Evaluation of the measures efficiency in the TRACECA countries regarding the implementation of Priority Actions within "TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection for the period up to 2021"

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Execution
1	Improve the exchange of information between countries regarding vessel traffic movements to achieve full compliance with IMO instruments related to AIS, LRIT and Vessel Traffic Monitoring and Information System (VTMIS) Adoption of corresponding measures providing for ships safety in the water areas	A. Set up a single national window for shipping safety data and an electronic exchange information mechanism on vessel traffic in the Black and Caspian Seas; B. Introduce real-time electronic mapping, data storage and exchange; C. establish a MoU on AIS data; D. Develop a regional AIS server;	▪ National and regional vessel traffic databases established; ▪ Maritime safety in the region improved; ▪ Full compliance with IMO instruments achieved; ▪ NA completed and staff trained; ▪ Workshops conducted. ▪ Improvement of conditions for maritime safety	▪ Technical support; ▪ IT hardware and software; ▪ Funding for training and workshops; ▪ Operational and maintenance costs. ▪ Technical Assistance	2015-2018	All Participating States	All concerned Ministries and Departments	**Azerbaijan,** - the relevant agencies take measures providing for ships safety in water areas of ports and navigation channels (These measures are taken in compliance with relevant Resolutions of the Cabinet of Ministers). With the view of safe management and opreration of ships, safety of life at sea and environmental protection in accordance with the requirements of the Rule № 19-1 chapter V of the "International Convention for the Safety of Life atSea" (SOLAS-74) under the State Maritime Agency there was established the National Centre for Long-range Identification and Tracking Ships System (LRIT). The National Centre has the following main functions: 1. The System of Long-range Identification and Tracking Ships System (LRİT) carries out monitoring of the ships of the Republic of Azerbaijan, as well as provides LRIT services to the ships of Georgia; 2. The System of Vessels Traffic monitoring carries out the below functions in all ports and territorial waters of the Republic of

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	of ports and navigation channels.	E. Further support the activities of the BSC (MONINFO Project); F. Carry out TNA and training of staff; G. Plan and carry out regional workshops, regarding AIS and LRIT. H. Carry out relevant research in the Black and Caspian Seas and prepare corresponding recommendations ensuring maritime safety in the ports areas and navigation channels						Azerbaijan: - Navigational Information System (İNS); - Organization for Vessels Traffic Monitoring (TOS); - Service for Navigational Aid to Ships (NAS). In order to provide the above mentioned activities there were established 7 remote-operated coast base stations, fully covering the territorial waters of the Republic of Azerbaijan by AIS data, radar, ultrashort waves, meteo-information. 3. Search and Rescue (SAR) 4. NAVTEX System **Kazakhstan** – Vessel Traffic Monitoring System (VTS) operates in the port of Bautino. In 2020 it is scheduled to commission VTS system in the port of Kuryk. In the future there are plans to integrate such systems to be centralized in the port of Aktau . The Maritime Administration of the Republic of Kazakhstan made a decision to use the services of LRIT System National Centre of the Russian Federation. The IMO was informed about it in the established order. The Automatic Identification System (AIS) equipment was installed at sea ports **Romania** –– national AIS system, is in connection with the AIS Mediterranean Regional

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								Server (MARES) - Search and Rescue Black Sea Web portal, for intercommunication and data exchange between BS riparian countries, managed by Georgia, operational from 2014. Cooperation agreement for the Black Sea countries has not been signed yet – negotiations are on-going. **Ukraine** – the negotiations are on-going with the countries of the Black Sea basin regarding the improvement of information exchange and conclusion of the relevant agreement. In compliance with the order of the Ministry of Infrastructure of Ukraine as of 25.04.2012 N 221 in Ukraine there fucntions the Unified Above-Water Environment Monitoring System with AIS on the Black and Azov Seas in the responsibility area of Ukraine. There are taken actions for the implementation of provisions of the Directive 2002/59/EC as of 27 June 2002 on creation of the Vessel Traffic Monitoring System of the Commonwealth. **Turkey** – takes all necessary measures to address the needs of maritime safety and security. There were established VTSs Systems. Special attention is paid to the Turkish Straits. The infrastructure and superstructure works in

