



Development of common security management, maritime safety
and ship pollution prevention for the Black Sea and Caspian Sea
(SASEPOL)

National Transposition Plan for MARPOL, SOLAS/ISPS, and PSC MoU's - Azerbaijan

October 2010
European Commission



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MoU's - Azerbaijan

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Content

Chapter	Title	Page
1.	Terms of Reference	7
2.	Methodology	8
3.	Assessment	10
3.1	Introduction	10
3.2	Common Areas	10
3.2.1	Objective	10
3.2.2	Strategy	10
3.2.3	General	10
3.2.4	Scope	11
3.2.5	Initial Actions	11
3.2.6	Communication of Information	11
3.2.7	Records	12
3.2.8	Improvement	12
3.3	Flag States	12
3.3.1	Implementation	12
3.3.2	Delegation of Authority	13
3.3.3	Enforcement	13
3.3.4	Flag State Surveyors	13
3.3.5	Flag State Investigations	13
3.3.6	Evaluation and Review	13
3.4	Coastal State	13
3.4.1	Implementation	13
3.4.2	Enforcement	14
3.4.3	Evaluation and Review	14
3.5	Port State	14
3.5.1	Implementation	14
3.5.2	Enforcement	14
3.5.3	Evaluation and Review	14
4.	Transposition Plan	15
4.1	Procedure for Incorporation of Mandatory IMO Instruments into National Legislation	15
5.	Appendices	17
5.1	Representatives from Various Entities Interviewed by the International Expert	17
5.2	Functional Structure of the State Maritime Administration of the Republic of Azerbaijan	18
5.3	Main Duties of the State Maritime Administration of the Republic of Azerbaijan (as stipulated in Part III of its Statute)	18
5.4	Instruments Made Mandatory under IMO Conventions	19
5.5	IMO Conventions acceded to by Azerbaijan	19

1. Terms of Reference

The following text has been reproduced from the project TORs for Activity 1.2.

Activity 1.2 *"If needed, prepare and implement a plan for transposition of above-mentioned international conventions and regulations into national legislation. ["above mentioned" is the result/outcome of activity 1.1]*

The above review shall be the basis for drafting a plan for those countries which still need transposition of international conventions into national legislation and port regulations. The plan should also address whether real compliance takes place in ports and to which extent guidelines have been prepared for staff in maritime- and ports administrations. The plan shall be drafted in close cooperation with the respective Maritime Administrations. The level of assistance with the implementation of the prepared plans will vary from country to country."

Accordingly, the Consultant thought necessary to identify the deliverables and the methodology for the implementation of these tasks and to define the interface of this activity to other activities and tasks implemented under this project.

2. Methodology

The terms of reference require the following for activity 1.2:

1. Review of the outcome of activity 1.1;
2. Identification of international conventions which need transposition into national legislation;
3. If needed, drafting of a Transposition Plan.

The overall methodology for activity 1.2 has therefore been structured along the TORs and has been split into two main sections:

1. **Section 1 - Assessment:** It consists in the review and analysis of the report delivered under activity 1.1, with special emphasis on any latest developments that might have taken place since report 1.1 was delivered. It is then followed by an analysis of the number, if any, of international conventions that still require transposition into national legislation. The assessment is to be made against the IMO Code for the Implementation of Mandatory IMO Instruments, 2007. The table below summarizes the requirements and recommendations given in IMO resolution A.996(25) - Code for the Implementation of Mandatory IMO Instruments.

Table 2.1: Overview IMO Resolution 996(25)

		Description
Common areas		
Objective	Here each administration should view the Code for the implementation of mandatory IMO instruments and implement these instruments according to paragraph 6 to which they are Contracting Government and Parties, and also have a role in accordance with it's own circumstances and geographical position.	
Strategy	Here are issues to be covered to get the objective of the Code. According to them each member state should implement and enforce mandatory instruments in accordance to international recommendations; review and verify the effectiveness of the State's international obligations; achieve, maintain and improve organizational performance and capability.	
General	Here Administrations are responsible for promulgating laws and regulations and for taking all necessary steps to provide the whole range of effect of these instruments to ensure that a ship is fit for the service from the points of view of safety of life at the sea and protection of the marine environment by providing experienced staff and refusing to transfer damage and hazard from one area to another or transform one pollution to another.	
Scope		
Initial actions	Here the member state should incorporate new mandatory IMO instruments into national legislation and also ensure effective enforcement.	
Communication of information	Here the State should communicate its strategy including information on its national legislation to all concerned.	
Records	Here records should be established and maintained in order to provide evidence of conformity to requirements.	
Improvement	Here States should improve the adequacy of the measures which are taken to give effect to those conventions they have accepted, and enforce national legislation. The State should determine acts to eliminate the causes of potential non-conformities in order to prevent their occurrence.	
Flag States		
Implementation	Here flag States should make every effort to effectively discharge their responsibilities and obligations, establish resources and processes capable of administering a safety and environmental protection programme and ensure that ships entitled to fly their flag are sufficiently and efficiently manned.	

