

**Joint Programme on Maritime Governance to Promote Security and Safety in Yemen**  
**MPTF OFFICE GENERIC ANNUAL PROGRAMME NARRATIVE PROGRESS REPORT**  
**REPORTING PERIOD: 1 JANUARY – 31 DECEMBER 2020**

<p align="center"><b>Programme Title &amp; Project Number</b></p> <ul style="list-style-type: none"> <li>Programme Title: Maritime Governance to Promote Security and Safety in Yemen</li> <li>MPTF Office Project Reference Number: 00122874</li> </ul>	<p align="center"><b>Country, Locality(s), Priority Area(s) / Strategic Results</b></p> <p><i>Yemen</i></p>								
<p align="center"><b>Participating Organization(s)</b></p> <ul style="list-style-type: none"> <li>UNDP</li> <li>UNODC</li> </ul>	<p>Output 1: Assessments of Maritime Law enforcement and port security agencies are completed</p> <p>Output 2: Coast Guard capability to interdict and investigate maritime crime strengthened</p> <p>Output 3: Operational capacity of the maritime law enforcement agencies is strengthened</p> <p>Output 4: An enabling environment for maritime safety and security is promoted</p>								
<p align="center"><b>Programme/Project Cost (US\$)</b></p> <p>Total approved budget as per project document: <b>12,594,195</b></p> <p>MPTF /JP Contribution: <b>2,760,159</b></p> <p><b>TOTAL:</b></p>	<p align="center"><b>Implementing Partners</b></p> <ul style="list-style-type: none"> <li>Public Works Project</li> </ul>								
<p><b>Programme Assessment/Review/Mid-Term Eval.</b></p> <p>Assessment/Review  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Date: N/A</p> <p>Mid-Term Evaluation Report  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Date: N/A</p>	<p align="center"><b>Programme Duration</b></p> <table> <tr> <td>Overall Duration</td> <td>18 months</td> </tr> <tr> <td>Start Date</td> <td>1 January 2020</td> </tr> <tr> <td>Original End Date</td> <td>30 June 2021</td> </tr> <tr> <td>Current End date</td> <td>30 June 2021</td> </tr> </table>	Overall Duration	18 months	Start Date	1 January 2020	Original End Date	30 June 2021	Current End date	30 June 2021
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	<p align="center"><b>Report Submitted By</b></p> <ul style="list-style-type: none"> <li>Name: Mark Aiken</li> <li>Title: Project Manager</li> <li>Participating Organization: UNDP</li> <li>Email address: mark.aiken@undp.org</li> </ul>								



## **NARRATIVE REPORT**

### **EXECUTIVE SUMMARY**

The Joint UNDP-UNODC Programme on Maritime Governance to promote security and safety in Yemen (the “joint programme”) aims at re-establishing the Yemen Coast Guard, strengthening the criminal justice chain on the investigation, prosecution and trial of maritime crimes, and progressing towards port security and maritime security.

The project launched in January 2020, starting with an inception phase to select and appoint staff, and to launch procurement processes and assessments in Aden. Funding was disbursed on 10 July 2020 and the UNDP and UNODC project managers were able to deploy to Aden in September 2020, following the easing of COVID 19 travel restrictions. In-country mentoring of Coast Guard personnel commenced shortly after.

UNDP project team is now fully staffed and working inside Yemen to implement the project activities in accordance with the work plan. The UNODC team is also fully staffed and deployed on a full-time basis in Aden. UNODC is revising the former workplan given the current impossibility of delivering the agency activities in Hodeidah.

UNDP placed equipment orders since Q2 and deliveries are expected for Q4 2020 and 2021 Q1, following some delays in receiving import clearances from the Aden authorities. Following the prioritisation of infrastructure rehabilitation works in Aden, the contract for renovations of the jetties and piers in Aden has been issued, and subcontracting is currently underway.

UNODC has concluded in-depth capacity assessment in Aden and developed training courses that target the Coast Guard capacity needs on this basis. UNODC Global Maritime Crime Programme (GMCP) has commenced the delivery of these courses and so far, UNODC has delivered over 8 training courses to 153 participants from the YCG.

