning maritime safety and prevention and control of marine pollution from ships,
  - Appropriate ship general technical standards are developed and maintained,
  - Appropriate technical standards on marine equipment are developed and maintained,
  - Appropriate technical standards on fishing ships are developed and maintained,
  - Appropriate technical standards on passenger ships are developed and maintained.
- **Strengthened organisational structure and implemented Quality Assurance (QA) system:**
  - All necessary procedures, instructions and regulations are clearly defined and Quality Assurance system implemented in Maritime Administration of Latvia; effective procedures of internal and external audit have been developed and implemented,
  - Flag State control performance and the quality of Latvian flag ships functioning;
  - Efficient Port State Control performance is achieved and maintained, Latvia becomes a member of Paris MoU,
  - Shipping traffic safety and pollution prevention from ships is improved in ports,

- Maritime accident investigation system are improved,
- Seafarers registration and examination system is improved.
- **Reinforced administrative capacity of the Maritime Offices creating the conditions form implementation of EU standards and regulations in the field of maritime safety:**
  - Increased capacity, professional skills and better performance of the personnel,
  - Personal resources are appropriately prepared according to EU directives and IMO requirements,
  - Standards of STCW and ILO conventions are implemented in the Maritime Administration of Latvia and Latvian Port Authorities.
- **Developed IT system and equipment corresponding to EU requirements, and ensuring the compatibility with EU information systems:**
  - The national maritime administration is properly equipped with technical resources enabling to perform to higher standards,
  - Maritime Administration of Latvia and Latvian Port Authorities are incorporated in common IT system of EU information systems,
  - Seafarers registration and examination system is properly equipped and implemented;
  - Integrated Databases of Latvian Ship Register, Fishing Ship Register in conjunction with Port State Control and Flag State Control is established,
  - Ports VTS and pilot service personal is trained to EU standards,
  - Marine infrastructure projects are developed by use of modern simulators.

### **3.4 Activities:**

#### **Component 1. Legal alignment with EU legislations and IMO Conventions**

- Reviewing of existing situation,
- Comparison with EU legislation and IMO Conventions,
- Assistance in drafting of missing legislation.

#### **Inputs:**

##### **Twinning:**

- Long – term twinning expert PAA (12 m/m):
  - at least ten-year experience working in the maritime institutions of the EU Member States,
  - education and experience in the field covered by the project and knowledge of relevant EU and national legislation,
  - experience in the development of strategical documents and legislative acts in this field,
  - knowledge on duties of maritime administrations,
  - fluency in English.
- expert (8 m/m) on drafting of national legal instruments:
  -
- Training for the personnel from the Ministry of Transport and Maritime Administration of Latvia,
- 2 study visits to similar body in selected EU member country (10 persons - one week each).

#### **Component 2. Organisational structure and Quality Assurance system**

- Improvement of organisational structure of national maritime administration,
- Definition of requires actions: legal and administrative,
- Implementation of QA system.

#### **Inputs**

**Twinning:**

- 1 short term expert (3 m/m) on organisation structure development:
- 1 short term expert (2 m/m) on organisation structure development:
- 1 training seminar on organizational structure.

**Component 3. Development of human resources**

- Working out of human resources development strategy, recruiting and training needs assessment,
- Training of personnel of Maritime Administration of Latvia and of Port Authorities.

**Inputs**

**Twinning:**

- 1 short term expert (6 m/m)
- 5 training seminars on:
  - Flag State Control;
  - Port State Control;
  - marine accident investigation;
  - safe port management issues;
  - training of seafarers and port personnel.
- 5 study visits as follow-up activities after seminars on the same matters as the seminars in that Component.

**Technical Supply**

- supply of necessary technical equipment and software for training of ship inspectors, marine pilots, VTS operators, Latvian Maritime Academy students and seafarers;
- supply of necessary technical equipment and software for examination of seafarers and port personnel.

**Component 4. Development of proper IT system and equipment corresponding to EU requirements, and ensuring cooperation with EU information systems**

**Inputs**

**Twinning**

- 1 short term expert (2 m/m)
- 1 study visit on the use of IT systems in EU member countries,
- 2 seminars are planned for gaining necessary experience of using specific technical equipment and IT systems.

**Technical Supply**

- supply of necessary technical equipment for ship inspections;
- supply of necessary software and hardware for ship safety construction, load line, tonnage and stability calculations;
- supply of necessary software and hardware for seafarers registration and certification;

- supply of necessary software and hardware for certification of marine pilots and VTS operators;
- supply of necessary software and hardware for Integrated Databases of Latvian Ship Register and ship inspections;
- supply of necessary software and hardware for simulators to design marine infrastructure projects.

