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ANNEX II

to the Commission Implementing Decision on the financing of the annual action plan in favour of the PanAsia region for 2024, under the Multiannual Indicative Programme for the Asia-Pacific region

Action Document for Global Ports Safety project

ANNUAL PLAN

This document constitutes the annual work programme within the meaning of Article 110(2) of the Financial Regulation, within the meaning of Article 23 of the NDICI-Global Europe Regulation.

1 SYNOPSIS

1.1 Action Summary Table

1. Title CRIS/OPSYS business reference Basic Act	Global Ports Safety project OPSYS number: ACT-62509 Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe)
2. Team Europe Initiative	No
3. Zone benefiting from the action	The action shall be carried out in eight countries in South and South East Asia: Bangladesh, Cambodia, Indonesia, Malaysia, The Philippines, Thailand, Sri Lanka and Vietnam.
4. Programming document	Regional Multi-Annual Indicative Programme for Asia and Pacific 2021-2027.
5. Link with relevant MIP(s) objectives / expected results	The proposed action aims to advance the priorities identified in the Specific Objective 4 of the Pan-Asia component of the Regional Indicative Programme for Asia-Pacific 2021-2027, namely: <ul style="list-style-type: none"> SO4: Reinforce security and defence cooperation, inclusive and democratic governance and conflict resolution and prevention, counter terrorism and prevention of violent extremism and foster cooperation on cyber security and organised crime, in particular drugs and human and wildlife trafficking. Relevant expected results from the RMIP: <ul style="list-style-type: none"> ER 4.3: Coordinated and cooperative analysis of security incidents.
PRIORITY AREAS AND SECTOR INFORMATION	
6. Priority Area(s), sectors	Priority Area 1 – Regional Integration and Cooperation (DAC 210 – Transport and storage) (DAC 740 – Disaster Prevention & Preparedness)

7. Sustainable Development Goals (SDGs)	Main SDG: Goal 8 (Economic growth and decent work) Other significant SDGs and where appropriate, targets: Goal 5 (Gender Equality) Goal 9 (Industry, Innovation and Infrastructures) Goal 13 (Climate action) Goal 17 (Partnerships)			
8 a) DAC code(s)	21040 – Water transport 50% 74020 – Multi-hazard response preparedness 50%			
8 b) Main Delivery Channel	Central government – 11000			
9. Targets	<input type="checkbox"/> Migration <input checked="" type="checkbox"/> Climate <input type="checkbox"/> Social inclusion and Human Development <input checked="" type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input type="checkbox"/> Human Rights, Democracy and Governance			
10. Markers (from DAC form)	General policy objective	Not targeted	Significant objective	Principal objective
	Participation development/good governance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Aid to environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Gender equality and women's and girl's empowerment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Disaster Risk Reduction	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Inclusion of persons with Disabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Nutrition	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	RIO Convention markers	Not targeted	Significant objective	Principal objective
	Biological diversity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Combat desertification	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Climate change adaptation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Internal markers and Tags:	Policy objectives	Not targeted	Significant objective	Principal objective
	Digitalisation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<div>digital connectivity</div> <div>digital governance</div>	YES <input type="checkbox"/> <input type="checkbox"/>	NO <input type="checkbox"/> <input type="checkbox"/>	

	digital entrepreneurship	<input type="checkbox"/>	<input type="checkbox"/>	/
	digital skills/literacy	<input type="checkbox"/>	<input type="checkbox"/>	
	digital services	<input type="checkbox"/>	<input type="checkbox"/>	
	Connectivity @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	digital connectivity	YES	NO	/
	energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
health	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
education and research	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Migration @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Reduction of Inequalities @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Covid-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
BUDGET INFORMATION				
12. Amounts concerned	Budget line(s): 14.020131 Total estimated cost: EUR 8 500 000 Total amount of EU budget contribution EUR 6 000 000 This action is co-financed in joint co-financing by France for an indicative amount of EUR 2 500 000.			
MANAGEMENT AND IMPLEMENTATION				
13. Type of financing	Indirect management through one or more pillar-assessed entity/ies. The entities will be selected in accordance with the criteria set out in section 4.3.1			

1.2 Summary of the Action

In the past decades, supply chains have become a cornerstone of European economic prosperity and stability. Any major incident that would affect these chains would have major consequences. The importance of ports is too often overlooked even though they play a strategic role in these chains as gateways between land and oceans. The Beirut port disaster in 2020 has highlighted the complexity and the vulnerability of these infrastructures, and the dangers represented by the quantity and variety of hazardous materials handled, stored, processed within these areas.

In line with the Global Gateway objective to foster sustainable transport connectivity, the Global Ports Safety (GPS) project seeks to contribute to man-made disasters risk reduction in South and South East Asia ports, in order to enhance the resilience of those supply chains. The action shall be implemented in a context of strong economic and trade growth in this region, and energy transition in the maritime sector.

The action will also support the implementation of 2023 IMO Strategy on reduction of the GHG emissions from ships by creating preconditions for the safe management of alternative fuels (such as ammonia, methanol, hydrogen) in the Asian ports with the development of capabilities and the promotion of best practices and the objectives of the Sendai Framework for Disaster Risk Reduction 2015-2030.

To do so, the action will organise trainings, workshops, finance scholarships and set up local training centres and an e-learning platform that will contribute to enhancing incident management and safety by building sustainable capabilities and establishing a regional network of practitioners. Throughout these activities, a Team Europe approach will be fostered. France and Poland will provide expertise and other Member States may also be involved.