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								Izmir, Izmit, Mersin VTS Centres were completed. Izmit VTS became operational in November 2016. There was established the National Long-range Identification and Tracking Ships system (LRIT). Turkey offers to host a Common AIS (Automatic Identification System) Network for the Black Sea – a Maritime Traffic Control Center (Server) in Istanbul. **Georgia** - Georgia has finalized modernization of VTS (with possible upgrade to VTMS). Maritime Transport Agency of Georgia prepared and the Parliament of Georgia adopted legislative `amendments to Maritime Code of Georgia, aiming at establishment of State-owned Vessel Traffic Service in Georgia. The amendments were adopted by the Parliament of Georgia (11.12.2015) and was subsequently implemented by the order of the director of Maritime Transport Agency on ,,The rule on the functioning of the traffic monitoring and information system of ships in the territorial sea and port area of Georgia" (30.03.2016). Georgia became participating country of EU LRIT CDC in 2019. Georgia established national network of AIS stations and the process will be finalized by the end of 2019. The main financial contributor to this process was the European Union.

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								Georgia launched the feasibility study for the Maritime Single window project, allowing exchange of electronic ship credentials for the betterment of planning of Georgian ports usage. At the same time system will be compatibale for electroinv ships credential exhcnage betweeen Black Sea littoral States for the facilitation of maritime traffic. **Bulgaria -** The VTMIS project has been finalized and the AIS and Radar coverage of the Bulgarian part of the Black Sea area is very good. **Iran** – established two systems in 2014: 1. Iran Transport Incidents and Accidents Comprehensive Information System. 2. Iran Comprehensive Transportation Information. It is planned to train staff and to carry out relevant research in the filed of safety and security in the Caspian Sea and also in navigation channels. The Port and Maritime Organization of the Islamic Republic of Iran carried out a number of measures ensuring safety of navigation in the region, particularly: 1-Setting-up and implementing the VTS system

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								in Anzali Port. 2-Setting-up and implementing the AIS system in Amirabad, Fereidonkenar, Noushahr and Anzali ports. 3- Establishment of LRIT (Long-range Identification and Tracking Ships system) National data Centre according to articles 1-19, Chapter 5 of the SOLAS Convention. 4- Setting-up and implementing the NAVTEX system in Fereidonkenar port. This system will enable the ports authorities to convey safety messages to the vessels in the region. 5- Readiness for doing as NAV Area Coordinator in the Caspian Sea area. 6- Planning for setting-up the Monitoring Network of vessels. 7- Readiness for holding Workshops in the region in the field of AIS and LRIT systems. **Moldova** – the VTMIS system was established in the port complex Djiurdjiuleshti to provide monitoring of vessels traffic during port call and departure from the port.
2	Enhance PSC at national level and enhance regional cooperation on PSC by 2013-2015.	A. Improve PSC ship-targeting procedures; B. Conduct bi-	▪ BS MoU closer aligned with the Paris MoU on PSC; ▪ BS MoU on PSC drafted; ▪ PSC manuals reviewed and	▪ TA support; ▪ further training on PSC; ▪	2013-2015	All Participating States	National PSC responsible organisation	**Romania** – the given measures have been implemented. **Ukraine** – is at the national level responsible for Flag State Control (FSC) and Port State Control (PSC). Ship control procedures are to the maximum approximated to the relevant procedures of the Paris Memorandum. From 2016

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		annual reviews of PSC manuals and maintain national procedures and update when necessary; C. Exchange best practices on PSC; D. Conduct annual PSC inspection excellence tours; E. Closer alignment of the BS MoU with the Paris MoU by revising and refining the BS MoU as	updated; ▪ PSC at national level improved and regional PSC cooperation enhanced; ▪ Staff trained. ▪ Regional workshops conducted.	funding for study tours on PSC and workshops.				within the framework of the Black Sea Memorandum a new inspection regime came into force. Every year the existing procedures are revised and renewed at the Memorandum meetings on a regular basis. Port State Control inspectors are trained within the framework of the international technical assistance projects. **Azerbaijan** is at the national level responsible for Flag State Control (FSC) and Port State Control (PSC). The Republic of Azerbaijan participates in all meetings of the Committee for Port State Control of the Black Sea region, being also an observer within the Memorandum of Understanding on Port State Control in the Black Sea region. In all sea ports in Azerbaijan there are carried out control checks of Flag State and Port State ships in compliance with international standards. There were organized workshops and trainings by international experts for all Flag State and Port State experts. It is planned to continue capacity building for the inspection activity. "The Procedures on Training of State Control Inspectors (approved in 2019) are developed in accordance with the resolution A.1070(28) on IMO Instruments Implementation Code and the "Statute on Inspection of Ships" approved by the Decision № 59 of the Cabinet of

