



Minutes of the meeting

6th Waterborne and Multimodality Transport Technical Committee Meeting 22 June 2023

Hotel Arvi
Durrës, Albania

- 1) The agenda of the meeting was adopted.
- 2) Transport Community Permanent Secretariat's Director Matej Zakonjšek welcomed all the participants in the TC meeting. Mr. Zakonjšek shortly did an overview what it was developed so far from RP in cooperation with TC Permanent Secretariat and the actions needed to put efforts in line with European and regional initiatives. In view of the main topic of the meeting, he stressed the importance of the human element, i.e. those with special knowledge and skills, and also how to attract new people into this sector, being a mid-term to long-term plan.
- 3) A warm thank you was addressed from the representative of DG MOVE Mr. Casto Lopez Benitez who informed that on 1 June the Commission adopted the maritime package which includes amendments to 5 legal acts. He congratulated on the progress achieved so far.
- 4) Mr Pirro Vengu welcomed the participants and welcomed the initiative of the Technical Committee to discuss the human component and capacity building, which constitutes the main challenge but also an opportunity. The human expertise is the main element that can help all maritime projects become reality.
- 5) Mr Ardian Hackaj underlined those human resources is a strategic asset, stressing that the TCPS is putting the human element in the forefront. Hard, soft, and technical skills are needed for all new equipment and assets. To attract new and right people is a must if further progress is to be achieved. Her presentation included the following elements: International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), STCW Convention and relationship with EU, Previous legislation for training and certification of seafarers,
- 6) Mr. Milton Baron from IMO gave a presentation "The role of IMO in developing and updating the STCW Convention and Code". In his presentation, he addressed the following elements: Human element areas of IMO's work; Recent Human Element developments at IMO; IMO's efforts to enhance maritime safety; Cooperation with ILO; Lessons learned from the pandemic; eLearning training; Revision of 1978 STCW Convention and Code; Outcome of the HTW 9 (Feb 2023); Outcome of the MSC 107 (June 2023); Enforcement of the STCW Convention and Foreseeable challenges.
- 7) Ms. Danai Sykara, from DG MOVE delivered a presentation The role of European Commission in facilitating the recognition of seafarer certificates from EU and promoting the mobility, Recognition of certificates from third countries with a particular focus on the process of recognition.
- 8) Mr. Kristijan Lezaic from DG MOVE spoke about "Smart and flexible EU crewing rules in IWT- Proposal for a Regulation of the European Parliament and of the Council for crewing requirements for inland waterway transport". He addressed Inland Navigation Transport (IWT) presenting its background and then moved on to present NAIADES III Action Plan 2021-2027. He added that the Commission will assess the need for legislative initiatives for on-board digital tools for recording and exchanging information on crews and vessels, as well as on crewing requirements for better harmonisation at EU level. The following subject in his presentation was the Initiative on crewing requirements, how e-tools and crewing initiatives can be merged and described what had so far been done on the e-tooling initiative and explained tentative planning for the initiative.