The Action is also aligned with the EU Gender Action Plan III 2021-2025 in particular its thematic area of engagement “Promoting economic and social rights and empowering girls and women”.

By targeting eight partner countries and working with like-minded countries, the project will cover a large part of the Indo-Pacific area and will contribute to the implementation of the EU Strategy for Cooperation in the Indo-Pacific. This action will seek to maximise synergies with existing European initiatives or programmes led by like-minded countries and will seek to achieve a sustainable impact in the region.

1.3 Zone benefitting from the Action

The Action shall be carried out in Bangladesh, Cambodia, Indonesia, Malaysia, The Philippines, Sri Lanka, Thailand, Vietnam, all included in the list of ODA recipients.

2 RATIONALE

2.1 Context

The Covid-19 pandemic, Russia's war against Ukraine and the Red Sea crisis strongly hit global supply chains, international trade and highlighted the need for sustainable, intelligent, clean and secure networks, especially in the area of maritime transport, which accounts for 90% of international trade.

This is particularly the case in the Indo-Pacific region which accounts for 60% of global GDP, is a transit route for 80% of international trade and hosts 4.5 billion people. The region is also of great strategic and economic importance as a host of technological and financial hubs and a great supplier of critical raw materials. The region is therefore of high relevance for the implementation of the Global Gateway strategy¹ and to develop trusted, resilient and sustainable transport connectivity. This importance was recognised by the EU which stepped up its strategic engagement with the Indo-Pacific region and adopted an ambitious strategy in April 2021².

In terms of connectivity, ports play an important role as key nodes connecting countries to the rest of the world. In the Indo-Pacific region, sizeable investments are made and planned in ports' infrastructure to support a fast capacity's scale up. The objective is to better connect goods, people and services across the world while addressing sustainability challenges. However, sustainable infrastructures and capacity-building are inefficient without a sustainable and safe management.

The South and South East Asian ports play an important role in international trade, as a driving force for the countries' goods and gross exchanges, but when it comes to safety investments, there is a big discrepancy with the safety and incident management capacities of Japan, Singapore and South Korea. In addition, the fact that South and South East Asian ports are often located within mega cities represents an additional challenge. Logistic infrastructures, storages and (heavy) ports' industrial activities are integrated in urban environment, generating potential dangers for the local communities.

Home to some of the world's fastest growing economies, South and South East Asia will see a huge increase of maritime trade. The volume of transported hazardous goods will thus increase, with a growing part of new dangerous products and materials related to energy transition and to the efforts to decarbonise industries, such as ammonia, hydrogen, methanol or bio-methane. As investments in clean fuels are sharply on the rise in line with

¹ For an overview of the Global Gateway strategy, see: [Global Gateway - European Commission \(europa.eu\)](https://european-council.europa.eu/media/166484/publication/?id=32467&lang=en)

² For the EU Indo-Pacific Strategy, see: [EU-Indo Pacific Strategy | EEAS \(europa.eu\)](https://european-council.europa.eu/media/166484/publication/?id=32467&lang=en)

the objectives set in the 2023 IMO Strategy of the GHG emissions from ships³, such fuels would be used in ships as well as transported, handled - and may ultimately be produced - in South and South East Asia. However, be it as gross products or as fuels, they generate new risks and issues that are complex to manage.

The EU has a strong expertise in the maritime sector. The European maritime industry is one of the most developed in the world, several EU companies are world leaders in the shipping and port industry, and EU businesses are strongly involved in the decarbonisation of the maritime sector. Together with Asian counterparts in Japan, the Republic of Korea and Singapore, they are willing to lead the green transformation of the maritime sector. The EU Member States have also a long tradition of investing in education in the maritime field, proposing higher education programmes for port managers and inspectors - including women participants, promoting student mobility and encouraging international cooperation between universities. European ports can rely on specialised and skilled authorities and emergency response teams, capable of managing specific and technical incidents in ports and on ships. The EU can also mobilise this expertise in case of overseas incidents by activating the EU Civil Protection Mechanism (EU ECHO/ERCC) and through a specific service for Marine Intervention in Chemical Emergencies (MAR-ICE) which was activated in light of an incident in 2021 by Sri Lanka.

Finally, Europe is also committed to develop ambitious standards and rules on safety, often going beyond international recommendations. This is especially true on the subject of dangerous goods, hazardous material management and industrial safety (SEVESO directive) and has undeniably contributed to a safer environment. This experience can benefit South and South East Asia by paving the way for sustainable development, also enabling the local partners to manage the ports targeted by this action by applying the highest standards, developing resilient infrastructures and facilitating the international investments. The action shall deliver on the priorities of the Sendai Framework for Disaster Risk Reduction, by contributing to prevent risks related to the management of new maritime fuels and to decrease risks related to the dangerous goods handling in ports.

2.2 Problem Analysis

Short problem analysis

In South and South East Asia, trade flows are driven by economic growth and are sharply on the rise. Volumes of transported hazardous goods are therefore increasing, with a growing part of new dangerous products and materials related to energy transition, such as batteries, liquefied natural gas (LNG) or hydrogen. The decarbonization of the maritime sector, encouraged by the International Maritime Organization (IMO) strategy on reduction of the Green House Gas (GHG) emissions from ships, and the FuelEU maritime initiative⁴, drive the emergence of lower carbon emission maritime fuels such as ammonia, hydrogen, methanol, bio-methane, LNG. Due to their toxicity and volatility, these fuels are even more dangerous than the already used Heavy Fuel Oils (HFOs) and will constitute huge safety challenges for the global ports along the EU-Asia route.