#### 4. Institutional Framework

The main institutions involved in the project are: Maritime Administration of Latvia, Maritime Department of the Ministry of Transport, Maritime Academy of Latvia, and Latvian Port Authorities.

**Ministry of Transport (MoT)** will be co-ordinator and implementing authority of the project, as well as in scope of this project will help to elaborate the legal acts in maritime safety. MoT is the government institution responsible for facilitating development of waterborne transport and ports by creating a favourable legal environment and ensuring safe shipping conditions in Latvian territorial waters.

**Maritime Administration of Latvia (MAL)** is a controlling institution on shipping safety matters in Latvia. The activities of the MAL are based on control proper implementation of international conventions EU and national legislation and requirements of international agreements. The key functions of MAL are as follows:

- Port State and Flag State control;
- Investigation of marine casualties and their prevention;
- Maintenance of aids to navigation;
- Hydrographic surveys;
- Publication of navigational charts and books;
- Promulgation of navigational information;
- Coordination of Search and rescue services;
- Management Latvian Ship Register and Latvian Seamen's Register.

The beneficiaries of this project will be the Maritime Safety Department, Latvian Seamen's Register and Ship Register.

**Latvian Port Authorities** of Riga, Ventspils and Liepaja are performing management of shipping traffic of relevant ports. VTS and pilotage services are integral part of these port authorities. They will be involved in the project as beneficiaries in all components, but basically in training and certification of ship traffic related staff and by use of marine infrastructure simulators.

**Maritime Academy of Latvia (LMA)** is basic center for education and training of seafarers in Latvia, established 10 years ago. There are Navigation and Engineering departments engaged in education and training of ship officers in LMA. It is financed by state budget.

LMA therefor also will be involved in the project as beneficiary - in the Contract 2 Technical supply. Simulators and other training facilities will help to improve process of education and training of Latvian students and seafarers.

#### 5. Detailed Budget (EUR)

	Phare Support					
	Investment Support	Institution Building	Total Phare (=I+IB)	National Cofinancing	IFI*	TOTAL
Contract 1 Twinning		700 000	700 000	80 000		780 000
Contract 2 Supplies	300 000		300 000	95 000		395 000
Total	300 000	700 000	1 000 00 0	175 000		1175 000

## 6. Implementation Arrangements

### 6.1 Implementing Agency

*Ministry of Transport, Investment and Transit Policy Department*

PAO - Mr. Aleksandrs Konosevics, Undersecretary of State, Ministry of Transport

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Responsibility of technical preparation and control will remain with the beneficiary: Ministry of Transport, in consultation with the project implementing beneficiary, the Maritime Administration of Latvia.

Contact persons:

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### 6.2 Twinning

The contact person for the Twinning covenant within the project will be

Mr. A. Zeltins, Director of Maritime Administration of Latvia

Address: Trijadibas iela 5, Riga, Latvia, LV - 1048

Tel. 7062101, Fax 7860082.

The office of PAA will be located in premises of Maritime Administration of Latvia.

### 6.3 Contracts

Contract 1: Twinning covenant - 700 000 EUR

Contract 2: Supply contract- 395 000 EUR

## 7. Implementation Schedule

	<b>Start of tendering</b>	<b>Start of project activity</b>	<b>Completion</b>
Contract 1	I Quarter 2002	II/III Quarter 2002	II/III Quarter 2003
Contract 2	III Quarter 2002	IV Quarter 2002/I Q 2003	II/III Quarter 2003

## 8. Equal Opportunity

Equal opportunity principles and practices in ensuring equitable gender participation in the Project will be guaranteed. Male and female participation in the project will be based on the relevant standards of the EU and will be assured by official announcements published to recruit the staff needed for the project. The main criteria for staff recruitment will be appropriate qualifications and experience in similar projects, not sex or age. Both men and women will have equal opportunities and salaries.

## 9. Conditionality and sequencing

As regards the twinning covenant, close co-operation is required between the Implementing Agency in the Ministry of Transport and the CFCU to ensure application of the relevant financial procedures

The EU financing of the project is conditional upon:

- national co-financing to be ensured;
- adoption of the relevant national legislation.

