

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 2021

<p align="center">Programme Title & Project Number</p> <p>Programme Title: Maritime Governance to Promote Security and Safety in Yemen</p> <p>MPTF Office Project Reference Number: 00122874</p>	<p align="center">Country, Locality(s), Priority Area(s) / Strategic Results</p> <p><i>Yemen</i></p> <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">Participating Organization(s)</p> <ul style="list-style-type: none"> • UNDP • UNODC 	<p align="center">Implementing Partners</p> <ul style="list-style-type: none"> • Public Works Project
<p align="center">Programme/Project Cost (US\$)</p> <p>Total approved budget as per project document: 12,594,195</p> <p>MPTF /JP Contribution: 3,560,501</p> <p>TOTAL:</p>	<p align="center">Programme Duration</p> <p>Overall Duration 30 months</p> <p>Start Date 1 January 2020</p> <p>Original End Date 30 June 2021</p> <p>Current End date 30 June 2022</p>
<p align="center">Programme Assessment/Review/Mid-Term Eval.</p> <p>Assessment/Review</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Date: N/A</p> <p>Mid-Term Evaluation Report</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Date: N/A</p>	<p align="center">Report Submitted By</p> <ul style="list-style-type: none"> ○ Name: Mark Aiken ○ Title: Project Manager ○ Participating Organization: UNDP ○ Email address: mark.aiken@undp.org



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 (YCG), strengthening the criminal justice chain on the investigation, prosecution and trial of maritime crimes, and progressing towards port security and maritime security.

During 2021, the programme has restored the capacity of the YCG to operate in and around Aden Port. Through a combined package of training, mentoring, rehabilitation of facilities, provision of equipment, spare parts and repairs of boats, the YCG is now patrolling on a daily basis and providing professional level security and safety services in and around Aden Port. During 2021, UNODC has also commenced training and mentoring of Yemen Coast Guard personnel in Mokha.

UNDP has promoted the interaction of the YCG with the criminal justice chain, including joint exercises with the Yemen Coast Guard, Police, Prosecutors and Judiciary on detecting and responding to improvised explosive devices; and participation by the YCG in rule of law sectoral coordination processes.

UNODC has facilitated a series of dialogues with actors involved in Port Security in Aden, including the YCG, the Yemen Gulf of Aden Ports Corporation, Customs and the Office of Aden Governor. Port security remains a sensitive issue with overlapping and competing areas of responsibility, and an Aden Port Working Group has been established to help coordinate security and operations.

The impact of COVID 19 continued to be felt throughout 2021. The programme ensured that COVID protocols were followed in all events and activities, however COVID continued to disrupt global logistics chains, travel arrangements and meeting arrangements.

Much of the programme support focused on the YCG in Aden during 2021. This is based upon the YCG’s strategic priority to firstly establish Aden as a model, or centre of excellence, with the plan that YCG personnel from other governorates can travel to Aden and be trained to professional standards. In keeping with this approach, during 2021 UNDP completed the deliveries of equipment which had been ordered in 2020, commenced the rehabilitation of the Aden Headquarters building and the floating jetty. Based upon the capacity assessments conducted in 2020, UNODC continued to implement training and mentoring courses commenced in 2020, and increased the size of the mentoring team to introduce additional subject matter experts. Fifteen training courses were delivered in key areas including Maritime Law Enforcement, Maritime Engineering, and Marine Communication for over 300 officers from the YCG.

UNDP and UNODC’s original programme design followed a ‘balanced’ approach to work firstly in the South (Aden), followed by the North (Hodeidah port). This approach was endorsed by the Chairman of the YCG and the programme Steering Committee. Accordingly, funds were notionally allocated in support of activities in Hodeidah Port. However, the programme faced significant obstacles in obtaining access to the Port of Hodeidah, including rejected and delayed visas, delayed internal travel authorisations, and limited responsiveness from the authorities in Sana’a. Following extensive lobbying efforts, the programme received visas and authorisation to travel to Sana’a and Hodeidah in 2021. Based on the capacity assessment conducted by UNDP, UNDP made a submission to the UN Sanctions Waiver Committee to authorise support to be provided to the Coast Guard in Hodeidah. After a protracted period, it became apparent that this authorisation would not be granted by the Sanctions Waiver Committee. Accordingly, in October 2021 UNDP and UNODC asked the programme Steering Committee for authorisation to implement the contingency plan of reprogramming the funds for Hodeidah to other locations (Aden and Mokha).