While leading ports - such as Rotterdam or Singapore - and leading European companies, are already developing capacities for the use of those new fuels, the ports targeted by this project have limited resources for emergency response. They also lack safety management and local teams do not have the capacities to manage complex incidents especially those involving hazardous material. The number of accidents that occurred in the last years (Tianjin - China in 2015, Laem Chabang - Thailand in 2019, Ulsan - Republic of Korea in 2019, and Chittagong - Bangladesh in 2022) made local authorities realise their own vulnerabilities and the issue of dangerous cargo maritime safety was raised at UNESCAP and APEC Transportation Working Group (TPT-WG). Both international organisations organised a dedicated workshop during the Thai presidency, and published in 2023 policy

³ The Fourth Greenhouse Gas Study 2020 published by International Maritime Organisation (IMO) estimated that GHG emissions from shipping in 2018 accounted for some 2.89% of global anthropogenic GHG emissions and that such emissions could represent between 90% and 130% of 2008 emissions by 2050. The 2023 IMO Strategy on reduction of the GHG emissions from ships aims to reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, by 2030, compared to 2008; and to reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, by 2040, compared to 2008.

⁴ [FuelEU maritime initiative: Council adopts new law to decarbonise the maritime sector - Consilium \(europa.eu\)](https://www.consilium.europa.eu/en/press/press-releases/2023/04/27/fuel-eu-maritime-initiative/)

recommendations⁵ that are fully aligned with the GPS project proposal. However, even though they have taken into account the risks their ports are exposed to, they fail to mobilise the necessary means to tackle them.

Another major component of port safety is manpower. The growing global ports require skilled staff, able to manage the safety aspects and implement the regulation in a complex environment. In addition, some South and South East Asian countries, such as the Philippines and Indonesia, are among the largest suppliers of maritime workers (seafarers and other maritime operators) in the world and provide manpower for European companies. The European Maritime Safety Agency (EMSA), which conducts regular inspections of Asian seafarer academies, has recommended to enhance the education, training, and certification systems as a way to improve maritime safety. By investing in the maritime education in South and South East Asia, the EU can support port safety and the transition to dangerous and decarbonised energies in the global shipping with skilled and capable workers.

Considering that it is of vital economic interest for the EU to ensure that the South and South East Asian ports are safe, resilient and sustainable, the action intends to facilitate the development of high quality standards for the whole region, thereby contributing to building an Indo-Pacific network of Ports' practitioners for safety and emergency response. This network will facilitate the sharing of knowledge, practices and aid, beyond the project. This network could be linked to already existing ones such as IMPEL⁶ and ETPIS⁷, both contributing to promoting best practices to address safety issues related to industrial activities in ports.

The project will propose activities to develop skills and knowledge and build capabilities related to the existing and upcoming safety issues around two pillars. The first one aims to enhance safety management for dangerous goods transport in ports and support the development of decarbonised maritime transport safely, while the second one focuses on strengthening the capabilities to manage incidents related to hazardous materials and the ability to manage large scale man-made disasters, including by promoting the use of the IORIS maritime coordination online platform developed by the CRIMARIO project⁸, to facilitate inter-agency communication. Synergies with the new phase of the ESIWA project⁹ (*Enhancing Security Cooperation in and with Asia - ESIWA+*) will be encouraged and will build on activities jointly organised with ESIWA, such as the May 2023 workshop on *managing accidents involving ammonia as fuel for ships* held in Singapore.

The GPS project could also contribute to put into practice EU research and innovation projects' outcomes to facilitate the implementation of their results (tools, methodologies and technologies) and the dissemination of EU expertise and highest standards to partner countries in South and South East Asia.

Identification of main stakeholders and corresponding institutional and/or organisational issues (mandates, potential roles, and capacities) to be covered by the action:

Partner countries

The action will be conducted in eight partner countries of South and South East Asia : Bangladesh, Cambodia, Indonesia, Malaysia, The Philippines, Thailand, Sri Lanka and Vietnam.

Twelve global ports located in these countries warrant special attention from the European Union as driving forces for the beneficiaries' economies, as they hold a strategic position along the EU-Asia route, or as they are particularly vulnerable to safety risks.

Within these countries, different actors of the port industry will be targeted by the action, namely:

- Port authorities, who have the mandate to enforce port regulations and control;
- Fire and Rescue Services, that provide emergency response capabilities, as well as prevention, regulation and control;
- Coast Guards, involved in the environmental law enforcement and emergency response;
- The navies, that support the ports for emergency response with heavy and technical resources;

⁵ https://www.unescap.org/sites/default/d8files/event-documents/Dec01-02_Report_Dangerous-Goods_Final_report-2023-Rev02.pdf

⁶ <https://www.impel.eu>

⁷ <http://www.industrialsafety-tp.org>

⁸ CRIMARIO (Critical Maritime Routes Indo-Pacific): [Crimario II - Interconnecting the Indo-Pacific](#) and IORIS (Indo Pacific Regional Information Sharing): [IORIS: The Maritime Operational Coordination & Communications Platform for the Indo-Pacific - Crimario II](#)

⁹ ESIWA (Enhancing security cooperation in and with Asia) project : [ESIWA - Enhancing security cooperation in and with Asia | EEAS \(europa.eu\)](#)

- Industrial and environmental agencies, involved in ports industries regulation, including safety and emergency response plans;
- Research and higher education institutions;
- National authorities in charge of regulatory aspects.