UNDP and UNODC original plan followed a ‘balanced’ approach to working in the South (Aden) and the North (Hodeidah port). This approach has been endorsed by the Chairman of the Coast Guard and the European Union. Accordingly, funds have been notionally allocated in support of activities in Hodeidah Port. However, because the Secretary General of the Management and Coordination of Humanitarian Affairs and International Cooperation (SCMCHA) in Sana’a has not granted the required approvals to permit the Hodeidah Coast Guard to work with the UN, it has not yet been possible to obtain access to Hodeidah.

Consequently, while the Aden based activities are scheduled to complete by 30 June 2021, the Hodeidah activities have not yet commenced. Due to the implementation timeframes, it is no longer realistic for infrastructure rehabilitation in Hodeidah and equipment delivery to Hodeidah to take place within the original timelines. These activities can commence and funds can be committed as soon as access is granted to Hodeidah to confirm the needs and prioritise the requirements of the Coast Guard, working in concert with Hodeidah Coast Guard personnel. Depending if and when approvals are received to work in Hodeidah, a project extension will likely be required to complete activities which extend beyond June 2021. As a contingency plan, the project management team is also reviewing Al Mokha Port (which is also located in the Red Sea District, but outside the control of Party 2) as a contingency second site for implementation.

## **I. Purpose**

The Joint UNDP-UNODC Programme on Maritime Governance to promote security and safety in Yemen (the “joint programme”) aims at re-establishing the Yemen Coast Guard, strengthening the criminal justice chain on the investigation, prosecution and trial of maritime crimes, and progressing towards port security and maritime security.

The Yemen Coast Guard capability will be enhanced in order to achieve the following results:

- Output 1: Assessments of Maritime Law enforcement and port security agencies are completed
- Output 2: Coast Guard capability to interdict and investigate maritime crime strengthened
- Output 3: Operational capacity of the Coast Guard is strengthened
- Output 4: An enabling environment for maritime safety and security is promoted

Collectively, the project aims to:

- Contribute to the enhancement of maritime and port security in Yemen, to prevent further deterioration in stability and to promote the flow of aid and trade;
- Counter maritime crime and protect the freedom of navigation off the coast of Yemen; and
- Assist in avoiding security vacuums post-peace agreement by supporting planning and preparations on maritime law enforcement.

## **II. Results**

### UNDP

- Project inception took place during Q1 2020, including the selection and appointment of the project team and mentors. However, by the time these appointments were made and the project funds were received, it was not possible for international staff to travel to Yemen due to COVID -19 restrictions. Once travel restrictions were eased and Yemen visas were granted, the UNDP project manager arrived in Aden in September 2020.
- Procurement processes for safety equipment, personal protective equipment (PPE), spare parts and tools to repair small boats and the boat lift were launched by UNDP in Q1 2020, and purchase orders were issued in Q1 and Q2 2020. Initial deliveries have been made to the Coast Guard in Aden of tools, spare parts and safety equipment. Additional deliveries of boat engines, boat lift parts, fire-fighting equipment and PPE for maintenance workers are still in transit, due to lengthy import vetting processes and COVID-19 shipping delays.
- The project activities were officially launched in Aden on 14 September, attended by the Chairman of the Yemen Coast Guard, the Aden Coast Guard leadership team, the UNDP Resident Representative and the UNDP / UNODC Project team.
- At the request of the Coast Guard, COVID-19 PPE and cleaning materials were procured and provided to the Coast Guard in Aden and Hodeidah in June 2020 to assist them in mitigating the impact of COVID-19.
- In partnership with the Public Works Programme, UNDP completed the infrastructure assessment of Aden Coast Guard facilities and made recommendations on infrastructure rehabilitation. Detailed assessments of Coast Guard capacity have been conducted by UNODC mentors. UNDP has entered into an agreement

with PWP to repair the Aden Coast Guard jetties and slipway, and PWP has launched a competitive process to select a company to undertake this work.