- 9) Mr. Giuseppe Russo delivered a presentation on the forthcoming projects for the Western Balkans with a focus on human elements aspects and on preparatory measures for the future participation of relevant IPA countries in the EMSA. Talking about the current project they run, they had completed a gap analysis for Albania, Bosnia and Herzegovina, Serbia, and Montenegro. 5 EU Directives were transposed by Bosnia and Herzegovina, 2 Directives for Albania and MARPOL Convention for Montenegro. He also touched upon other technical assistance and studies and maritime traffic monitoring. He also stressed the service they provide, such as CSN – EU satellite base system to identify oil spills at sea, MAR-ICE – rapid provision on expert information and advice and chemical substances to support the response to maritime incidents, and MAR-CIS which aims to facilitate rapid access to specialist product-specific information on chemicals; and tools (rulecheck and e-learning). In view of the new project, he stressed the priorities established under Sustainability and Safety, support to prepare and follow-up IMSAS, discharge responsibilities as Flag State, development of QMS and support to audit ROs. In view of the human element, EMSA is developing a system for digitalization of Seafarers' eCertificates. Their studies will continue with the focus of feasibility of single maritime window and feasibility on sea traffic management.
- 10) Mr Tomor Harizi informed the participants that the Roadmap was presented during the last meeting and that, to date, 21 actions had been completed, 2 actions were ongoing, 1 action had not started yet. Moreover, 5 AIS base stations donated by EMSA, are fixed and operable. Albania started sharing data to MARES on 2 May 2023. As for Technical Assistance, Albanian Maritime Administration is provided with ISO 9001:2015 Certificate. As for the PRF Directive, the draft has been prepared and accepted by Maritime Administration as final draft to be approved. Once translated into Albanian, it would be sent for approval that will be followed by implementation and enforcement. The Maritime Strategy, drafted by EMSA, has been agreed and accepted and is pending the Minister's approval. As for the recognition of seafarers' certificates, TAIEX mission was sent to Albania. In Albania there is "The National Database for Maritime Traffic" which has the role of the National Single Window. Assistance from EMSA to audit the system is in place and will verify if this is fully in accordance with Directive 2010/65/EU. The audit outputs will support Albanian authorities to take proper measures and decisions on deciding whether to update the existing system or creating a new one.
- 11) Mr. Fejzullah Mustafa informed us that the Law on Transport was being drafted and that it would be aligned with the European legal framework defined in Annex I.4 and I.5 of the Transport Community Treaty. The Sub-legal acts would cover the State Flag, International Safety Management Code, Passenger Ships, Technical Safety Requirements, Technical Inspection of Ships, Seafarers' training, and access to the occupation. The main challenges they face are drafting of legislation in the field of waterborne transport and Lack of human resources. They would need professional assistance in drafting law and sub-legal acts on the field of waterborne transport and co-operation between regional and European countries to get best practices.
- 12) Mr. Vladan Radonjic presented the legislation applicable to maritime transport with particular focus on International Agreements. Montenegro started the process of ratification of the Nairobi Convention in 2022. Based on Financial agreement between the European Commission and the Government of Montenegro for IPA II Country Action Programme IPA 2017 (CAP 2017), legal expert for drafting laws and by-laws proposed New Amendments on Maritime Safety Navigation Law. He also informed that Montenegro would become a full member of Paris MoU on 1 July 2023. Montenegro is currently drafting the Law on the prevention of marine pollution from vessels. In the upcoming period, the Draft law will be upgraded with requirements of AFS and BWM conventions and following EU acquis. He also informed that there is an ongoing assessment of the adequacy of Port Reception Facilities (PRF) and the development of Waste Reception and Handling Plans (WRHP) in port of Bar and Port of Kotor. By passing the Law on ships and ports security protection, the following EU acquis was transposed: Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security and Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 On Enhancing Port Security. Based on Financial agreement between the European Commission and the Government of Montenegro for IPA II Country

Action Programme IPA 2017 (CAP 2017), legal expert for drafting laws and by-laws proposed New Amendments on Maritime Safety Navigation Law. He also stated that a draft Law on inland navigation is being prepared.