To foster real synergies, it will be important to train decision-makers as well as field practitioners.

Asian and Pacific like-minded counterparts:

To be able to organise these activities, this project also relies on key stakeholders from different like-minded countries as well as on their respective public organisations.

Discussions are ongoing with:

- Japan (Ministry of Land Infrastructures and Transport, Japan Coast Guards),
- The Republic of Korea (Ministry of Oceans and Fisheries, Ulsan Port Authority, National Fire Agency),
- Singapore (Civil Defence, Port Authority)
- Australia (Australian Maritime Safety Agency, New South Wales Fire and Rescue, Tasmania Maritime University)

These countries will be invited to provide expertise (speakers, trainers or lecturers) and to host or co-organise several events in their respective countries. The Republic of Korea has already agreed to co-organise a conference in Ulsan port under the GPS project umbrella in 2024.

Other countries in South Asia, South East Asia and the Pacific, such as India, Timor Leste and Papua-New-Guinea will also benefit from the programme by participating in specific activities, such as networking, conferences and seminars.

European countries

France has a strong expertise in ports management, maritime, and industrial safety. For the implementation of this action, France will involve research centres on maritime accidents and industrial safety (CEDRE, INERIS), the Civil Protection specialized services (French Navy Fire Brigade), the national maritime academies (ENSAM, ENSM). The Agence Française de Développement (AFD) will also be associated in several activities, including studies and assessments and will propose a financial support for infrastructures' modernisation. The action will also be supported by the wide network of established DCSD (Directorate of Cooperation of Security and Defence) cooperators and the attachés of the French Ministry of Foreign Affairs in the Indo-Pacific region.

EU Member States. This action will be implemented in a Team Europe approach in partnership with other EU Member States. Poland will provide expertise, with the involvement of two maritime academies (Gdynia Maritime University, Maritime University of Szczecin), the Maritime Search and Rescue Service and the State Fire Service. Discussions are ongoing with other Member States for a similar involvement. In addition, the expertise and the support of EU private companies, such as shipping and port operators, is expected. Finally, the European agencies, such as EMSA and JRC, will be invited to participate and provide expertise.

Other organisations

Women-led organizations such as Women in Maritime Asia (WIMA), and Women in International Maritime Organization (IMO) programmes will be engaged with the aim to propose gender balanced activities and a gender balanced expertise from EU Member States agencies and partner countries.

3 DESCRIPTION OF THE ACTION

3.1 Objectives and Expected Outputs

The Overall Objective of this action is to develop a resilient and sustainable connectivity between the EU and Asia, and between Asian countries, in a context of global trade expansion and energy transition.

The Specific Objectives of this action are to ;

1. Improve safety management in the beneficiary ports of South and South East Asia (S&SEA)
2. Enhance incident management capacities in those ports

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives are ;

- 1.1. Safety and awareness in decarbonised maritime fuels' operations are enhanced by identifying and adopting best practices and international safety and environmental standards
- 1.2. Dangerous goods safety management is improved by strengthening the regulatory environment and putting into practice the highest safety and environmental standards.
- 2.1. Capabilities and skills to manage incidents involving hazardous materials are developed within port areas
- 2.2. Large scale man-made disasters management capabilities are strengthened at a local and regional scale

3.2 Indicative Activities

Many activities of the action will be conducted by multi-agencies' group, strengthening local and cross-agency cooperation, and will involve different countries to contribute to developing the same levels of capabilities for a harmonized level of safety among the ports in the region.

A specific attention will be given to organising *Training of Trainers (ToT)* activities, to provide education materials in local language, and to e-learning through a learning management system (LMS) to facilitate the dissemination of knowledge within the targeted ports and beyond, as well as contributing to the sustainability of the project. Throughout the training activities, particular attention will be paid to include women participants.

Main indicative activities related to Outputs 1.1 and 1.2:

- Local operational trainings on dangerous goods and industrial safety management
- Workshops and tabletop exercises on decarbonised fuels (similar to the 2022 workshop organised in Singapore on ammonia maritime fuel safety)
- Port's studies to identify vulnerabilities, risk and key issues and needs for safety management improvement
- Guidelines and recommendations for the use of new maritime fuels (ammonia, LNG, methanol, hydrogen) safely in ports areas and ports' operations,
- High education scholarships in European maritime universities to develop high skilled manpower in the considered ports.

Main indicative activities related to Outputs 2.1 and 2.2:

- Trainings in Asia on the ToT model on different subjects, namely hazardous materials incidents management, fires on ships management or more generally incident response
- Trainings and tabletop exercise for crisis management and inter-agency and international response cooperation, including by using IORIS in cooperation with CRIMARIO
- Build regional training centres, for regional trainings organizations.

Both trainings will be conducted by France and Poland and eventually a third-party member (such as a like-minded country).

- Guidelines and recommendations for standard operating procedures for emergency response on new maritime fuels

Main indicative activities related to all outputs :

The project will also provide tools for a sustainable learning and sharing of knowledge and practices for either safety management activities and incident management ones. This will include the procurement and customization of a Learning Management System (LMS), softwares, and equipment for regional training centres.