Following the approval of this request, UNDP and UNODC scaled up work in Aden and Mokha, utilising the reprogrammed funds. With the endorsement of the Steering Committee, the programme also requested MPTFO to arrange a further non-cost extension until 30 June 2022 to allow time for the reprogrammed funds to be effectively utilised.

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

- During 2020, UNDP invested significant efforts in negotiating with Yemeni and regional authorities for approvals to import equipment into Yemen, and placed orders for this equipment. Preliminary shipments were delivered during 2020. During 2021, the remaining items procured for the YCG in Aden were delivered, including safety equipment, spare parts, boat engines, spare parts to repair and maintain the boat lift, fire-fighting equipment and PPE for workshop personnel were delivered. All equipment deliveries were handed over to the YCG, registered in the storeroom records and distributed or stored according to need.
- Based upon the 2020 infrastructure assessment conducted for UNDP by the Public Works Programme, in 2021 UNDP commenced work on rehabilitating the priority infrastructure of the YCG in Aden – the floating jetty and the Aden Headquarters building (middle floor). Sufficient funds were not available for UNDP to rehabilitate the entire Headquarters building (middle floor and ground floor) as the remaining funds were programmed in support of the Coast Guard in Hodeidah. Similarly, sufficient funds were not available to rehabilitate the floating jetty, slipway and fixed pier in Aden. Using funds from other donors, UNODC subsequently rehabilitated part of the ground floor Headquarters (a training room) and carried out interim repairs on the slipway / boat ramp.
- Following prolonged negotiations with SCMCHA and authorities in Sana’a, UNDP was able to arrange visas for the programme team to travel to Sana’a and Hodeidah. UNDP conducted a preliminary

capacity assessment with the Coast Guard in Hodeidah to identify training, equipment and infrastructure needs.

- On the basis of the capacity assessment, UNDP engaged with donors, UNMHA, OSESGY and the United Nations Sanctions Waiver Committee to seek authorisation for the programme to deliver support to the Coast Guard in Hodeidah. The UN Sanctions Waiver Committee in New York did not make a decision on this application, which mean that the programme was unable to deliver support as planned in Hodeidah.
- The programme subsequently engaged with donors and the programme Steering Committee to seek authorisation for Hodeidah funds to be reprogrammed within Yemen – to Aden for UNDP activities and to Mokha for UNODC activities.
- Following the approval of the programme Steering Committee, UNDP commenced work on the additional priorities of the YCG – continuation of the floating jetty rehabilitation, the construction of safe on-site fuel storage for diesel and petrol for patrol boat and generator operations, and the rehabilitation of the barracks / kitchen building which was struck by airstrikes during the conflict. UNDP also commenced planning for the procurement of additional equipment, including further spare parts and supplies, equipment for the rehabilitated headquarters and barracks / kitchen building, for delivery in 2022.

UNODC

- Based upon capacity assessments, fifteen training courses were delivered in key areas including Maritime Law Enforcement, Maritime Engineering, and Marine Communication for over 300 officers from the YCG.
- UNODC GMCP delivered equipment to support training courses in the YCG Headquarters, (such as projectors and air conditioners), as well as uniforms to guarantee appropriate visibility for YCG officers.
- UNODC has implemented COVID 19 mitigation programme including the provision of PCR test for YCG trainees.
- UNODC GMCP developed YCG Boat Operators Training Manual and Yemen IED Directory for the YCG.
- During Q3 and Q4 UNODC GMCP developed and delivered new training courses aimed at improving the awareness and the readiness of YCG units. The first course on countering the infiltration of the components used for improvised explosives and the second course was for sea patrolling units to improve their readiness and response for the different maritime incidents that are commonly faced at Aden Bay.
- In Q3 and Q4 UNODC GMCP had successfully delivered two training courses at YCG Red Sea District specifically at Mocha and Al Khoka. More training courses will be delivered at Mocha starting from Q2 2022.
- In Q3 and Q4 of 2021 UNODC GMCP has deployed an infrastructure expert to conduct the specialised assessment and of the site and generate designs for the YCG HQ ground floor, workshop, operations room, and concrete fixed jetty.

i) **Narrative reporting on results:**

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

This output has been completed as follows:

- As outlined in the previous annual report, in 2020 UNDP completed an infrastructure assessment with the YCG in Aden; and UNODC completed a TEPDOIL assessment with the YCG in Aden to cover areas including Training, Equipment, Personnel, Doctrine, Organisation, Information and Logistics.
- In 2021, following protracted negotiations with SCMCHA, the Coast Guard and other authorities, UNDP conducted a capacity assessment with the Coast Guard in Hodeidah, including infrastructure, equipment and training priorities. This capacity assessment was used to form the basis of the submission to the UN Sanctions Waiver to authorise support for Hodeidah.