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		agreed by the Parties; F. Develop a Draft Caspian Sea (CS) MoU; G. Carry out TNA and training of staff; H. Plan and carry out regional workshops.						Ministers dated 4 April 2013. This Procedure applies to all new entrant and authorised Flag State Inspectors and Port State Control Officers employed by the State Maritime Agency under the Ministry of Transport, Communications and High Technologies of the Republic of Azerbaijan. All new entrant and authorised Flag State Inspectors and Port State Control Officers will be trained, and their competency assessed, before authorising them to take charge of inspections and periodically thereafter in accordance with this Procedure.**"** **Turkey** - In the 16 th. BS MoU Committee Meeting, new inspection regime was aligned closely with the Paris MoU inspection regime and the related amendment to the Memorandum was approved with an effective date from 01.01.2016. Also, the BS MoU Port State Control Manual was aligned with the Paris MoU with an effective date from 01.07.2015. In 2016, Turkey sent in total eight PSCO to Romania, Bulgaria, Greece, Italy and Slovenia within the scope of PSCO Exchange Programme as it was agreed at the BSMOU Committe Meeting.

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								Georgia – The sixteenth meeting (21-23.04.2015) of the Port State Control Committee in Batumi was attended by the member Authorities of Bulgaria, Georgia, Romania, the Russian Federation and Turkey. The committee approved revision of the Port State Control Manual, incorporation which includes replacement of Port State Control Procedure with Guidelines for the Rectification and Detention, adoption and incorporation of Action Taken Codes User Guide, revision of the guidelines for the Detention Review, adoption of "Notice to PSC Officer" and revision of other important guidelines. The Committee considered and adopted "Strategic action plan" and "strategic directions and action plan for the period of 2016-2020. . **Bulgaria –** participates in all meetings of the Port State Control Committee in the Black Sea basin. PSC is performed at the national level. New Inspection Regime (BS-NIR) for selection of ships was implemented for BSMoU from 1 January 2016. From 1 January 2016 Bulgaria expressed its wish to take part in PSCO Programme of Exchange of Experience. During 2017 PSC Seminar was carried out in Varna with participants from Member States of the Black sea and Caspian sea basin. During 2018 a meeting was carried out

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								with representatives of Romanian psc officers with main purpose to discuss Concentrated Inspection Campaign and harmonization of psc inspection in the Black sea region.
								Iran – The country signed an international agreement about "port state control reports of the Iranian ports" hosted on Equasis website (www.equasis.org). At the national level the Manual for port state control in Iranian ports, inspections on foreign vessels, Iranian flagged vessels and traditional and non-conventional size vessels. All ports were equipped with the control and inspection systems. Some workshops and training of staff were held and another workshop is being planned.
								Moldova – at the stage the on-going reform consists in creating a specialized authority on certification, surveillance and control in the field of water transport, including the responsibility for port state control. **Kazakhstan** – at the national level Flag State Control (FSC) and Port State Control (PSC) are exercized by the territorial unit of the Transport Committee of MIR of the RK, Maritime Administration of the ports of the Republic of Kazakhstan. With the view of enhancing Port State Control (PSC) the activity was carried out regarding the amendments and additions to the national legislation in the field of trade navigation. In particular, the Law of the RK "On Trade Navigation" envisages regulation of control and surveillance of ships by a Flag State and Port

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								State Control, as well as sets a term according to which a ship is subject to inspection no more than once in six months, and a comprehensive list of arguments for off-schedule inspection of a ship and a ship inspection procedure. With the view of improving the knowledge of inspectors, exercising port state control (PSC) the extension courses for the staff of the Maritime Administrations of the ports of Bautino and Aktau are carried out on a regular basis. Currently Maritime Administrations of the Caspian countries carry out activities on adopting the draft Protocol of Cooperation in the field of maritime safety and security in the Caspian Sea envisaging to establish cooperation in the following areas: 1)sharing of experience and providing assistance in training and capacity building of the staff exercising state control and surveillance in maritime transport; 2) preparation and adoption of a Memorandum of Understanding on Port State Control in the Caspian Sea; 3) improvement of cooperation mechanisms in the field of Port State Control; In the current year there was held the Fifth Meeting of the working group of the Caspian littoral states. In the course of the Meeting the parties managed to coordinate the main content of the draft Protocol of Cooperation in the field of maritime safety and security in the Caspian Sea. The parties agreed to to develop during the next working group meeting a common position regulating the appliaction of international legal instruments in the Caspian Sea. Besides, the parties agreed that in view of the legal status of