3.3 Mainstreaming

Environmental Protection & Climate Change

By contributing to develop skills and promote best practices to safe handling, storage and incident management of new energy sources (ammonia, LNG, methanol, hydrogen) that are expected to replace fuel oils in the context of energy transition of the maritime sector, the action is expected to support efforts towards the decarbonization of the maritime sector. The action will therefore contribute to the implementation of 2023 IMO Strategy on reduction

of the GHG emissions from ships, in terms of creating preconditions for safe management of alternative fuels and hazardous materials in the ports. It will thus indirectly contribute to climate change mitigation.

Outcomes of the EIA (Environmental Impact Assessment) screening

The EIA (Environment Impact Assessment) screening classified the action as Category B (not requiring an EIA, but for which environment aspects will be addressed during design).

Outcome of the CRA (Climate Risk Assessment) screening

The Climate Risk Assessment (CRA) screening concluded that this action is no or low risk (no need for further assessment).

Gender equality and empowerment of women and girls

As per the OECD Gender DAC codes identified in section 1.1, this action is labelled as G1. This implies that gender equality and the empowerment of women will be actively sought under the GPS action. Even though women represent a low rate of the global ports, logistic, and maritime workforce, the action will address women's empowerment by working closely with *Women in Maritime Asia (WIMA)*, and more generally with the *women in Maritime IMO* programmes to propose gender balanced activities and a gender balanced expertise from EU Member States agencies. A close partnership with WIMA will facilitate the identification of suitable female candidates to participate in GPS trainings or female speakers to intervene at conferences. If women follow capacity building activities (trainings or workshops) under the action, it is also expected that they will be given greater responsibilities in their home countries as they will have skills and knowledge other workers do not have. They will thus be able to exercise a role of trainer in their local port and will be in a better position to reach decision-making positions. In short, devoting a particular attention to the training of women in South and South East Asian ports is expected to foster their participation in operational and decision-making activities.

Human Rights

This action seeks to contribute to a safer work place and living environment for employees of the beneficiary ports and the population living nearby. It thus participates to the promotion of citizen's rights. A human rights perspective will be mainstreamed across all the activities under this action.

Disability

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D0. This implies that the action is not considered relevant for inclusion of persons with disabilities (PwDs). Nevertheless, the action is inclusive in nature and will seek to include all stakeholders, also PwDs in consultations and activities if possible.

Reduction of inequalities

The action is labelled as I-0 as it is not considered relevant for inequality reduction. However, this action will seek to reduce inequalities between the target countries, all developing countries of which two Bangladesh and Cambodia are least developed countries (LDCs). The purpose of the action is to support countries that do not have enough own resources to address risks linked to hazardous materials and dangerous goods. EU countries and link-minded partners, who have more advanced procedures, capabilities and safety standards, can thus help other countries to achieve proper safety and incident management. With the energy transition progressively getting increased importance, GPS aims to narrow the gap between the countries that can - and those that cannot - respond to the risks linked to new low-carbon technologies and fuels.

Democracy

If the promotion of democracy is not a specific target of this action, the increased capacities of decision-makers and field operators to safe and incident management through trainings may contribute to counterbalance exclusive top-down management. The action will also create greater synergies among ports by supporting dialogue between

practitioners and experts, thereby enhancing international cooperation and governance in the field of ports infrastructures management.

Conflict sensitivity, peace and resilience

The GPS project focuses on making ports safer and more resilient and on, strengthening resilience and security of global supply chains. This will participate to making Asian and European trade less vulnerable to major incident and man-made disasters, thus contributing to world economic and trade stability.

Disaster Risk Reduction

By investing into skills development in prevention, preparedness, and disaster management to man-made disasters, the action will help increase the safety in the ports and minimise damages and casualties during incidents. Specific objective 2 addresses the man-made disaster risk reduction issue and contributes to the objectives of the Sendai Framework for Disaster Risk Reduction by enhancing incident management capacities in 12 Asian global ports with a view to reduce disaster damage to critical infrastructure (target D) and enhance international cooperation (target F) . The action will also deliver on Priority 4 of the Sendai Framework (“Enhancing disaster preparedness for effective response and to "Build Back Better" in recovery, rehabilitation and reconstruction”).

3.4 Risks and Lessons Learnt

Category	Risks	Likelihood	Impact	Mitigating measures
People and the organisation	Governance of the project, and the engagement of the beneficiaries and partner for a long duration, given the number of countries engaged, including eight partner countries, EU Member States and several like-minded countries,	Medium	Medium	The project will combine i) a close relation with the involved (local) agencies, through the diplomatic network of maritime and civil protection Attachés (France, Poland and EU Delegations), ii) identify and manage a network of national focal points that will be involved for the project implementation plan management, iii) provide enough resources for the project management to secure both the governance and its implementation successfully.
Planning processes	Long decision and agreement processes for every activity due to the fact that beneficiaries are public agencies.	Medium	Medium	The project will implement activities that follow preliminary events organized in 2022 and 2023 that have paved the way for a seamless programme. It will also define and communicate an implementation plan a long time in advance, with a secured timing, milestones and trigger points. The activities will be proposed in “à la carte” to suit to the specific needs of the public agencies

