



TRACECA Investment Forum

ID: AZ01

TRACECA PROJECT FICHE

ENHANCING MARITIME SAFETY IN THE TERRITORIAL WATERS OF THE REPUBLIC OF AZERBAIJAN

1. BASIC INFORMATION

PROJECT TITLE: Enhancing Maritime Safety in the Territorial Waters of the Republic of Azerbaijan

SECTOR: Maritime

LOCATION: Republic of Azerbaijan

2. OBJECTIVES

Aids to navigation play a pivotal role in addressing the issue of providing high quality, cost effective navigational services as well as contributing to the safety of life at sea by facilitating safe and efficient navigation in the territorial waters of the Republic of Azerbaijan. Aids to Navigation are devices or systems, external to a vessel, which are provided to assist mariners in determining position and course, to warn of dangers or obstructions or to advise of the location of the best or preferred route. Chapter 5 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, regulation 13 requests the Contracting Governments to provide aids to navigation. The Convention heightens the need for maintaining a national network of integrated marine aids to navigation systems that is consistent with international standards and which will contribute to economic development along with trade.

The objective of the project is to enhance maritime safety and protection of marine environment in the territorial waters of the Republic of Azerbaijan in response to an increase in shipping and off-shore activity owing to the growing flow of goods along with the Trans-Caspian trade and transit corridors.



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2.1 OVERALL OBJECTIVES

The overall objectives include the following:

- to ensure that aids to navigation (AtoN) meet the needs of commercial shipping in the territorial waters of the Republic of Azerbaijan;
- to maintain marine aids to navigation systems corresponding to international standards in order to ensure safe navigation in the territorial waters;
- to satisfy the demands of the increasing number of vessels stemming from growing transit potential of Caspian littoral States;
- to continue providing a timely and effective response to AtoN failures;
- to seek innovative and cost effective solutions for the provision of navigational services and keep pace with technological advancements in pursuance of meeting economic and commercial demands.

2.2 PROJECT PURPOSE

This project aims for improving transport operation and safety by enhancing the appropriateness, reliability and efficiency of the aids to navigation which will lead to a reduction in the number and severity of accidents caused by growing traffic.

The project targets the provision of Aids to Navigation which are rated by the stakeholders to be the best of the best by excellence in terms of design, performance, quality, stakeholder satisfaction and value.

2.3 CONTRIBUTION TO THE NATIONAL DEVELOPMENT PLAN

The Republic of Azerbaijan is very mindful of the need to continuously improve the efficiency and cost effectiveness of navigational operations while still meeting the high standards required of a critical maritime safety service. This approach will deliver real and tangible benefits to users through the development and deployment of new, emerging technologies in a measured and cost-effective way. In general, aids to navigation have a major influence on providing safe vessel transits and movements in addition to hazard avoidance.



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2.4 CROSS BORDER IMPACT

Marine Aids to Navigation are important strategic resources providing the safety of life at sea, safe passage of shipping, the protection of the marine environment and the maintenance of trade. Aids to Navigation mark both natural and man-made hazards around the coasts that might otherwise lead to maritime incidents with loss of life and damage to the environment, additionally they mark areas and routes so that merchant shipping, fishing, leisure users, offshore facility and nature conservation can co-exist and thrive in our increasingly crowded coastal waters.

3. DESCRIPTION

The work covered by this project consists of the procurement of 30 aids to navigation equipment in order to locate on the territorial waters of the Republic of Azerbaijan. The project includes the erection of the 30 aids to navigation structures as well as the installation of equipment. Recognizing the importance of maintaining the availability and reliability of the aids to navigation, attracting investment in the aforementioned aids to navigation equipment will assist in enhancing performance levels of buoyage system.

3.1 BACKGROUND AND JUSTIFICATION

The coastal environment of the Republic of Azerbaijan is one of the busiest and congested areas in the Caspian Sea. Offshore facilities and dredging activities carried out in the Caspian Sea highlights the importance of maintaining safe navigation of ships. These installations as well as restricted areas for the navigation of ships add complexity to the already congested waters.

In pursuance of providing free movement of shipping and reducing incidents associated with navigational errors, the Republic of Azerbaijan is committed to operate appropriate AtoN service to mitigate the above mentioned evolving risks and to allow the Republic of Azerbaijan to fulfill its obligations under international instruments. AtoN is essential for trade as they provide situational



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awareness for mariners, improving the link between the physical world and the digital world of radio navigation, electronic charts and radio communications, on the top of that they assist in taking preventive measures to control hazards originating from accidents.

Buoys are essential in providing the mariner with visual orientation, spatial awareness and waypoint, channel and hazard marking. In order to increase the operational capacity for ensuring safety of navigation The Republic of Azerbaijan needs some additional buoys. The procurement of the buoys will give rise to:

- Taking advantage of the advances in technology to enhance navigation and ship safety;
- To replace damaged or missing buoys that can endanger safe navigation.

3.2 ACTIVITIES

Activities include replacement of buoys in Boyuk-Zira, Jilov and Sangi-Mughan islands as well as in other navigable routes. They also cover placing new aids to navigation equipment in the above mentioned areas.

3.3 RESULTS/DELIVERABLES

- New buoyage system will optimize service levels and reduce risk and cost;
- the Aids to Navigation system will effectively support stakeholder requirements;
- Mix and nature of AtoNs provided will be:
 - Commensurate with the volume of and nature of the traffic;
 - Appropriate for the degree of risk;
 - Integrated and cost-effective;
 - Compliant with internationally accepted standards.



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4. PROJECT ORGANIZATION

The project beneficiary is the State Maritime Administration of the Republic of Azerbaijan which is the central executive authority in implementing and regulating state policy in maritime transport field.

4.1 INSTITUTIONAL FRAMEWORK

4.2 OWNERSHIP/IMPLEMENTING PARTY

The owner of the project:	State Maritime Administration of the Republic of Azerbaijan
Address:	2B Khanlar str., AZ 1003 Baku, Azerbaijan
Telephone:	+994124974405
Email:	Info@ardda.gov.az

4.3 ORGANIZATION STRUCTURE

State Maritime Administration will be a responsible authority for the Project management and coordination through an integrated Project Implementation Unit (PIU). The PIU Director will be the senior official from State Maritime Administration responsible for overall management of the Project.

5. DETAILED BUDGET (EUR)

No.	Description	
1	Lateral Marks: Region A	Port Hand Marks (buoys) x 24



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		Starboard Hand Marks (buoys)	x 24
2	Cardinal Marks (buoys)		x 6
3	Safe water marks (buoys)		x 6

Estimated cost: 500 thousand euros

The procurement of the additional 23 lateral buoys will be financed by the Maritime Safety Center under the State Maritime Administration.

6. RISK ASSUMPTIONS AND CONSTRAINTS

7. ENVIRONMENT

Maintaining availability and reliability of the buoys in the territorial waters of the Azerbaijan will lead to enhance maritime safety, reduction in the accidents caused by navigational errors and protection of marine environment. The environment will be continuously preserved during the implementation of the project.

9.1 ECONOMIC ASSESSMENT

By introducing new services and developing infrastructure, users will receive an effective and seamless service.