		Description
Delegation of authority	Here flag states authorising recognized organizations to act on their behalf in conducting the surveys inspections, the issue of certificates and documents, the marking of ships and other statutory work.	
Enforcement	Here flag states should take all necessary measures to secure observance of international rules and standards by ships entitled to fly their flag and by entities and persons under their jurisdiction so as to ensure compliance with their international obligations.	
Flag state surveyors	Here flag States should define and document the responsibilities, authority and interrelation of all personnel, also the personnel has to be highly qualified and trained.	
Flag State Investigations	Here the flag States should be prepared to send qualified and experienced investigators competent in matters relating to the casualty. Ship casualties should be investigated and reported in accordance with the relevant IMO conventions and the guidelines developed by IMO.	
Evaluation and Review	Here the flag States should periodically evaluate their performance according to the implementation of administrative processes.	
Coastal States		
Implementation	Here coastal States should perform their obligations and rights under mandatory IMO instruments.	
Enforcement	Here coastal States should take all necessary measures to ensure their observance of international rules while fulfilling their obligations.	
Evaluation and review	Here coastal States should periodically evaluate their performance in respect of exercising their rights and meting their obligations under mandatory IMO instruments.	
Port States		
Implementation	Here port States should fulfil their responsibilities with respect to maritime safety and environmental protection including pollution prevention.	
Enforcement	Here to fulfil the whole range of obligations port State should provide taking all measures of control by authorised and qualified officers in accordance to relevant procedures adopted by the Organization.	
Evaluation and Review	Here port States should on a periodic basis evaluate their performance in respect of exercising their rights and meeting their obligations under mandatory IMO instruments.	

2. **Section 2 - Transposition Plan.** This section will then focus on gaps identified in transposition (if any) and discuss the need for a transposition plan. Should there be a need for a transposition plan, then the cornerstones of such a transposition plan and respective institutional competencies will be proposed together with an indicative timeline.

3. Assessment

3.1 Introduction

A mission to Baku, Azerbaijan was undertaken within the Framework of the SASEPOL Project. The scope of the mission was to review the level of transposition of IMO Mandatory Instruments into national legislation and assess compliance of Azerbaijan legislation in relation to the said Instruments. The information has been obtained through expert visits to Azerbaijan, meetings and interviews with relevant staff in the State Maritime Administration and other beneficiary organizations of the project (Appendix 8.1).

3.2 Common Areas

3.2.1 Objective

The primary entity for implementing applicable instruments in meeting the obligations of Azerbaijan vis-à-vis the IMO mandatory instruments is the State Maritime Administration of the Republic of Azerbaijan (SMA). SMA was established on 21 April 2006 with the Presidential Decree No. 697 and consists of various departments as set out in diagrammatic format detailed in Appendix 8.1.

SMA is situated in Baku and is financed by the State budget and other legal sources. SMA has a vast range of competencies (see Appendix 8.1), not necessarily all associated with IMO mandatory instruments. However Flag, Port and the vast majority of Coastal Obligations are within the jurisdiction of SMA.

3.2.2 Strategy

With reference to the scope of the project and in accordance with its Statute, SMA is responsible for:

- the implementation and enforcement of relevant international mandatory instruments through laws of the Republic of Azerbaijan, decrees and orders of the President of the Republic of Azerbaijan, resolutions and orders of the Cabinet of Ministers, and administrative regulations; and
- the continuous review and verification of the effectiveness of the State in respect of meeting its international obligations and for the achievement, maintenance and improvement of overall organizational performance since SMA has established a quality management system (ISO 9001).