Human capacities	Trainees (including women and persons with disabilities) attending the different activities do not have the necessary basic skills to benefit from the training.	Medium	High	The invitations will be sent to the beneficiaries with specific guidelines on who to send to the trainings, workshops and other activities with a gender balance approach. For example, past trainings followed, function and mission in the port, etc. The invitations will also present the programme of the activity with specific details in order to help authorities choose the appropriate candidate or trainee.
Human capacities	Port actors do not have the necessary English fluency to properly understand what is taught, or the courses materials.	Medium	High	The training materials will be translated in the different languages to facilitate its spreading and sharing. The technical and field trainings will be implemented with translation in local languages.
Communication and information	No local repercussions of the project. Trainees do not share their skills and knowledge to their teams or to the other actors of their respective ports.	Low	High	The tools provided by the project, such as the learning management system, and the materials translated in local languages, will support the dissemination beyond the participants
Legality and regularity aspects	Some ports are known for their corruption, foreign influence and a lack of transparency. If so, it could impact the organisation of events, or activities could be misappropriated.	Medium	Medium	The activities will be planned in advance. The implementation conditions will be negotiated with the local authorities. Backup plan will be identified.
Communication and information	Scarce use of online training and course material, or of local training centres equipped by the project. Local training centres may even be used for other purposes.	Low	Medium	Broad communications on the existence of the online resources. Trainees will be informed as well as port authorities. The decision to equip training centres will be done after an assessment of the needs. The potential for a sustainable use will also be highlighted.

Lessons Learnt:

Preliminary activities, such as workshops, tabletop exercises and trainings, have already been carried out to confirm the interest of the beneficiaries and the concept of the project. The following events were held in 2022 and 2023:

- In October 2022, a workshop and tabletop exercises were organised in Singapore on *dangerous goods safety and large man-made disaster response*. 120 people from 20 countries participated. The same month, a training was organized on the same topic for the Thailand Marine Department
- In November 2022, a training on “hazardous materials incidents management” was organized in Vietnam for 25 Vietnamese and Cambodian fire and rescue experts. A similar training was replicated in April 2023.
- In May 2023, a workshop on *managing accidents involving ammonia as fuel for ships* was held in Singapore. The event gathered 75 participants from 12 countries and was jointly organized with the European Union, in the framework of the ESIWA project.
- In October 2023, a workshop and tabletop exercises were proposed to 50 participants from 16 Indo-Pacific countries in New Caledonia (France) on the topic *Enhancing Safety and emergency response in the*

Indopacific maritime routes; in parallel a field training on *emergency response on ships* was organized for 10 participants from 5 SEA countries.

These events were very conclusive and successful as they showed the genuine interest that many South and South East Asian countries had in port safety and will enable the GPS project to be implemented much faster. They also helped draw conclusions and good practices on organising such events, namely on time schedules, delays, coordination between bi-national organisers, etc.

To maximise the sustainability of the action and avoid that it is a one-time action, the GPS project is also trying to complement with existing actions. Discussions have been ongoing with several EU-supported projects such as ESIWA+, CRIMARIO and the established CBRN Centre of Excellence in Manila to identify synergies and possible cooperation grounds. Those projects could also benefit from the safety aspects of the GPS programme.

Complementarity with other programmes in the ASEAN region will be sought, notably with the ASEAN Sustainable Connectivity Package (SCOPE) and the SCOPE ship safety project and activities developed under the ASEAN/South-East Asia Sustainable Connectivity Global Gateway Flagship Team Europe Initiative (TEI), promoting sustainable connectivity and the digital transition in the fields of trade, sustainable value chains, transport, digital and higher education.

3.5 The Intervention Logic

The underlying intervention logic for this action is that :

IF local operational trainings, workshops and tabletop exercises are organised on dangerous goods management or decarbonised fuels AND countries have an interest and see the benefit of training local teams and adapting their policy on these topics THEN safety and awareness are enhanced in these fields BECAUSE best practices and the highest standards will be adopted.

IF Training of trainers are organised on hazardous materials incidents management, fires on ships management or more generally on crisis management AND if two regional centres are set up AND the trainees train the local work force in their respective ports AND the project provide the relevant equipment for the force, THEN incident management of hazardous materials and large-scale man-made disaster will be improved.

IF both outcomes are delivered then a resilient and sustainable connectivity between the EU and Asia, and between Asian countries, in a context of global trade expansion and energy transition, will be developed.

3.6 Logical Framework Matrix

This indicative logframe constitutes the basis for the monitoring, reporting and evaluation of the intervention.

On the basis of this logframe matrix, a more detailed logframe (or several) may be developed at contracting stage. In case baselines and targets are not available for the action, they should be informed for each indicator at signature of the contract(s) linked to this AD, or in the first progress report at the latest. New columns may be added to set intermediary targets (milestones) for the Output and Outcome indicators whenever it is relevant.

- At inception, the first progress report should include the complete logframe (e.g. including baselines/targets).
- Progress reports should provide an updated logframe with current values for each indicator.
- The final report should enclose the logframe with baseline and final values for each indicator.

The indicative logical framework matrix may evolve during the lifetime of the action depending on the different implementation modalities of this action.

The activities, the expected Outputs and related indicators, targets and baselines included in the logframe matrix may be updated during the implementation of the action, no amendment being required to the Financing Decision.