New version of the Maritime Code and Law on Maritime Safety has been drafted is on the consideration of the governmental institutions before submission to the Saeima (Parliament). The following national legal acts are adopted or planned to be adopted:

<b>No</b>	<b>National legal act</b>	<b>Date of planned adoption</b>
1.	Maritime Code <i>implementing Directive 1999/63/EC</i>	planned adoption 01.11.2001
2.	Law on maritime administration institutions and maritime safety <i>Implementing the principles and main requirements of EU Directives and Regulations on shipping safety and giving power to the Government and ministers to issue detailed regulations in this area</i>	planned adoption 01.10.2001
3.	Regulations on fishing vessels safety, (Ministerial Ordinance) <i>Implementing Directive 97/70/EC and its amendments, as well Directive 93/103/EC</i>	planned adoption 01.03.2002
4.	Regulations on minimum safety and health requirements for seafarers, (Ministerial Ordinance) <i>Implementing Directive 92/29/EEC</i>	planned adoption 01.03.2002
5.	Regulations on technical requirements on recreational craft (CoM Regulation) <i>Implementing Directive 94/25/EC</i>	planned adoption 31.12.2001
6.	Regulations on safety rules and standards for passenger ships (Ministerial Ordinance) <i>Implementing Directive 98/18/EC</i>	planned adoption 31.12.2002
7.	Regulations on flag state control (Ministerial Ordinance) <i>implementing Directive 94/57/EC</i>	planned adoption 01.06.2002
8.	Regulations on Marine Equipment (Ministerial Ordinance) <i>implementing Directive 96/98/EC</i>	planned adoption 01.12.2002
9.	Amendments to the Regulations of MoT on Training and Certification of Seafarers (Ministerial Ordinance) <i>Implementing Directive 98/35/EC</i>	planned adoption 01.07.2002



**ANNEXES TO PROJECT FICHE**

1. Logical framework matrix in standard format
2. Detailed implementation chart
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period) (compulsory)
4. List of relevant Laws and Regulations
5. Structure of Maritime Administration of Latvia



**ANNEX No. 1**

LOGFRAME PLANNING MATRIX FOR Project	Programme name and number LE01.02.03		
<b>MARITIME SAFETY</b>	<b><u>Contracting period expires</u></b>	Disbursement period expires	
	Total budget: 1175000EURO	PHARE budget: 1 MEUR	
<b>Overall objective</b>	<b>Indicators of Achievement</b>	<b>Sources of Information</b>	
<ul style="list-style-type: none"> <li><b>Improvement of maritime safety</b></li> </ul>	<ul style="list-style-type: none"> <li>Increasing efficiency of Latvian Flag State and Port State control performance, safety of shipping traffic and eliminating of substandard ships</li> <li>Maritime Administration of Latvia and Latvian Port Authorities complies with the ISO 9000 Standards and EU legislation</li> </ul>	<ul style="list-style-type: none"> <li>Official statistics of Paris MOU</li> <li>Official statistics of IMO</li> <li>Trade statistics</li> <li>Marine accident statistics</li> </ul>	
<b>Project purpose</b>	<b>Indicators of Achievement</b>	<b>Sources of Information</b>	<b>Assumptions</b>
<ul style="list-style-type: none"> <li>Strengthening of ship inspections, safety of shipping traffic, prevention of marine pollution from ships in Latvian waters and in Baltic Sea</li> </ul>	<ul style="list-style-type: none"> <li>Latvian Flag vessels have favourable records in statistics of Paris MOU and IMO</li> <li>Latvia becomes a member of Paris MOU</li> <li>Traffic of ships in Latvian waters is safer, less substandard ships are under Latvian Flag</li> </ul>	<ul style="list-style-type: none"> <li>Reports on PSC inspections of Latvian Flag vessels of Paris MOU</li> <li>Marine accident statistics</li> </ul>	<ul style="list-style-type: none"> <li>Support of the Ministry of Transport of Latvia</li> <li>Adequate provision from state budget</li> <li>Sustainability and maintenance of the system should be ensured</li> </ul>
<b>Results</b>	<b>Indicators of Achievement</b>	<b>Sources of Information</b>	<b>Assumptions</b>
<ul style="list-style-type: none"> <li>National legal instruments developed, implemented and enforced concerning maritime safety and prevention and control of marine pollution from ships;</li> <li>Appropriate ship general technical standards are developed and maintained;</li> <li>appropriate technical standards on marine equipment are developed and maintained;</li> <li>Appropriate technical standards on fishing ships are developed and maintained;</li> <li>Appropriate technical standards on passenger ships are developed and maintained;</li> <li>Increased capacity, professional skills and performance of the personnel;</li> <li>Personal resources are appropriately prepared according to EU directives and IMO requirements;</li> <li>Standards of STCW and ILO conventions are implemented;</li> <li>All necessary procedures instructions and regulations are clearly defined and Quality Assurance system implemented in Maritime Administration of Latvia and Latvian</li> </ul>	<ul style="list-style-type: none"> <li>Integrated Database of Latvian Flag vessels under registration and supervision of Maritime Administration of Latvia is established</li> <li>Database of vessels under PSC in Latvia is connected to the Paris MoU network</li> <li>Personal resources are appropriately prepared and equipped according to EU directives and IMO requirements</li> <li>PSC statistics for Latvian Flag ships considerably improves</li> <li>Marine accident statistics for Latvian waters improves</li> </ul>	<ul style="list-style-type: none"> <li>Reports on FSC and PSC inspections of Maritime Safety Inspectorate of MAL</li> <li>Reports on PSC of Paris MoU and other MoU-s on Latvian vessels' inspections in foreign ports</li> <li>Marine accident statistics</li> </ul>	<ul style="list-style-type: none"> <li>Maritime Safety Inspectorate in the ports of Riga, Ventspils and Liepaja are better equipped and personnel trained</li> <li>Marine pilots and VTS operators in Latvian ports are better trained</li> <li>Sustainability and maintenance of the system should be ensured</li> </ul>