## UNODC

- Although the project officially launched on 1 January 2020, funds were only disbursed in June following the PSC meeting. Despite the delay in disbursement of funds, during Q1 2020 a UNODC marine engineer expert provided technical support to enable the provision of UNDP procurements. This started with the identification of necessary spare parts for boats, engines and the boat lift, as well as spare tools and other necessary equipment.
- Despite the unavailability of funds, during Q2 2020 UNODC started the recruitment process, aiming to select the team in charge of carrying out in-depth assessments in both the Port of Aden and Hodeidah Port.
- In addition, also during Q2 2020, UNODC's marine engineer expert supported UNDP by participating in the technical evaluation of bids to ensure that the equipment procured by UNDP met the requirements and specifications of the Yemen Coast Guard.
- During Q3 2020, welcoming the EU contribution and pooling other donors funding, UNODC officially deployed on a permanent basis three subject matter experts (SMEs) in the areas of marine engineering and maritime law enforcement, which have been embedded within the YCG since. These SMEs have been developing and delivering on the job and ad hoc training as well as daily mentoring.
- In addition, during this quarter, UNODC GMCP moved the project manager from Jordan duty station into Aden to support the delivery of this and other projects on a full-time basis.
- During Q4 2020 an additional expert was deployed and embedded within YCG. This expert developed and delivered a joint training of YCG - Yemen Port Authority (YPA) to improve interagency cooperation as well as operational capacity.
- Furthermore, in Q4 2020 UNODC GMCP conducted various procurements aiming at enabling the delivery of training courses within the YCG (such as projectors and AC's), as well as uniforms to guarantee appropriate visibility for YCG officers.

## **Challenges and way forward**

- The project is engaging with SCMCHA and authorities in Sana'a to receive the required approvals to implement activities in Hodeidah Port. Access to Hodeidah remains limited, due to security, political and COVID-19 factors. The project is continuing to advocate for this access to be granted, in support of the Hodeidah Coast Guard.
- The process to obtain import approvals for the equipment for the Coast Guard is complex and changing. The key approvals required are from MOPIC and the Aden Security Directorate, however there are various factions and political alignments which complicate this process. UNDP has briefed the Aden Governor (Head of the Security Committee), who provided his support to expedite the clearances required. The Coast Guard also actively followed up with the Ministry of Interior, MOPIC and Security Directorate. While the approvals were eventually received, over six months was required for this process, which has contributed to delayed shipment of orders.
- Although the project officially launched on 1 January 2020, the funds were disbursed in June following the Project Steering Committee meeting. Since UNODC is prevented from performing activities that have financial implications without a funded grant, the deployment of staff including the programme manager took place in September, following the receipt of funds after the June Project Steering Committee meeting.

i) **Narrative reporting on results:**

**Project Output 1: Assessments of Maritime Law enforcement and port security agencies are completed**

UNDP, in collaboration with the Public Works Programme, conducted an infrastructure assessment of the Coast Guard facilities in Aden. A preliminary assessment report was presented to key project stakeholders including the Coast Guard, UNDP, UNODC in Q2 2020, including the bills of quantity required to rehabilitate the Coast Guard.

The Coast Guard have reviewed the bills of quantity and provided feedback which was incorporated into the final assessment report.

UNODC deployed two mentors in the areas of maritime law enforcement and one mentor in the area of marine engineering to Aden to conduct detailed capacity assessments in Q3 2020. The detailed assessments cover areas including Training, Equipment, Personnel, Doctrine, Organisation, Information and Logistics. The assessments were finalised and distributed to stakeholders in Q4 2020, and also used to customise training courses to meet the Yemen Coast Guard's training needs. A training programme and calendar based on these assessments have been provided to the European Union for review and endorsement.

Under the project work plan, assessments of the Coast Guard capacity in Hodeidah were scheduled for this reporting period. To date, it has not been possible to obtain access to Hodeidah Port. Consultations with SCMCHA, the Ministry of Interior in Sana'a and the Hodeidah Coast Guard are ongoing.