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								the Caspian Sea they would examine all the documents of the International Maritime Organization wherein they participate regarding their full applicability or with reservations. The adoption of the afore-mentioned documents will allow strengthening the regional cooperation and determining the coordinated actions to ensure maritime safety and security in the Caspian Sea. Moreover in April 2019 Kazakhstan was awarded the observer status in the Memorandum of Understanding on Port State Control in the Black Sea region
3	Ensure effective cooperation in SAR operations and reinforce the SAR capacity in the region.	A. Agree on simplified procedures and delimitation of areas of responsibility; B. Ensure adequate communication systems (radio) for SAR co-ordination, especially	▪ Procedures and delimitation of responsibility agreed; ▪ Adequate regional and national radio communication systems in place; ▪ International regulations and IMO guidelines applied; ▪ Workshops conducted; ▪ Best practices on SAR exchanged.	▪ TA support; ▪ SAR Equipment; ▪ Funding for training, workshops and participation in IMO SAR related events.	2014	All Participating States	National SAR responsible organisation	**Romania** - Between Romania –Bulgaria and Romania – Ukraine there is not SAR area delimitation, recognized through bilateral agreements. Other measures are being implemented. - participation in the IMO trainig courses organized at the regional level for SMC - Starting 2004, every year is organized a Regional SAR Conference - Search and Rescue Black Sea Web portal, for intercommunication and data exchange between BS riparian countries, managed by Georgia, operational from 2014. **Ukraine** – SAR (Search and Rescue) area delimitation is partially agreed in bilateral agreements. Agreements between the Cabinet of Ministers of

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		shore-side; C. Fulfil international SAR regulations and ensure the systematic application of the IMO's "Guidelines on the treatment of persons rescued at sea"; D. Active participation in IMO initiated activities in this context; E. Plan and develop workshops on exchange of						Ukraine and the Governments of Bulgaria and Romania on cooperation in the field of search and rescue on the Black Sea are being prepared. The documents on international legal delimitation of search and rescue area on the Black Sea are being prepared between Ukraine and Turkey. In accordance with the instruction of the Cabinet of Ministers of Ukraine as of 24.02.2016 N 158 there was renewed the activity of the state enterprirse "Maritime Search and Rescue Services of Ukraine" responsible for the SAR activities in Ukraine. On 16.11.2016 according to the instruction of the Cabinet of Ministers of Ukraine there was established a Coordinating Committee for search and rescue at sea. On 18.04.2017 at the First Meeting of the Committee there was approved the draft Provision on the National search and rescue system at sea in the sea search and rescue area of Ukraine and studied a Strategic plan for development of the Maritime Search and Rescue Services for the medium-term prospect (2017-2021). **Azerbaijan** – the National Centre for Long-range Identification and Tracking Ships System under State Maritime Agency performs coordination using all means availale between authorities responsible for SAR in Azerbaijan. It should also be noted the participation in the International

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		best practices on SAR.						Complex Regional Exercise in the northern part of the Caspian Sea "Caspian-2014" on the following subject: "Search and rescue of people being in distress at sea. Bringing to readiness of control authorities and security agencies. Cleaning of oil spills resulting from maritime shipwreck", in the relevant exercise (2015), and in the International Complex Regional Exercise (2017). **Georgia** – conducts relevant measures with the countries of the Black Sea region during maritime searching and rescue operations. All interested ministries and agencies participated in these actions. Relevant training courses as well as joint exercises with the Baltic Sea countries BALTIC SAREX 2014) were organized in the Kingdom of Denmark, island of Bronkholmi. Most recent exercices on Maritime Search and Rescue were organized in September 2019 - GEO SAR & OSR EX. **Bulgaria -** participated in SAR-epizode in Navy Exercise "Breeze 2017".Bulgarian Maritime Administration participated in 14th Black Sea SAR Conference held in September 2017 in Odesa (Ukraine). There is SAR region delimitation only between Bulgaria and Turkey, but bilateral ptotocol between Romania and Bulgaria does not exist. Other measures are being implemented.