<p>Port Authorities; effective procedures of internal and external audit have been developed and implemented;</p> <ul style="list-style-type: none"> <li>• Flag State performance and the quality of Latvian flag ships are improved;</li> <li>• Increased efficiency of Port State Control performance is achieved and maintained, Latvia becomes a member of Paris MoU;</li> <li>• Maritime accident investigation system is improved;</li> <li>• Seafarers registration and examination system is improved;</li> <li>• Maritime Administration of Latvia and Latvian Port Authorities are properly equipped with technical resources enabling to perform to higher standards;</li> <li>• Ship Control Inspectorate is incorporated in common IT system of Paris MoU and others;</li> <li>• Integrated Databases of Latvian Ship Register, Fishing Ship Register in conjunction with Port State Control and Flag State Control are established.</li> <li>• Seafarers registration and examination system is properly equipped and implemented;</li> <li>• Database of Seamen Register is established.</li> </ul>			
Activities	Means		Assumptions
<ul style="list-style-type: none"> <li>• Review of existing situation. Legal alignment with EU legislation and IMO Conventions. Assistance in drafting of missing legislation.</li> <li>• Improvement of organisational structure of national maritime administration, definition of required actions -legal, administrative, introduction of QA system.</li> <li>• Working out of human resource development strategy, recruiting and training needs.</li> <li>• Development of proper IT system and equipment corresponding to EU requirements, and ensuring co-operation with EU information systems.</li> </ul>	<ul style="list-style-type: none"> <li>• long-term twinning expert(PAA) 12 man-months,</li> <li>• medium – term expert 8 man – months,</li> <li>• 1 training seminar,</li> <li>• 2 study visits;</li> <li>• short- term twinning expert 3 man-months,</li> <li>• short-term expert 2 man-months,</li> <li>• 1 training seminars;</li> <li>• short-term twinning expert 6 man-months,</li> <li>• 5 training seminars,</li> <li>• 5 study visits,</li> <li>• supply of necessary technical equipment and software for training of ship inspectors, marine pilots, VTS operators and Maritime Academy students,</li> <li>• supply of necessary technical equipment and software for training and examination of seafarers and port personnel.</li> <li>• totally estimated short-term expert 2 man-months,</li> <li>• training: 2 seminars,</li> <li>• 1 study visit,</li> </ul>		<ul style="list-style-type: none"> <li>• Working and drafting groups are established to work out national regulations. Latvian Maritime Academy, Association of Latvian Shipowners, and other representatives of maritime industry are involved;</li> <li>• Long-term and short-term foreign experts are assigned in these activities</li> <li>• Adequate staff of the Maritime Department of Ministry of Transport of Latvia is recruited and trained;</li> <li>• Adequate staff of Maritime Safety Department of the Maritime Administration of Latvia is recruited and trained.</li> <li>• Adequate marine pilots, VTS operators, Harbor Masters in Latvian ports are recruited and trained;</li> </ul>

	<ul style="list-style-type: none"> <li>• supply of necessary technical equipment for ship inspections,</li> <li>• supply of necessary software and hardware for ship safety construction, load line, tonnage and stability calculations,</li> <li>• supply of necessary software and hardware for seafarers' registration and certification;</li> <li>• supply of necessary software and hardware for certification of marine pilots and VTS operators;</li> <li>• supply of necessary software and hardware for Integrated Databases of Latvian Ship Register and ship inspections;</li> <li>• supply of necessary software and hardware for simulators to design marine infrastructure projects.</li> </ul>		<ul style="list-style-type: none"> <li>• Sustainability and maintenance of the system should be ensured.</li> </ul>
<b>Preconditions</b> <ul style="list-style-type: none"> <li>• Reorganization of Maritime Administration of Latvia (MAL)</li> <li>• Establishment of Maritime Safety Department within MAL and Maritime Safety Inspectorate as a major part of it</li> <li>• Reorganization of Maritime Department of the Ministry of Transport (MoT) of Latvia</li> </ul>			