**Project Output 2: Coast Guard capability to interdict and investigate maritime crime strengthened**

Based upon the assessments conducted in Output 1, UNODC designed and customised training courses for the Yemen Coast Guard on the following topics:

- Maritime Law Enforcement
  - Navigation (basic, advanced)
  - First Aid
  - Search and Rescue
  - Port Security Vital Infrastructure
  - Port Security ISPS
  
- Marine Engineering
  - Hull maintenance
  - Occupational Safety
  
- Maritime Domain Awareness / Communications
  - Vessel Traffic Operator (VTS Basics)

The following courses have been delivered during 2020:

- Maritime Law Enforcement:
  - Navigation Basic Level - One course for 20 YCG officers
  - Advanced Navigation (Using Electronic Devices) – One course for 20 YCG officers
  - First Aid – One course for 19 YCG officers
- Marine Engineering
  - Occupational Safety – two courses for a total of 44 YCG Central Workshop Staff
- English language instruction
  - Through Amideast, a world-renowned English Instructive that is based in Aden, UNODC GMCP delivered a 2-months English course for 50 YCG officers.

In sum, in Q4 2020, UNODC GMCP delivered courses to 153 participants from the YCG (noting that some personnel completed more than one course, so this does not represent 153 unique individuals). Furthermore, through the continued presence of SMEs on the ground in Yemen, UNODC GMCP has created the conditions for a culture of learning and improvement at the YCG going forward.

In addition, and aiming at enhancing the role of the female personnel within the YCG, UNODC GMCP held a one-day event in which the programme manager met with 19 YCG female officers/staff in order to understand and pre-assess their needs and plan for upcoming funding under the current UN MPTF to specifically address their needs and ensure they have equal opportunities within such a male dominated environment.

### **Project Output 3: Operational capacity of the Coast Guard is strengthened**

- Procurement was launched for safety equipment, personal protective equipment, tools and spare parts to repair the SAFE 8m boats and boat lift in Aden in Q1 2020. Purchase orders were issued in Q1 2020 and Q2 2020.
- A procurement process was also launched to procure spare parts to repair the engines of the small boats. However, the quotations received for the parts to repair the engines were greater than the cost to purchase new engines. The existing engines are beyond economical repair and will be used as spare parts, while a new procurement process was launched which issued purchase orders for new replacement engines.
- The following deliveries have been made:
  - Safety equipment for boats and jetties
  - Boat engine spare parts and tools
  - Tools and spare parts for boat lift repair
- The following deliveries are still in shipping transit:
  - Yamaha boat engines
  - Maintenance worker PPE
- UNODC provided technical expertise in assessing the quantities and specifications of the equipment required, supporting the technical evaluation process of bids and inspecting delivered equipment to ensure compliance with technical specifications.
- COVID-19 PPE and cleaning products were procured and distributed to the Coast Guard in Aden and Hodeidah.

- The Coast Guard has prioritised the floating pier, jetty and first floor of the Headquarters building for rehabilitation. A contract has been issued to PWP to repair the floating pier and jetty. Additional funding is required to complete the rehabilitation of the first floor of the Headquarters building.
- Advocacy is ongoing to obtain the approvals required to support the Coast Guard in Hodeidah Port.

#### **Project Output 4: An enabling environment for maritime safety and security is promoted**

The following activities have been implemented under this Output:

- Five bilateral consultations were convened by UNDP and UNODC in Aden with the Aden Port Corporation, the Customs Department, the Governor of Aden and the Yemen Coast Guard, to discuss port security, cargo handling and inspections. This included inspection of the Port facilities and discussions on the impact of security issues on insurance premiums.
- Due to COVID-19 restrictions in Yemen, it has not been feasible to convene a physical stakeholder dialogue event as originally considered in the Annual Workplan.
- From Q3 2020, UNODC has pooled funds from other projects, as well as activities from other partners (Container Control Programme and International Maritime Operations), to create an Aden Port Working Group. This group will aim to gather together all the agencies operating at the Port to discuss issues and best practices that will enhance coordination and current operations, particularly relating to security and inspections of cargo. The initiative was presented to the Aden Governor and the goal is to have him lead the Working Group to avoid political sensitivities and ensure all agencies buy in. UNODC has offered to support the Working Group engagements, and to help coordinate Container Control Programme and International Maritime Operations deliverables.
- UNODC GMCP has developed a training course on Vessel Traffic Operator (VTS Basics) that will be delivered in March 2021 for personnel from the Operators Rooms in both YCG and Aden Port Corporation to promote a consistency of approach and interoperability. In addition, responding to Aden Port Corporation's request, UNODC GMCP has procured and delivered fuel and computers to the Port Authority Training Center.