3.2.3 General

SMA is the entity responsible for promulgating laws and regulations and for taking all other steps which may be necessary to give these instruments full and complete effect so as to ensure that, from the point of view of safety of life at sea and protection of the marine environment, a ship is fit for the service for which it is intended and is manned with competent maritime personnel.

The Law, Personnel, International Relation and Convention Department represents the primary department within SMA assigned to:

- examine and verify level of compliance of national legislation with Mandatory Instruments;
- draft new or amended legislation in order to transpose new or amended international mandatory instruments into national legislation;
- review all administrative regulations to verify legal compliance with national legislation;
- attend IMO meetings.

Finding No 1: Experts have identified lack of human resources within the Law, Personnel, International Relations and Conventions Department in respect to the drafting of new or amended legislation, thus making the transposition process dawdling.

3.2.4 Scope

The mandatory IMO instruments addressed in the Resolution A.996(25) are:

- the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974);
- the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1978);
- the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988);
- the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL 73/78);
- the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL PROT 1997);
- the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1978);
- the International Convention on Load Lines, 1966 (LL 66);
- the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (LL PROT 1988);
- the International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969); and
- the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972).

A vast number of other instruments have been made mandatory under the above mentioned conventions (see Appendix 8.1).

3.2.5 Initial Actions

Azerbaijan became an IMO member in 1995 and since then it has acceded to the majority of the IMO mandatory instruments (see Appendix 8.1). It was noted during interviews that the requirements of these international conventions are implemented through the application of various administrative regulations without having the appropriate legislation in place. This is mainly due to the fact that SMA was only established three years ago and it has been difficult to prepare all the necessary legislation incorporating the international requirements into national law. Typically, the legislation must be adopted by the Cabinet of Ministers or by Presidential Decree. This is a lengthy process and therefore administrative regulations are adopted which allow for the direct application of the convention obligations in the national context whilst work on the draft regulations is under way.

Finding No 2: The Merchant Shipping Code was approved on 22 June 2001. Since then no amendments have been effected. In addition it has been established during the interviews that a specific timeframe for adopting new or amended mandatory instruments does not exist. To this end it has been concluded that Azerbaijan does not have the ability to transpose and promulgate new or amended mandatory IMO instruments into national legislation in a timely manner.

Finding No 3: The legal basis for the enforcement of national laws and regulations including the associated investigative and penal processes in relation to the mandatory instruments is not in place.

3.2.6 Communication of Information

Even though that SMA is the primary entity, it has been established during interviews that other governmental entities are also involved in implementing international instruments. These entities are: the Ministry of Emergency Situations, the Ministry of Ecology and Natural Resources, the Coastguard and the State Maritime Academy. It has been identified that difficulties have arisen in respect to the implementation of the mandatory instruments mainly due to the fact that there is a degree of overlapping in competences between the relevant national institutions, making it unclear with which body responsibility lies.

Finding No 4: SMA, as a newly established entity, has not enacted or communicated its strategy, including information on its national legislation to all concerned

3.2.7 Records

Finding No 5: During the expert's mission, SMA did not produce a relevant list of national legislation transposing the mandatory instruments.

3.2.8 Improvement

SMA, in order to improve the adequacy of the measures which are taken to give effect to those conventions and protocols which they have accepted, has established a quality system in accordance with ISO 9001.

3.3 Flag States

3.3.1 Implementation

Currently about 581 ships with total tonnage of 838 618 GRT fly the flag of Azerbaijan. The fleet comprises all types of ships - dry cargo, tankers, passenger ferries, Ro-Ro, tugs, special-purpose ships, dredging and scientific vessels. The ships under the flag of the Republic of Azerbaijan actively use the Caspian basin, because it gives them the opportunity to direct access to Russia, Kazakhstan, Turkmenistan, and Iran.

Chapter 2 of the Merchant Shipping Code is dedicated to all the issues related to Flag State namely the right of the navigation under the flag of the Republic of Azerbaijan, deprivation of this right, name of the ship, call sign, classification of the ships, basic ship documents, additional ship documents, etc.

Finding No 6: It was noted by the experts that the Merchant Shipping Code does not cover all conventional requirements, thus there is no effective legislation in place to secure observance of international mandatory instruments by the ships flying the Azeri Flag.

In 8 May 2000 the Cabinet of Ministries in order to bring provisions of the normative acts of the Republic of Azerbaijan in the field of maritime transport in accordance with 1995 amendments to the International Convention on Training, Certification and Watch keeping for Seafarers, (STCW 1978 as amended) approved the Decree No 83 "On approval of normative acts relating to the safety of navigation".