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

Based upon the assessments conducted in Output 1, UNODC designed and customized 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)

In 2021, fifteen training courses were delivered in key areas including Maritime Law Enforcement, Maritime Engineering, and Marine Domain Awareness / Communications for over 300 officers from the YCG.

In addition to the structured training courses, during the Q2 and Q3 2021, UNODC increased the number of the expert mentors in Aden by bringing one additional MLE and one more Marine Engineering experts in order to meet the training requirements and demands. A total of three MLE mentors, two ME mentors and one MC mentor were deployed meeting the requirement for delivering up to standards and high-quality training, overseeing the daily activities at YCG and conducting assessments in daily bases to cover all the aspects of improving the capacity of YCG. The delivery of continuous training programme in the areas of MLE and ME that enhanced not only their operational skills and knowledge, but also strengthened their presence in the area of operation.

UNODC GMCP completed furnishing three classrooms at Aden HQ building and one classroom in Mokha, each classroom was provided by a projector, a projector display, an AC unit and 20 chairs for the classrooms in Aden and 30 chairs for the classroom at Mokha. Additionally, three mobile white boards were provided

to each classroom. 175 nautical charts were handed to the Red Sea units and navigation kits were ordered to improve the chart training.

UNODC GMCP procured equipment and tools for the hull maintenance training including electrical tools and other accessories for the engines. The delivery of various equipment and tools in the area of marine engineering which was key in the repair and salvage multiple YCG patrol boats.

Mentors assisted YCG with the procurement processes through the verification of items delivered and confirm their quality for where necessary.

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

- Procurement was launched in 2020 for safety equipment, personal protective equipment, tools and spare parts to repair the SAFE 8m boats and boat lift in Aden. Initial deliveries of some shipments were made during 2020, while in 2021 remaining items were received including:
 - 12 Yamaha boat engines, control systems and accessories
 - Tools, spare parts and Personal Protective Equipment (PPE) for workshop workers.
 - Spare parts to service the overhead boat lift hydraulics and enable it to return to service.
- During 2021, the spare parts, equipment and tools were used by the Yemen Coast Guard (with the technical mentoring and training by UNODC) to train the Yemen Coast Guard and to undertake repairs on the YCG's fleet and equipment. Of particular note, six safeboats were available to be restored to operational condition, with electrical, engine and hull repairs. This operational fleet is sufficient to restore daily patrols in and around Aden Port, providing safety and security for commercial and fishing vessels.
- The Coast Guard prioritised the floating pier, jetty and first floor of the Headquarters building for rehabilitation. A contract was issued to PWP to rehabilitate the floating jetty and the Aden YCG Headquarters middle floor.
- Following the reprogramming of funds from Hodeidah to Aden, additional preparations, engineering assessments and technical bills of quantity were prepared to engage contractors to rehabilitate additional facilities – a two-tank underground fuel storage system, and the barracks / kitchen building. The fuel storage system will allow the safe on-site storage of diesel and petrol, which are used to fuel the YCG generators and to power boats. The barracks / kitchen building will accommodate on-call personnel to enable rapid response in case of after-hours emergencies, and will also host trainees from other governorates who travel to Aden to participate in training and mentoring programmes.

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.
- From Q3 2020, UNODC 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 gathers 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 was 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.
- The capacity of the YCG to exercise control over its territorial waters, and to counteract a range of maritime crime, have majorly improved over the course of this project cycle.
- Implemented an in-country training and embedded mentoring approach which facilitated the on-the-job training to ensure a better comprehension in all areas of operations.
- Clearly identifying needs and taking the time to analyse the setbacks faced by YCG in responding to distress calls. Which has allowed UNODC GMCP to clearly observe the root causes and tailor an approach to increase the efficient response to the distress calls in the area of responsibility.
- Enhancing YCG partnership with other local agencies such as the Yemen Port Authority (YGAPC) which has increased the collaboration between the two agencies. YGAPC assisted the YCG by providing the marine crane during the urgent repairs on the floating jetty, building coordination between the local agencies.
- UNODC GMCP encouraged the local security authorities to have a combined operation center and urged the presence of YCG representation in it. This is now achieved and YCG is currently represented in the combined operations center which allows a better intelligence sharing and efficient response to any emergencies.