- 13) Ms. Ksenija Hajdukovic, from the Port Governance Agency, presented an overview of ports in Serbia and cargo handling in the period 2018-2022 as well as on types of shipped cargo. She also presented what Serbian ports will be on TEN-T Core network (Port of Novi Sad, Port of Belgrade, Port of Pancevo) and on the TEN-T Comprehensive network (Port of Smederevo, Port of Prahovo and Port of Sremska Mitrovica) following the signature of the High-Level Understanding on Indicative TEN-T maps.
- 14) Mr Siniša Ivin, from the Serbian Directorate of Inland Waterways delivered a presentation “Inland Waterways in the Republic of Serbia- Current Status and Perspectives”. His presentation addressed the following topics projects they are working on: FAIRway works! in the R-D Corridor, Upgrade of Iron Gate 2 Navigation Lock; Serbian Equipment for Good Navigation Status; AtoNs on the Sava River; Marking vessel, Hydrographic vessel; Preparing FAIRway 2 works in the R-D Corridor; Data Collection, hydraulic and morphological modelling of the Danube River and the Sava River; River training Works on the Sava River; Development of ports infrastructure and lock on the Tisza River; VTS and Voice VHF & Network of hydro-meteo stations; VTS and Voice VHF; Network of hydro-meteo station – future project; UXO Survey & Removal of sunken fleet near Prahovo.
- 15) The representatives of Georgia, Ms Lika Bitsadze, and Ms. Nia Bitsadze, presented the Sea Ports operating in Georgia (Poti Sea Port - APM Terminals; Batumi Sea Port -BIH; Kulevi Terminal SOCAR; Supsa Terminal – BP) and their importance in the Transport Routes and Corridors (Middle Corridor, Black Sea - Caspian Sea Corridor, Persian Gulf-Black Sea Corridor). She also stressed that Georgia has bilateral agreement with 17 countries and that 4 more are planned to be concluded. As for international organizations, Georgia is a member of the 1948 Convention on the International Maritime Organization (IMO), the Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea, and the Maritime Labor Convention (MLC). Talking about inland waterways, the legislation in force in Georgia does not regulate the field of internal inland waterway. Therefore, at the legislative level, there is no Inland waterway transport. There has not yet been a feasibility study for the rivers of Georgia for the purposes of regulating inland waterway transport field. According to the draft law, the general bases for the regulation of the Inland waterway transport have been determined, according to which the relevant preparatory works will be carried out, particularly, in the upcoming years Georgia is planning to conduct feasibility study for assessing our rivers potential, whether it is compatible for the purposes of Inland waterway. On May 2, 2023, the Parliament of Georgia adopted a resolution on the ratification of the MLC Convention of February 23, 2006. Legislation related to the regulatory area social aspects which is also provided in TCT action plan is already implemented with the ratification of MLC as their provision are prescribed both in the Convention and its implementing legislation. The latter will ensure the protection of social rights of Georgian seafarers and Seafarers employed on the ships flying the national flag of Georgia. On May 31, 2023, the Parliament of Georgia adopted the Law of Georgia on Maritime Labor, which will enter into force from 1 July 2024. The law defines the rules for the employment and work of seafarers on commercial ships sailing state flag of Georgia, as well as the standards and rules for the employment of Seafarers on the ships flying the national flag of Georgia. Maritime Transport Agency is working now on improvement and adoption of legislation on the law of Georgia on Maritime Labor until 1 January 2024. She added that 14 EU Directives and 8 Regulations had been adopted. The Maritime Transport agency works on implementation of MSW and PCS, which will develop the hardware and software components of the system. The system shall be operational in 2024. On 13 June 2023 the Government of Georgia adopted the document on Concept of Maritime Transport Strategic Development. The Concept sets strategic objectives for the county in the following direction: Seafarers; Maritime education; Port Capacity Development; Ship Registry; Development of RoRo ferry connections; Support the development of Ship repair and shipbuilding industry; Maritime Innovation and Research; Maritime finance; Cruise shipping.

- 16) Mr. Vadim Pavalachi, Deputy Director of the Naval Agency of the Republic of Moldova, presented a brief analysis of the current situation (Institutional framework) and an overview of completed actions in first semester of 2023. He added that The Naval Agency of the Republic of Moldova on 20th of April 2023 obtained observer status within the European Committee for the development of standards in the field of inland navigation (CESNI). He moved on to talk about the projects in progress for approval in the maritime field for the semester II of 2023 and the projects that are currently being drafted by the Naval Agency in 2023. As for technical assistance projects granted to the Naval Agency in 2023 he outlined the support from EMSA-WMU project on drafting legislation for transposing and implementation of MARPOL and SOLAS conventions planned for 2023 year; Support from Moldova Institutional and Structural Reforms Activity (MISRA-USAID) for drafting legislation on implementation of the STCW Convention and Code, EU regulations and directives related to STCW; and UNECE resolutions, EU regulations and directives related to training certification of inland waterway navigators; Support from Export Control and Related Border Security Assistance (EXBS) of U.S. Government for digitalization of the maritime port services by creating the soft electronic portal "Maritime Single Window" applicable for the maritime ships, at the same time, electronic portal "Single window for river vessels" applicable for DAVID forms along the Danube.
- 17) Ms. Eduard Rodes presented Escola Europea which aims to promote co-modal transport as a tool to create efficient supply chains, by using ports as a modal exchange node, adding that this is only possible when professionals and companies are well prepared. He briefly presented their history, projects, and the networks they are building. The approach they apply is Community Capacity Building, being a conceptual approach to development that focuses on understanding the obstacles that inhibit people, companies, and public administrations from realizing their development goals while enhancing the abilities that will allow them to achieve measurable and sustainable results. In Escola Europea, their teaching staff is composed of prestigious professionals in the sector, they place special emphasis on ICT in curricula and development of e-learning and e-Freight modules. The goals of their courses are achieved by promoting co-modality as a tool for the improvement of transport management, by offering training and information necessary to design and manage supply chain in which intermodality can prove to be a good alternative in terms of cost, time and the environment, and by analysing and calculating the economies that could be generated through intermodality, internal and external costs, the risks and savings in time. Through their course they also wish to familiarize participants with the operations and experience first-hand the vision of the ports and the logistic communities; to train professionals of the sector to design competitive services and efficient supply chains by using the ports as central points of intermodal exchanges; to build and promote a competence and network development among professionals of the sector. Their course participants include professionals, post-graduate students, graduate students, and vocational training students. Their course help to understand the MoS, intermodal transport and the port facilities; optimize the capacity to use existing transport infrastructures and opt for a more sustainable transport system, develop an efficient system with more equitable prices, ensuring that external costs are internalized, introduce clean technologies and the quick use of environmentally efficient vehicles; Improve transport management and its environmental impact; Encourage collaboration between companies in the sector.
- 18) Professor Osman Metalla delivered a presentation "The role of UAMD in promoting higher education and research in maritime industry in Albania and its contribution to the development of the country's maritime sector". He gave an overview of the maritime sector developments in Albania which are: Establishing a chain of marinas along the coast, Construction of the new port in Romano Port, New technologies to be implemented. He focused on the most required skills in maritime industry as well as on top competences of a future seafarer. He then introduced Aleksander Moisiu" University of Durres and various programmes they are offering, some of which are study programmes "Maritime Logistics, Safety and Security", "Maritime environmental protection and Management (MEP&M)", "Msc. In Quantum Technology", "Navigation and Maritime Management", "Mechanical Engineering" and STCW-F courses prepared by their faculty.
- 19) Dr. Nexhat Kapidani delivered a presentation "The challenges and opportunities of implementing the Maritime Single Window system in the Region, interoperability of national systems, legal and regulatory