PROJECT MODALITY (3 levels of results / indicators / Source of Data / Assumptions - no activities)

Results	Results chain: Main expected results	Indicators :	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	To develop a resilient and sustainable connectivity between the EU and Asia, and between Asian countries, in a context of global trade expansion and energy transition	1. Average number of different agencies by South and South East Asia country that declare having benefited from the GPS action	1: 10 agencies (2024)	1. 30 agencies (2028)	1: Forms filled in by participants	Not applicable
		2. Number of EU and like-minded countries that participated in GPS activities and shared their expertise	2: 3 countries (France, Singapore, Norway) (2023)	2: 7 countries (2028)	2: Either MoU (if applicable), participant lists or activity reports	
Outcomes	1.Improve safety management in the beneficiary ports of South and South East Asia	1.1: Number of port studies financed by the GPS action to highlight the vulnerabilities and safety breaches, related to hazardous materials (man-made incidents)	1.1: 0 (2024)	1.1: 12 (2028)	1.1: Documentation and study reports	Port authorities agree to have studies conducted in the port area
		1.2: Number of scholarships in European universities granted by the action including women participants.	1.2: 0 (2023)	1.2: 24 (2028)	1.2: Universities' admission lists	Countries see the benefit of sending a flagship student to a foreign university
		1.3: Number of education curricula developed on safety and awareness	1.3: 0 (2024)	1.3: 2 (2028)	1.3: Universities reports	
	2. Enhance incident management capacities in those ports	2.1: Number of regional centres set up dedicated to either hazardous materials incidents or fires on ships in partner countries.	2.1: 0 (2024)	2.1: 2 (2028)	2.1: Delivery notes	The trainees will be eager to transmit their newly acquired skills and knowledge to their co-workers
		2.2: Number of sets of equipment provided	2.2: 0 (2024)	2.2: 12 (2028)	2.2: Delivery notes	
		2.3: Number of technical teams trained and certified in the targeted ports on incident management, disaggregated by gender (and disabilities when applicable).	2.3: 1 (2024)	2.3: 12 (2028)	2.3: Activities report	
Outputs	1.1 Safety and awareness in decarbonised maritime fuels' operations are enhanced by identifying and adopting best practices and international safety and environmental standards	1.1.1: Number of workshops organised jointly with a like-minded country on decarbonised maritime fuels.	1.1.1: 1 (2023)	1.1.1: 5 (2028)	1.1.1: Organisator lists (Agenda)	Countries have an interest in international cooperation on decarbonised fuels and producing guidelines
		1.1.2: Number of technical guidelines on decarbonised maritime fuels safety	1.1.2: 0 (2024)	1.1.2: 2 (2028)	1.1.2: Activities report	

	1.2 Dangerous goods safety management is improved by strengthening the regulatory environment and putting into practice the highest safety and environmental standards	1.2.1: Percentage of trainees who attended the complete training course programme on a topic, such as but not limited to Fires on ships - Basic and Fires on ships – Advanced (disaggregated by country/ port/ gender and disabilities when applicable)	1.2.1: 10% (2024)	1.2.1: 20% (2028)	1.2.1: Calculation based on participant lists of precedent GPS trainings organised in 2022 and 2023	The trainees will be eager to transmit their newly acquired skills and knowledge to their co-workers
	2.1 Capabilities and skills to manage incidents involving hazardous materials are developed within port areas	2.1.1: Number of training course material and recommended Standard Operating Procedures on incident management related to hazardous materials available on regional platform.	2.1.1: 0 (2024)	2.1.1: 6 (2028)	2.1.1: Number of documents deposited on created regional platform	Countries have an interest and see the benefit of training local teams on incident management related to hazardous materials.
		2.1.2: Average number of versions in local languages available on regional platform by courses	2.1.2: 0 (2024)	2.1.2: 5 (2028) Open resource of training content in local language of each partner country	2.1.2: Number of different versions of each document deposited on created regional platform (i.e. Different local languages)	
	2.2 Large scale man-made disasters management capabilities are strengthened at a local and regional scale	2.2.1: Number of different participating agencies per country during local trainings.	2.2.1: 0 (2024) Currently, cooperation between different agencies is in silos	2.2.1: 3 (2028)	2.2.1: Participant list of agencies per training	Practitioners, agencies and organisations have an interest in international cooperation and sharing lessons learned
		2.2.2: Creation of an international network of practitioners sharing expertise and lessons learned (2028)	2.2.2: 0 (2024)	2.2.2: 1 (2028)	2.2.2: Roster on practitioners network	
		2.2.3: Number of crisis management table top exercises (table top or simulations) organized (disaggregated by participating agency / thematic)	2.2.3: 2 (2024)	2.2.3: 6 (2028)	2.2.3: Planning of organised activities	

4 IMPLEMENTATION ARRANGEMENTS

4.1 Financing Agreement

In order to implement this action, it is not envisaged to conclude a financing agreement with the partner countries.

4.2 Indicative Implementation Period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 60 months from the date of adoption by the Commission of this Financing Decision.

Extensions of the implementation period may be agreed by the Commission's responsible authorising officer by amending this Financing Decision and the relevant contracts and agreements.

4.3 Implementation Modalities

The Commission will ensure that the EU rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures.

4.3.1 Indirect Management with one or more pillar-assessed entity/ies

This action may be implemented in indirect management with one or more pillar-assessed entities, which will be selected by the Commission's services using the following criteria:

- sectoral technical expertise in the field of port infrastructures and civil protection,
- operational capacity to implement indicative activities in all eight countries,
- capacity to coordinate other participating European countries
- capacity to involve interested like-minded countries.

The implementation by this/those entity(ies) entails all the activities as described in section 4.1 aiming to support partner countries to enhance safety and incident management in the beneficiary ports of the GPS programme.