Finding No 7: A comprehensive review of the above mentioned Decree should be made in order to bring it in line with the present STCW requirements.

Chapter 4 of the Merchant Shipping Code establishes provisions for minimum safe manning. "Regulation on issuance and registration of the certificates" approved both by the Ministry of Justice and Administration is now in force and it sets up the requirements for the qualification of the crew on board of Azeri Ships.

3.3.2 Delegation of Authority

So far only the Russian Maritime Register of Shipping (RS) has been recognized by the State Maritime Administration and authorized to carry out specific statutory activities (surveys, audits under the ISM Code, and certification) on behalf of, and under the responsibility and authority of, Azerbaijan. It is worth noting that maritime security issues (the International Ship and Port Facility Security [ISPS] Code) are mainly handled by the State Maritime Administration, except for the practical assessment of ships and port facilities, which is done by RS as a Recognized Security Organization. Technical Coordination department of SMA is responsible to supervise the functions of classification societies which are functioning in the Republic of Azerbaijan.

3.3.3 Enforcement

Ships flying the Azeri flag are bound to comply with international instruments through the application of various administrative regulations issued by the SMA. However, the lack of national legislation, penal procedures and performance of the fleet (Azerbaijan is on the grey list of the Paris Memorandum of Understanding) indicates a degree of non-compliance.

Finding No 8: Merchant Shipping Code does not establish necessary legislation on prohibiting ships from sailing until such ships can proceed to sea in compliance with the requirements of international rules and standards or any provisions for periodic inspection of ships entitled.

3.3.4 Flag State Surveyors

Technical Coordination department of SMA is responsible for examining vessels and objects related to maritime transport in accordance with international conventions requirements especially such as SOLAS, MARPOL and Load Line.

3.3.5 Flag State Investigations

SMA participates in investigation of accidents occurred within the waters under the jurisdiction of the Republic of Azerbaijan and onboard the vessels flying the flag of the Republic of Azerbaijan. In addition SMA keeps a record of registered accidents.

3.3.6 Evaluation and Review

The Flag State Performance is evaluated through the quality management system (ISO 9001) in place therein.

3.4 Coastal State

3.4.1 Implementation

The responsibility for coordinating a response in the event of oil pollution lies with the Ministry of Emergency Situations, Ministry of Ecology and Natural Resources and the State Maritime Administration. The Ministry of Emergency Situations has Special Forces and equipment to deal with oil pollution response including vessels, air planes and helicopters. There are also specialized personnel trained by the training academy or in foreign countries. There is also a private company which can provide additional help when needed.

SMA is responsible to supervise utilization of distress signals, AIS and LRIT.

The State Maritime Administration, the Coastguard and the Ministry of Emergency Situations co-operate on search and rescue operations.

3.4.2 Enforcement

It has been established during the interviews that MARPOL is not really being applied to the Caspian Sea. The Framework Convention for the Protection of the Marine Environment of the Caspian Sea is held to be stronger than those found in MARPOL and prohibit all forms of dumping in the Caspian Sea. The Convention covers pollution from land-based sources, seabed activities, vessels, dumping, emergencies, marine living resources, sea-level fluctuation and monitoring and other research.

Finding No 9: Merchant Shipping Code does not establish necessary legislation for verifying compliance with mandatory instruments now in force.

3.4.3 Evaluation and Review

The Flag State Performance is evaluated through the quality management system (ISO 9001) established therein.

3.5 Port State

3.5.1 Implementation

The State Maritime Administration is the executive power in the maritime field responsible for port State control. Chapter 5 of the Merchant Shipping Code is the legal basis for Port State Control. However, no part of the Code is in line with applicable international mandatory instruments. The Administration is currently working on a draft version of regulations on port State control which should be completed within the next four to five months and then submitted to the Cabinet of Ministers for approval.

Finding No 10: Merchant Shipping Code does not establish necessary legislation for verifying compliance with mandatory instruments now in force.

3.5.2 Enforcement

The Maritime Safety Department within SMA has the responsibility for the inspection of foreign ships in the Azeri ports and in case of identifying detainable deficiencies it has the right to detain the ship until all deficiencies has been rectified. However, in some ports PSC is carried out by officers of the port reporting to the Harbour Master.