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 and way forward

- The reprogramming of funds from Hodeidah to Aden and Mokha has been a protracted process, which relationship management implications for the UN in Sana'a and Hodeidah.
- Implementation of the Aden floating jetty repair has been challenging, as additional damage to the jetty was discovered when the pontoons were removed for detailed inspection and repairs. There is no real capacity to repair the floating jetty in Yemen, and the required parts and expertise will need to be imported. This will take additional time and cost more than the available funding. UNDP proposes to continue the rehabilitation of the floating jetty under the successor Maritime Governance programme.
- The programme is now more familiar with regional and Yemeni approval processes for importing equipment (ie EHOC and MOPIC / MOFA / Aden Security processes) and is able to navigate these somewhat opaque and political processes more effectively.

- The programme is left with limited time to implement the reprogrammed activities in Aden and Mokha. While training activities can be scaled up and down relatively easily, infrastructure rehabilitation has lengthy timeframes to cover design, procurement of contractors, delivery of materials and implementation. The programme has requested an additional six month no-cost extension to provide additional time for the reprogramming of the funds previously programmed for Hodeidah.

Lessons Learned

The application for a waiver from the UN Sanctions Waiver Committee was a complicated process which took longer than expected. To date the Committee has not made a formal decision to either approve or reject the application, however we understand that the application will not be approved and were able to move ahead with the contingency planning to reprogramme the funds in other locations. The political and regional dynamics continue to have a strong influence on approval processes and programme implementation in Yemen, even where strengthening the Coast Guard capacities in Hodeidah had immediate benefits as part of the contingency response to an oil spill from the FSO Safer.

Qualitative assessment:

Overall, project implementation proceeded in Aden as planned, allowing for COVID 19 related delays at the start of the project. The reprogramming of funds from Hodeidah to Aden and Mokha will proceed more smoothly, as UNDP and UNODC already have programme staff and ongoing activities in these locations which can be scaled up.

Outputs 1 and 4 are already completed. Remaining activities under Outputs 2 and 3 will be completed using reprogrammed funds from Hodeidah, and are scheduled for completion by 30 June 2022.

Risk management:

Risks	Mitigation Measures
Operating in insecure environments such as Yemen inherently involves programmatic, operational and security risks. The programme has experienced delays due to complex, politicised and opaque authorisation processes, both inside and outside of Yemen.	<p>The programme has followed Yemeni laws in providing support to the YCG, and has liaised with OSESGY, UNMHA, the UN Panel of Experts and other advisers to seek advice and clarification on key issues, including the importation of equipment and the selection of programme sites.</p> <p>The programme has followed UN policies and procedures, including UNDSS guidelines to deliver assistance in a safe and responsible manner.</p>
COVID-19 restrictions have continued to restrict the implementation of some training and dialogue activities, since these must be adapted to observe COVID 19 protocols.	During 2021, it was possible to reintroduce small group training approaches. However, large events have been deferred at the suggestion of MOPIC and GOY authorities.
The selection of programme implementation sites is strongly contested between authorities in the north and south. The decision to reprogramme Hodeidah funds to Aden and Mokha has had significant implications for the UN's relationships and activities in the north of	The decision to reprogramme funds was made by the programme Steering Committee, based upon the request by the programme and the advice received from UNMHA, OSESGY, UN Panel of Experts and UNDP / UNODC HQs after the required Sanctions

Yemen.

Waiver was not authorised.

UNDP continues to engage with SCMCHA and other authorities to explain this decision.

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 also implements a Fisheries livelihoods project ('Rebuilding Livelihoods and Capacities of Conflict-Affected Small-Scale Fisheries Households') which facilitates additional engagement with fishing communities, particularly in Aden.

Within UNODC, the project is led by the Global Maritime Crime Programme, and partners 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 implementation of infrastructure rehabilitation activities in support of the YCG in Aden.

ii) Indicator Based Performance Assessment:

	<u>Achieved</u> Indicator Targets	Reasons for Variance with Planned Target (if any)	Source of Verification
Outcome 1 Indicator: Baseline: Planned Target:			
Output 1 Assessments of Maritime Law enforcement and port security agencies are completed Indicator 1.1: Number of thematic assessments completed Baseline: Zero Planned Target: Two	Three assessments completed: <ul style="list-style-type: none"> • UNDP – Aden Coast Guard infrastructure assessment • UNODC - Aden Coast Guard capacity assessment. • UNDP – Hodeidah Coast Guard capacities and priorities 	No variance	<ul style="list-style-type: none"> • Assessment reports
Output 2 Coast Guard capability to interdict and investigate maritime crime strengthened (Including capacity building of any female personnel) Indicator 2.1: Number of coastguard personnel benefit from training and mentoring Baseline: Zero Planned Target: 100 personnel	235 participants from the Yemen Coast Guard have been trained, including both officers and staff (with some personnel completing several courses) Total 18 MLE, 13 ME and 1 COMMS courses were delivered to over than 200 Participants from YCG during 2021	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"> • Training reports • Attendance records