Since the Yemen Coast Guard and the Aden Port Corporation report to different ministries (Ministry of Interior and Ministry of Transport respectively), and both ministries are aligned with different political factions (the STC and IRG), UNODC GMCP strategy is to enhance cooperation and coordination between both agencies at an operational level (through joint training and dialogue), to better engage at a strategic level and therefore support the implementation of the Riyadh Agreement.

#### Challenges

Challenges in relation to access to Hodeidah, and export / import permits have been discussed above. In particular, the supply to Yemen of boat engines, binoculars, fire-fighting equipment and emergency beacons (EPIRBs) has been restricted or significantly delayed due to Coalition controls. The protracted process to obtain import clearances from the authorities in Aden has delayed the delivery of equipment which was ordered in Q2 2020 but cannot be shipped until import approvals are granted. With the support of the Yemen Coast Guard, the project has navigated the Yemeni approval mechanisms. However, the Coalition based mechanisms are more difficult to expedite.

Similar to other projects, COVID-19 has presented a range of challenges, including: restrictions on gatherings (such as those necessary for training courses, workshops and events); fewer personnel attending work (which also relates to delayed salary payments) and impacts on manufacturing which has limited the availability of some items (including boat engines, life jackets, tools and spare parts for boat repairs).

### Lessons Learned

The project management team under-estimated the time required to obtain import approvals and Coalition permits for the equipment for the Yemen Coast Guard. The original estimates were based on the processes followed by other UNDP projects in Aden. However, the approvals process is subjective rather than technical, and it depends on the nature of the equipment and the relative influence of the beneficiary institution, as well as regional dynamics and the internal dynamics within institutions and between institutions. As such, the approvals process has evolved constantly and remains somewhat nebulous.

### **Qualitative assessment:**

Overall, the project implementation is now proceeding according to the workplan in Aden. Assessments have been completed, equipment has been ordered and delivered (with some shipments still in transit) and training courses have been designed and implemented. However, negotiations with authorities to access Hodeidah for implementation are still ongoing, and the project is proposing several contingency plans to deal with potential further delays associated with this. Key risks and mitigations are outlined as follows:

### Risk management:

<b>Risks</b>	<b>Mitigation Measures</b>
The project has not yet received approvals from SCMCHA and the authorities in the north to commence work in Hodeidah. This is partly related to COVID-19 restrictions and partly due to other political and security considerations.	The project is continuing to engage with SCMCHA and the Ministry of Interior in Sana'a to request the required authorisations. Al Mokha Port has been nominated as a back-up site in case it is not possible to implement in Hodeidah Port, and a contingency assessment is planned for early 2021.
COVID-19 restrictions have delayed access to Yemen for the international project managers and mentors, as it was not possible for these project personnel to travel to Yemen until September 2020. COVID-19 also restricts the implementation of some training and dialogue activities, since these must be adapted.	Project activities were implemented remotely so far as possible – for example, procurement of equipment was initiated based on the previous needs assessment. Similarly, training materials were prepared and translated based on anticipated needs. Training is now delivered in small groups, and larger events and consultations are deferred until 2021.
Export permits for some Coast Guard equipment have been refused by the UAE (eg emergency beacons) and Saudi Arabia (eg boat engines).	UNDP is investigating alternative supply chains for equipment which does not pass through these countries. In the future, UNDP will advise potential bidders that extra caution is required for goods which are sourced from these countries and destined for Yemen. As the export licenses for the boat engines were rejected, they must now be made to order in the Yamaha factory and delivered directly to Yemen, which has added a further 6-month delivery delay.
Obtaining import permits for equipment for the Coast Guard in Aden has been a protracted process, as there are multiple institutions involved and no fixed approval process. Import permits were officially requested in	The Coast Guard in Aden are active in advocating with the institutions for the required approvals, however the process is political rather than technical. UNDP has also held briefing meetings

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June 2020, following the conclusion of the competitive procurement processes. Approvals are sought prior to shipment from MOFA, MOPIC, Aden Security Directorate and the Ministry of Telecommunications.