4.3.2 Changes from indirect to direct management mode (and vice versa) due to exceptional circumstances (one alternative second option)

As fallback option, in case indirect management cannot be implemented due to circumstances outside of the Commission's control, the action may be implemented in direct management through procurement of technical assistance services.

4.4 Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply.

The Commission's authorising officer responsible may extend the geographical eligibility on the basis of urgency or of unavailability of services in the markets of the countries or territories concerned, or in other duly substantiated cases where application of the eligibility rules would make the realisation of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

4.5 Indicative Budget

Indicative Budget components	EU contribution (amount in EUR)	Third-party contribution / France (amount in EUR)
Implementation modalities – cf. section 4		
Indirect management with a pillar-assessed entity – cf section 4.3.1	6 000 000	2 500 000
Evaluation – cf section 5.2	May be covered by another Decision	N/A
Audit – cf section 5.3	May be covered by another Decision	N/A
Contingencies	N/A	N/A
Total	6 000 000	2 500 000

4.6 Organisational Set-up and Responsibilities

A multi-layer governance will be set up to provide the strategic orientations of the GPS action:

- A Programme Steering Committee (PSC) will be set up and composed of relevant Commission services (Delegations, INTPA) and EUMS Implementing Countries (EUMSIC) of GPS, namely France and Poland and the entrusted entity. The PSC will :
 - i. provide strategic and policy guidance on project implementation,
 - ii. review and endorse annual work plans,
 - iii. monitor project outputs and achievements,
 - iv. address obstacles and challenges related to project implementation.
- At another level, the EUMSIC will meet frequently with partner countries to measure progress, results, participation rates, needs and externalities.
- Finally, the EUMSIC will conduct frequent discussions with like-minded countries to identify more easily synergies with already existing cooperation programmes, and to use the existing frameworks with these countries and group of countries (such as G7) to facilitate their involvement.

There is no denying that a particular synchronisation will be sought with the meetings held under the EU Indo-Pacific Strategy in order to align the project with its strategic orientations.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action and may sign or enter into joint declarations or statements, for the purpose of enhancing the visibility of the EU and its contribution to this action and ensuring effective coordination.

5 PERFORMANCE MEASUREMENT

5.1 Monitoring and Reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process, and part of the implementing partner's responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (Outputs and direct Outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality) and the partner's strategy, policy or reform action plan list (for budget support).

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

Roles and responsibilities for data collection, analysis and monitoring:

A report will be conducted annually in order to monitor the project's implementation and measure its quantitative achievements. Progress towards the realisation of the two main outcomes will be specifically reviewed and analysed. A special attention will be drawn to quality achievement by addressing cross cutting issues, such as but not limited to nationality of participants, their gender, agency, profession/quality. The report will have a multi-scale approach, the analysis will be done by port, by country to closely monitor the progresses in each beneficiary port or country, but also at a regional level to monitor the development of the regional network and cooperation. The baseline of the report will be mainly the studies conducted in each port at the early stage of the project. The involvement of participants to successive trainings will also be carefully looked at. Participants surveys will also be conducted in order to take into account their comments to enhance future activities and adjust the action accordingly.

The reports will also monitor the effective involvement of like-minded countries by measuring to what extent they have shared their expertise and knowledge during GPS activities.

Finally, the impact of the project beyond the 8 partner countries - i.e. to other countries of the Indo-Pacific involved in networking GPS events - will also be examined.

All monitoring and reporting shall assess how the action is considering the principles of gender equality, human rights-based approach and rights of persons with disabilities including inclusion and diversity. Indicators shall be disaggregated at least by sex and age, and disability if possible.

5.2 Evaluation

Having regard to the nature of the action, a final evaluation may be carried out for this action or its components via independent consultants contracted by the Commission or through a joint mission from the Commission with contributing Member States.

The final evaluation will be carried out for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the fact that this is an innovative action with some potential for scaling up or for geographic extension.

If the evaluation is contracted by the Commission, the Commission shall inform the implementing partner at least one month in advance of the dates envisaged for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluation reports may be shared with the partners and other key stakeholders following the best practice of evaluation dissemination. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, apply the necessary adjustments.

In addition, all evaluations shall assess to what extent the action is taking into account the human rights-based approach as well as how it contributes to gender equality and women's empowerment and disability inclusion. Expertise on human rights, disability and gender equality will be ensured in the evaluation teams.

5.3 Audit and Verifications

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audit or verification assignments for one or several contracts or agreements.

6 STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

The 2021-2027 programming cycle will adopt a new approach to pooling, programming and deploying strategic communication and public diplomacy resources.

In line with the 2022 “[Communicating and Raising EU Visibility: Guidance for External Actions](#)”, it will remain a contractual obligation for all entities implementing EU-funded external actions to inform the relevant audiences of the Union’s support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. This obligation will continue to apply equally, regardless of whether the actions concerned are implemented by the Commission, partner countries, service providers, grant beneficiaries or entrusted or delegated entities such as UN agencies, international financial institutions and agencies of EU member states.

However, action documents for specific sector programmes are in principle no longer required to include a provision for communication and visibility actions promoting the programmes concerned. These resources will instead be consolidated in Cooperation Facilities established by support measure action documents, allowing Delegations to plan and execute multiannual strategic communication and public diplomacy actions with sufficient critical mass to be effective on a national scale.