frameworks, stakeholder engagement and capacity building” covering the following topics: Why is Maritime Trade Facilitation crucial?; Solution: Maritime Single Window; Benefits of MSW; Organizations dealing with Single Window; IMO - International Maritime Organisation; EU/EMSA; UNECE Recommendations; the Legal framework; Interoperability; Types of Single Windows; Implementation; the Business model and Key success factors. He stressed that the Single Window brings benefits to governments, businesses, and trade, by providing a number of examples, i.e. the countries and organisations utilizing single windows. The types of single windows are: National single window (NSW), Maritime single window (MSW), National maritime single window (NMSW) / Maritime national single window (MNSW), Trade single window (TSW), Customs single window (CSW), Port single window (PSW), Port community system (PCS), Vessel Traffic Service (VTS): Coastal VTS – Port VT.

- 20) Ms Anna Krukowska delivered a presentation “From Ship to Shore: The Role of B&S Europe Technical Assistance in Shaping Legislative Framework of Montenegro in the Process of EU Acquis Transposition”. She explained that the purpose of the Technical Assistance Project is to support the drafting of National Legislation and Strategies aligned with the EU Acquis for Transport and to support the increase of the planning and management capacities of the institutions involved with the implementation of transport policies and projects. The results of the project are: National legislation aligned with EU Acquis Legislation Gap Assessment; Capacity building through Sector Approach. She went on to describe the Project Organisation and Management, and Preliminary Legislation Gap Assessment the purpose of which is to set up the baseline for the activities to follow. As for the support provided in the area of waterborne transport and multimodality, assessments of existing legal framework have been carried out, where the deliverables are a number of laws drafted that are to be aligned with the EU acquis. Further support can be offered in the following areas: Passenger ships, Maritime security, Port security, Inspections in the field of maritime security, Market access (maritime cabotage), Social legislation in maritime transport, Working time of seafarers.
- 21) Mr Ivan Sammut shared Malta’s experience in challenges and opportunities for seafarers. He stated that the rapidly evolving 4th Industrial Revolution poses challenges to the training of seafarers. Continuous modernization of the maritime industry, development of autonomous ships, integration of new technologies into ship management makes the international education and training of seafarers rely on the impact of a rapidly changing environment on shipping, the sustainability and safety of efficient operations, thus today a seafarer must be able to lead and/or adapt appropriately, be proactive and dynamic. Talking about opportunities, he stressed that the training of seafarers is a long-term process in which the content of study programs, the qualification of teachers-instructors, and the continuous modernization of the learning and training basis are important; and that the training of seafarers today should be comprehensive, focused not only on professional skills, but on the whole personality of a young person. He concluded that the harmonization of educational paradigms, based on values, comprehensively covering the formation of personality traits, general competencies, professional knowledge, and skills, would create preconditions for the training of highly qualified seafarers