A further import clearance for cargo bound for Aden is imposed by the Yemeni Ministry of Transport, in consultation with the Coalition. This additional measure has imposed further shipping delays and complications.

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with the Governor of Aden, the Customs Department, MOPIC and the Ministry of Telecommunications to expedite the clearances. The delays in receiving import approvals will result in delayed deliveries for several items.

### Partnerships

The primary partnership is between the project and the Yemen Coast Guard, under the leadership of the Chairman of the Yemen Coast Guard. Project activities are prioritised and implemented in accordance with the agreement of the Chairman of the Yemen Coast Guard and the Project Board.

The project is a joint UN programme, implemented by UNDP and UNODC. The project management team has also liaised with OSESGY on political issues relating to Hodeidah and Aden, UNMHA in relation to Hodeidah access, OHCHR on human rights issues, FAO on fisheries issues including interactions between the Coast Guard and fishing communities.

Within UNDP, the Coast Guard project collaborates with the Rule of Law programme, which builds upstream capacities in the justice chain, including training and equipment Judges, prosecutors, police and lawyers. The project also collaborates with the Port project, which is providing support to the Red Sea Port Corporation and the Gulf of Aden Port Corporation. UNDP has recently launched a Fisheries livelihoods project ('Rebuilding Livelihoods and Capacities of Conflict-Affected Small-Scale Fisheries Households') which will facilitate additional engagement with fishing communities, particularly in Aden.

Within UNODC, the project is led by the Global Maritime Crime Programme, and plans to partner with the UNODC – World Customs Organisation Container Control Programme. In addition, UNODC has received funding from the following donors: EU, USA, UK, Japan and Denmark; and is currently implementing projects with the YCG Gulf of Aden District as well as YCG Red Sea District.

During this period, UNDP has partnered with the Public Works Programme for the infrastructure assessment in Aden and the Yemen Peace School for the distribution of COVID 19 PPE and cleaning products in Aden and Hodeidah.

**ii) Indicator Based Performance Assessment:**

	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification
<b>Outcome 1</b> <b>Indicator:</b> <b>Baseline:</b> <b>Planned Target:</b>			
<b>Output 1</b> Assessments of Maritime Law enforcement and port security agencies are completed  <b>Indicator 1.1:</b> Number of thematic assessments completed  <b>Baseline: Zero</b> <b>Planned Target: Two</b>	Two assessments completed in Aden: <ul style="list-style-type: none"> <li>● UNDP – Aden Coast Guard infrastructure assessment</li> <li>● UNODC - Aden Coast Guard capacity assessment.</li> </ul>		<ul style="list-style-type: none"> <li>● Assessment reports</li> </ul>
<b>Output 2</b> Coast Guard capability to interdict and investigate maritime crime strengthened (Including capacity building of any female personnel)  <b>Indicator 2.1:</b> Number of coastguard personnel benefit from training and mentoring  <b>Baseline: Zero</b> <b>Planned Target: Forty personnel</b>	153 participants from the Yemen Coast Guard have been trained, including both officers and staff (with some personnel completing several courses)	The number of trainees has significantly exceeded the targets due to the enthusiasm of personnel to participate in training courses, and personnel availability to attend courses exceeded expectations.	<ul style="list-style-type: none"> <li>● Training reports</li> <li>● Attendance records</li> </ul>