3.5.3 Evaluation and Review

The Port State Performance is evaluated through the quality management system (ISO 9001) established therein.

4. Transposition Plan

The experts concluded from the information available to them that although most of the relevant IMO mandatory instruments have been ratified by Azerbaijan, appropriate national legislation is not entirely in place. Thus the state cannot implement and enforce the provisions of the Mandatory Instruments appropriately. To this end, a potential audit within the framework of VIMSAS will reveal numerous non-conformities related to implementation and enforcement.

In order for the state to start the preparatory work in respect to VIMSAS, it is of utmost urgency to enact the appropriate legislation. It is therefore recommended that all mandatory instruments, in their latest consolidated edition, be identified and transposed into national legislation along with various other requirements derived from the code itself (like penal procedures, policies, etc). In order to timely resolve the problem the following transposition plan is proposed.

4.1 Procedure for Incorporation of Mandatory IMO Instruments into National Legislation

1. Step 1: Human Resources (Immediate Action)

An appropriate number of qualified personnel need to be recruited in the **Personnel, International Relations and Conventions Department** since lack of human resources has been identified by the experts.

2. Step 2: Identification of IMO Mandatory Instruments in their latest consolidated edition (3 to 5 weeks).

Personnel, International Relations and Conventions Department should identify the latest edition for each and every one of the International Mandatory Instruments as these are stipulated in Resolution A. 996(25). This can be achieved through various instruments i.e. EMSA Rule Check or via the IMO itself- and assess the level of compliance of the national legislation with them.

3. Step 3: Translating the IMO Mandatory Instruments in their latest consolidated edition into the Azerbaijani Language (6 to 9 months)

It is of utmost importance that an accurate translation should take place before the actual drafting of legislation. If the translation from the English version is problematic, all mandatory instruments are also available in Russian, which is one of the official IMO languages. It is suggested that once the translation is completed, a verification for its accuracy (in relation to maritime terminology) should be performed by technical experts of the SMA.

It should also be considered the option of having the IMO mandatory instruments as a reference to the legislation used in its original form (i.e. in one of the Official IMO languages). This option obviously will speed up the whole process since no translation will be required.

4. Step 4: Drafting of necessary legislation transposing the mandatory instruments into national

law (3 to 6 months).

The drafting should include all IMO mandatory international instruments as these are stipulated in Resolution A. 996(25) translated into the national language (or as a reference document in the original form). Furthermore and in order for Azerbaijan to effectively perform its tasks and to ensure compliance with VIMSAS the following provisions should also be drafted and included into the national legislation:

- investigative and penal processes;
- policies which will assist in the implementation and enforcement of the requirements of all safety and pollution prevention conventions;
- administrative instructions to implement applicable international rules and regulations as well as develop and disseminate any interpretative national regulations that may be needed;
- appropriate instruments of national law and interpretations thereof giving effect to the provisions of the conventions or specify whether the Administration's standards go beyond convention requirements in any respect.

5. Step 5: Ratification of the necessary legislation (3 months)

Since the whole procedure is of utmost urgency, it is proposed that the ratification of the required legislation to be done via a Presidential decree, which seems to be the fastest way to enact legislation.

6. Step 6: Communication of national legislation (immediately after ratification)

Once the national legislation is in place, SMA should communicate national legislation to all parties concerned, including governmental entities involved in the implementation of IMO mandatory instruments, recognized organizations duly authorized to act on behalf of the republic of Azerbaijan and of course IMO.