**ANNEX No. 2**  
**DETAILED IMPLEMENTATION SCHEDULE OF ACTIVITIES**

	2002												2003											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<b>Institutional Building</b>						X	X	X	X	X	X	X	X	X	X	X	X							
<b>Long term expert PAA (12 m/m)</b>						X	X	X	X															
Assistance in reviewing of existing situation						X	X	X	x															
Assistance in drafting of national legislation to implement EU regulations and IMO Conventions										X	X	X	X	X	X	X	X							
<b>Medium term expert (8 m/m)</b>										X	X	X	X	X	X	X	X							
Assistance in drafting of missing legislation										X	X	X	X	X	X	X	X							
<b>Short term expert (3 m/m)</b>							X	X	X															
Assistance in improvement of organisational structure of national maritime administration							X	X	X															
Assistance in definition of requires actions: legal and administrative							X	X	X															
<b>Short term expert (2 m/m)</b>												X	X											
Assistance in implementation of Quality Assurance system												X	X											
<b>Short term expert (6 m/m)</b>							X	X			X	X	X	X										
Assistance in working out of human resources development strategy, recruiting and training needs							X	X																
Training of personnel of Maritime Administration of Latvia and Port Authorities											X	X	X	X										
<b>Short term expert (2 m/m)</b>						X	X																	
Assistance in development of IT system						X	X																	
<b>Supply</b>																								
Supply of necessary technical equipment and software for training of marine pilots and VTS operators													X	X	X	X								
Supply of necessary technical equipment and software for training of seafarers												X	X	X										
Supply of necessary technical equipment for ship inspections											X	X	X											



**CUMULATIVE CONTRACTING and DISBURSEMENT  
SCHEDULE (EUR million)**

Contracted/disbursed by:	31.12.200 1	31.03.200 2	30.06.200 2	30.09.200 2	31.12.200 2	31.03.200 3	30.06.200 3	30.09.200 3	31.12.200 3
<b>Contract 1</b>									
Contracted			0,7						
Disbursed			0,235	0,372	0,509	0,646	0,7		
<b>Contract 2</b>									
Contracted				0,3					
Disbursed				0,2	0,27		0.3		



## LIST OF RELEVANT LAWS AND REGULATIONS

### I International Conventions

<i>No</i>	<i>Law on accession to the conventions</i>	<i>Date of adoption or planned adoption</i>
1.	Declaration of Parliament of accession to the following international conventions: - SOLAS 74 - COLREG 72 - MARPOL 73/78 - STCW 78 - LL 66	Adopted in Parliament, 10.09.1991
2.	Decree on accession to the Convention on the International Maritime Organisation, 1948	Adopted in Parliament, 12.01.1993
3.	Law "On accession to the Amendments to the Convention on the International Maritime Organisation, 1991 and Amendments to the Convention on the International Maritime Organisation, 1993"	Adopted in Parliament, 06.04.2000
4.	Law "On accession to the Convention for the Protection of the Marine Environment of the Baltic Sea Area, 1992"	Adopted in Parliament, 10.03.1994
5.	Law "On accession to the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC)"	Adopted in Parliament, 15.06.2000
6.	Law "On accession to the International Convention on Safe Containers, 1972 (CSC)"	Adopted in Parliament, 07.12.2000
7.	Law "On accession to the International Convention on Tonnage Measurement of Ships, 1969"	Adopted in Parliament, 02.04.1998
8.	Law on ports, 1994	Adopted in Parliament, 22.06.1994, last amendments adopted 09.04.2001

### II National Legal Acts

<i>No</i>	<i>National legal act</i>	<i>Date of adoption or planned adoption</i>
1.	Regulations "On the registration of persons sailing	adopted by CoM 18.04.2000

	on board passenger ships” <i>implementing Directive 98/41/EC</i>	
2.	Regulations “On reporting system for vessels carrying dangerous or polluting goods” <i>Implementing Directive 93/75/EC and its amendments</i>	adopted by CoM 25.04.2000
3.	Regulations “On ships tonnage measurement”	adopted by MoT, 03.01.2001
4.	Regulations on Port State Control (Ministerial Ordinance) <i>implementing Directive 95/21/EC as amended by 98/25/EC and 98/42/EC, 96/40/EC</i>	adopted by MoT, 21.05.1999

## ANNEX No.5

# Structure of the Maritime Administration of Latvia