<p><b>Output 3:</b> <b>Operational capacity of the coast guard is strengthened</b></p> <p><b>Indicator 3.1: Number of Coast Guard facilities rehabilitated and equipped</b></p> <p><b>Baseline:</b> Rehabilitation sites not agreed and basic equipment is not available</p> <p><b>2020 progress target:</b> Rehabilitation sites identified and priority equipment procured.</p>	<p>Infrastructure assessment conducted in Aden, priority infrastructure identified for rehabilitation and priority equipment procured and delivered.</p>	<p>The project is on-track for Aden. However, the project is delayed for Hodeidah as access is still under negotiation with the authorities.</p>	<ul style="list-style-type: none"> <li>● Engineers reports</li> <li>● Procurement orders</li> <li>● Signed delivery notes</li> <li>● Asset management records</li> </ul>
<p><b>Project Output 4:</b> An enabling environment for maritime safety and security is promoted</p> <p>Indicator 4.1: Number of coordination dialogue events convened with stakeholders</p> <p>Baseline:0 Target: 1 event</p>	<p>Five bilateral consultations were convened by UNDP and UNODC in Aden with Aden Port Corporation, Customs Department, Governor of Aden and Yemen Coast Guard, to discuss port security, cargo handling and inspections.</p>	<p>Although the target number of consultations has been exceeded, due to COVID 19 restrictions it has not been feasible to convene a physical stakeholder dialogue event as originally anticipated.</p>	<ul style="list-style-type: none"> <li>● Meeting minutes</li> </ul>

### **III. Other Assessments or Evaluations**

The following assessments have been conducted under the project in this period:

- (1) UNDP – Aden Coast Guard – detailed infrastructure site assessment – Headquarters, maintenance shed, jetties and electrical network.
- (2) UNODC – Aden Coast Guard TEPIDOIL assessment – spanning training, equipment, personnel, infrastructure, doctrine, organisation, information, logistics and courses.

Copies of both assessments are annexed to this report.

The project is still in negotiations with SCMCHA and the authorities in Sana'a to obtain approvals required to conduct assessments and implement project activities in Hodeidah.

No assessments or evaluations of the project were conducted during this reporting period.

### **IV. Programmatic Revisions (if applicable)**

The project team has indicated to MPTFO and the European Union that it intends to request a no-cost extension of six months until 31 December 2021, due to the following factors:

- Travel restrictions associated with COVID 19 delayed the deployment of project staff and trainers, and
- COVID 19 disruptions to manufacturing and freight have delayed the delivery of equipment procured under the project intended for Aden.

Under the project work plan, activities were planned to commence in Hodeidah at the start of 2021. However, as permissions and visas were not issued for the project team to undertake preparatory work in Hodeidah during 2020, it has not yet been possible to conduct any assessments or detailed activity planning with the Hodeidah Coast Guard. Indications are that the Hodeidah Coast Guard, Ministry of Interior and SCMCHA are now broadly supportive of project implementation in Hodeidah in terms of procurement of equipment and infrastructure improvements (which are UNDP deliverables). The authorities have undertaken their own extensive internal consultations, and we understand they are making progress towards reaching internal consensus. In contrast, and as mentioned above, Hodeidah authorities have expressed interest in delivering training with national institutions, rather than UNODC.

Contingency options for the Hodeidah delays include applying for an extension of the project until December 2021, and / or substituting a new location where access is feasible, potentially Al Mokha and Al Khokha Ports in the Red Sea zone. The project team will undertake an assessment of Al Mokha Port in early 2021 to inform contingency planning. In the interim, the project will continue to advocate for access to Hodeidah Port to be granted.

### **V. Resources**

UNDP

The project's human resources are in place. Procurement for the Aden Coast Guard has been delayed for several reasons, including both the approximately 6-month period required to obtain approvals from MOPIC and the Internationally Recognised Government of Yemen to import equipment into Aden and the disruptions to supply chains due to COVID-19 resulting in limited availability of some items and interrupted shipping routes. Notwithstanding the delayed project start, activities in Aden are substantially on track for completion by mid-2021. Due to this and Hodeidah related delays, the project's financial expenditure and commitments are somewhat off-schedule.

#### UNODC

UNODC GMCP delivery in Aden followed the deadline expressed within the work plan submitted before the funding disbursement.

During Q4 2020, following the deployment of a UNODC full team of personnel on a full-time basis, the assessments have been carried out and the necessary training courses developed and delivered as expected.

By the end of December 2020, UNODC GMCP had committed 40% of the funding allocated.

#### Resource mobilization:

With the catalytic support from the European Union under the project, additional funds have been mobilized for the joint programme on a bilateral basis from the United Kingdom. Furthermore, building upon the work of the joint programme, UNODC has also received additional funding from the United States, EU, Denmark and Japan for activities under their Maritime Crime Programme in Aden, Mokha and Al Khokha, Yemen.