7. Step 7: Further Actions

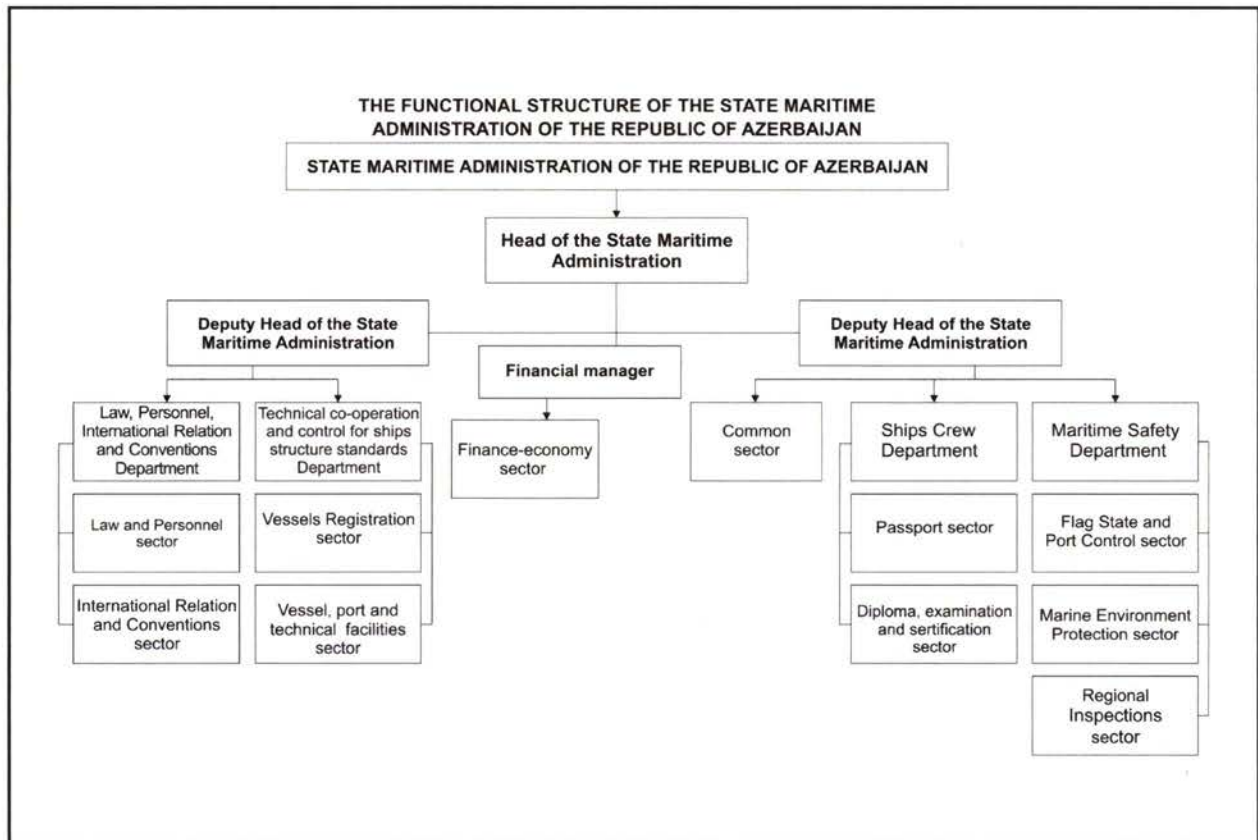
SMA should assign responsibility to duly qualified personnel to **continuously** monitor developments within IMO, identify when a new or an amended instrument has been accepted by the Organisation and timely transpose it into national legislation by repeating steps 3 to 6.

5. Appendices

5.1 Representatives from Various Entities Interviewed by the International Expert

- Capt. Shamlar MAMMADOV, Deputy Head of the State Maritime Administration of the Republic of Azerbaijan
- Mr. Ahmad ISMAYILOV, Head of the Department of Law, Human Resources, International Relations and Conventions, State Maritime Administration of the Republic of Azerbaijan
- Capt. Vamik RAHIMOV, Head of Maritime Safety Department, State Maritime Administration of the Republic of Azerbaijan
- Capt. Rasul HASANOV, Head of the Department for Technical Co-operation and Control for Ships' Structure Standards, State Maritime Administration of the Republic of Azerbaijan
- Capt. Ehtiram RAHIMOV, Head of Crew Department, State Maritime Administration of the Republic of Azerbaijan
- Mr. Farhad Mamedov, Head of International Relations and Convention Sector, State Maritime Administration of the Republic of Azerbaijan

5.2 Functional Structure of the State Maritime Administration of the Republic of Azerbaijan



5.3 Main Duties of the State Maritime Administration of the Republic of Azerbaijan (as stipulated in Part III of its Statute)