<p>Output 3: Operational capacity of the Coast Guard is strengthened</p> <p>Indicator 3.1: Number of Coast Guard facilities rehabilitated and equipped</p> <p>Baseline: Rehabilitation facilities not agreed and basic equipment is not available</p> <p>2021 progress target: 3 facilities rehabilitated</p>	<p>Rehabilitation of the floating jetty first phase was completed (removal of the damaged jetty and structural repairs to the steel superstructure.)</p> <p>Following the reprogramming of funds from Hodeidah, the rehabilitation of three additional facilities in Aden is in progress:</p> <ol style="list-style-type: none"> 1. YCG HQ middle floor 2. Dual petrol / diesel underground fuel storage tanks 3. Rehabilitation of barracks / kitchen building that was damaged by explosives during the conflict. 	<p>A no-cost extension has been requested to complete the rehabilitation of the additional facilities, using reprogrammed funds from Hodeidah.</p> <p>The programme has insufficient available funds, insufficient time and insufficient local expertise and materials to complete phase II of the floating jetty rehabilitation. This rehabilitation will be continued in the successor Maritime Governance programme.</p> <p>The programme aims to complete the targeted 3 facilities, in addition to the phase 1 work on the floating jetty.</p>	<ul style="list-style-type: none"> ● Engineers reports ● Procurement orders ● Signed delivery notes ● Asset management records
<p>Project Output 4: 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: 3 events</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 major physical stakeholder dialogue event as originally anticipated.</p>	<ul style="list-style-type: none"> ● Meeting minutes

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) UNDP – Hodeidah Coast Guard – capacity assessment and priorities – training, infrastructure, equipment.
- (3) UNODC – Aden Coast Guard TEPIDOIL assessment – spanning training, equipment, personnel, infrastructure, doctrine, organisation, information, logistics and courses.

No assessments or evaluations of the project were conducted during this reporting period. A terminal evaluation of the UK funded component of the programme is scheduled for 2022.

IV. Programmatic Revisions (if applicable)

The programme has received two no-cost extensions:

1. Request dated 14 April 2021, for a six month no-cost extension from 30 June 2021 to 31 December 2021. This extension was requested on the grounds of:
 - 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.
2. Request dated 23 December 2021, for a further six month no-cost extension from 31 December 2021 to 30 June 2022, as endorsed by the Maritime Governance Steering Committee meeting. This extension was requested to allow for the programme to activate its contingency plan and reallocate funds from Hodeidah to other locations in Yemen (Aden and Al-Mokha).

V. Resources

UNDP

During 2021, the programme completed all UNDP activities and fully spent the financial allocation programmed in support of activities in Aden. The remaining funds were programmed in support of activities in Hodeidah, and were kept aside to ensure that funds would be available upon approval of activities by the United Nations Sanctions Waiver Committee. As this approval was not received, UNDP requested and received the endorsement of the Steering Committee to transfer the UNDP programmed funds for use in Aden. This endorsement was provided on 27 October 2021.

By the end of 2021, implementation arrangements were underway to undertake additional infrastructure rehabilitation and provide additional equipment to the Yemen Coast Guard in Aden. However, due to the long

lead times for these activities, the remaining reprogramme funds will be spent during 2022 under the no-cost extension.

UNODC

UNODC GMCP delivery in Aden followed the deadline expressed within the work plan submitted before the funding disbursement. Mentors have been deployed and training courses have been developed and delivered according to the workplan for Q1-Q4 2021. Reprogrammed funds from Hodeidah were allocated towards additional training and mentoring activities in Aden and Al-Mokha during 2021-2022.

Resource mobilisation:

With the catalytic support from the European Union under the project, additional funds were mobilised for the joint programme on a bilateral basis from the United Kingdom Foreign, Commonwealth and Development Office.

Furthermore, building upon the work of the joint programme, UNODC has also received additional funding from the United States, European Union, Denmark and Japan for activities under their Maritime Crime Programme in Aden, Mokha and Al Khokha, Yemen.