- ensuring the implementation of the international agreements to which the Republic of Azerbaijan is a party;
- implementation of scientific or technical developments taking into account advanced international experience in the field;
- taking the necessary measures for preservation of State secrets and undertaking safety measures pursuant to areas of activity;
- ensuring the training of staff;
- exercising port State control of the ports located in the territory of the Republic of Azerbaijan and flag State control of ships entitled to sail under its flag;
- taking part in the organization of the system of safety of navigation;
- monitoring implementation of the rules of navigation in the area under the jurisdiction of the Republic of Azerbaijan;
- undertaking the measures for safety of life at sea and prevention of marine pollution;
- issuing ship certificates in accordance with existing legislation;
- monitoring the activity of international classification societies acting in the territory of the Republic of Azerbaijan;
- preparing the drafts of rules for the issue of seaman passports, seaman's ranks and submitting them to the Cabinet of Ministers for approval;

- issuing seafarer's diplomas and passports;
- in cases of emergency, providing assistance on investigation with other relevant authorities;
- monitoring availability of navigational aids on the sea ways and making arrangements for Vessel Traffic Services in waters under its jurisdiction;
- implementation of necessary measures for preventing pollution of the marine environment by oil and other dangerous, harmful substances from ships;
- participating in common activities of the sea and air rescue services for implementation of the necessary measures connected with search and rescue of persons in accidents in the Caspian Sea;
- taking measures to bring to account violators of the relevant rules.

5.4 Instruments Made Mandatory under IMO Conventions

SOLAS 74	Res. MSC.133(76), as amended	reg. II-1/3-6.2.1
	FSS Code	reg. II-2/3.22
	FTP Code	reg. II-2/3.23
	LSA Code	reg. III/3.10
	CSS Code, sub-chapter 1.9	reg. VI/2.1
	Grain Code	reg. VI/8.1
	IMDG Code	reg. VII/1.1
	IBC Code	reg. VII/8.1
	IGC Code	reg. VII/11.1
	INF Code	reg. VII/14.1
	ISM Code	reg. IX/1.1
	1994 HSC Code	reg. X/1.1
	2000 HSC Code	reg. X/1.2
	Res. A.739(18)	reg. XI-1/1
	Res. A.789(19)	reg. XI-1/1
	Res. A.744(18), as amended	reg. XI-1/2
	Res. 4 of the 1997 SOLAS Conf.	reg. XII/1.5 (reg. XII/1.7 as of 1.7.06)
	Res. MSC.169(79)	reg. XII/7.2
	Res. MSC.168(79)	reg. XII/14
MARPOL 73/78	Res. MEPC.94(46), as amended	Annex I, reg. 20.6
	IBC Code	Annex II, reg. 1.4
	BCH Code	Annex II, reg. 1.4
	NOx Technical Code	Annex VI, reg. 2(5)
STCW 78	STCW Code, Part A	reg. I/1.2.3

5.5 IMO Conventions acceded to by Azerbaijan

Name of Instrument (Date of accession)	Transposed into national legislation?	Comments
IMO Convention 48	Yes – by Law	
IMO Convention Amendments 93	Yes – by Law	
SOLAS 74 (1 July 1997)	Mostly – by Law	Amendments will be transposed by Order of the Cabinet of Ministers

Development of common security management, maritime safety and ship pollution prevention for the Black Sea and Caspian Sea (SASEPOL)

Name of Instrument (Date of accession)	Transposed into national legislation?	Comments
SOLAS Protocol 88 (16 July 2004)	Yes – by Law	
Load Lines (LL) 66 (1 July 1997)	Partly – by Law	
Load Lines Protocol 88 (16 July 2004)	Partly – by Law	
Tonnage 69 (1 July 1997)	Partly – by Law	
COLREGs 72 (1 July 1997)	Yes – by Law	
STCW 78 (1 July 1997)	Yes – by Order of the Cabinet of Ministers	
FAL 65 (12 June 2006)	Partly – by Law	
MARPOL 73/78 (Incl. Annexes I – V) (16 July 2004)	Partly – by Law	
MARPOL Protocol 97 (Annex VI) (16 July 2004)	Partly – by Law	
London Convention (LC) 72 (1 July 1997)	Partly – by Law	
Civil Liability Convention (CLC) 69 (16 July 2004)	Partly – by Law	
CLC Protocol 76 (16 July 2004)	Partly – by Law	
CLC Protocol 92 (16 July 2004)	Partly – by Law	
LLMC 76 (16 July 2004)	Partly – by Law	
SUA 88 (26 January 2004)	Partly – by Law	
SUA Protocol 88 (26 January 2004)	Partly – by Law	
Salvage 89 (12 June 2006)	Partly – by Law	
OPRC 90 (16 July 2004)	Partly – by Law	