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								Starting 2004, a Regional Black Sea SAR Conference is held annually, where measures are being discussed aiming at enhancing the regional SAR cooperation. . **Iran** – the National Search and rescue Plan (adopted in 1992) was revised in 2014. The main fields of the revision are: Distress monitoring, communicatuion, coordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources, necessary coordination in maritime search and rescue missions, and cooperation with MRCCs in the southern and northern ports in order to help people in distress at sea. **Turkey -** SAR Convention was ratified by Turkey in 1985. Turkey has multilateral and bilateral SAR agreements with neighboring countries, details are given below: - Multilateral Agreement: Agreement on Co-Operation Regarding Maritime Search and Rescue Services Among Black Sea Coastal States, participants are the Republic of Bulgaria, Georgia, Romania, the Russian Federation, the Republic of Turkey and Ukraine, - Bilateral SAR Agreements with the Turkish

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								Republic of Northern Cyprus, the Republic of Bulgaria, the Russian Federation, the Syrian Arab Republic and the Republic of Azerbaijan. Turkey has Cospas-Sarsat (satellite-based search and rescue) System since 11 June 2005. Turkish Mission Control Center (TRMCC) provides received distress alerts data to Turkish RCC(s) and its SAR Point of Contacts which are Iran, Iraq, Afghanistan, Georgia and Ukraine. Each year minimum two national level SAR exercises are carried out with participation of all related SAR authorities of Turkey. Additionally, trainings and workshops are performed during each year on national level. **Kazakhstan** – Kazakhstan is a Party to the Agreement on Cooperation in Prevention and Containment of Emergencies on the Caspian Sea concluded between all Caspian states in 2014. Within the implementation of this Agreement Kazkahstan regularly takes part in regional comprehensive exercises of the Caspian states in the filed of search and rescue on the Caspian Sea. In August 2018in the territory of Mangistau oblastthere was helod a regular regional exercise "TENIZ-2018" on organizing cooperation between rescue services of Kazakhstan, Azerbaijan, Iran, Russia and Turkmenistan. Besides at the national level on the basis of the Navigation Centre the maritime rescue

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								coordinating centre is being created. The Law of the RK "On Trade Navigation" determines the responsible authorities on search and rescue in the sea (Ministry of Defence, Minisrry of Internal Affairs, Committee of National Security, Ministry for Industry and Infrastructure Development). A joint order of MIR, MIA, CNC, MD as of 28.06.2019 N 455 "On approval of the Rules of rescue operations in the Kazakhstan sector of the Caspian Sea" was adopted. The draft of the State programme Nurly-Zhol envisages the measures for procurement and installation of the equipment for Maritime Rescue Coordination Centre on the basis of the Navigation centre (supported by RBK Financing for 2021-2023); Moreover, on the outcomes of the Fifth Caspian Summit (Aktau, 12 August 2018) on the proposal of Turkmenistan the Caspian littoral states are carrying out the activities on the development and coordination of the draft of the five-sided Agreement on Cooperation in the field of Search and Rescue in the Caspian Sea (the responsible state authority is MIA of the RK).
4	Adoption of the commitments by the member states in	A. Strengthen the capacities of maritime	▪ Maritime administration capacities strengthened; ▪	▪ Local budget for economic	2015	All Participating States	All concerned Ministri	**Azerbaijan -** All requirements of the relevant international conventions related to maritime safety are implemented. From 27 May to 6 June 2017, in Azerbaijan there

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	accordance with the relevant international Conventions related to maritime safety and fulfil the requirements of the Code for the Implementation of Mandatory IMO Instruments, as well as the IMO Member State Audit Scheme (VIMSAS).	administrations in terms of adequate staff, know-how and funds availability; B. Ensure that all national maritime administrations deploy the economic and human resources needed to ensure the fulfilment of their responsibilities as Flag, Port and Coastal States; C. Develop a Quality Management	Appropriate economic and human resources allocated; ▪ Maritime Administrations certified according to ISO 9001 on Quality Management; ▪ Member states supported with respect to accession and implementation of VIMSAS; ▪ The relevant international conventions and IMO instruments were revised by member States.	and human resources; ▪ TA support.			es and Departments	was held an audit in compliance with the IMO Voluntary Audit Scheme (IMSAS). "As a result of audit only 2 findings were included in the Auditor's Final Report." On the audit outcomes it was recognized that the measures carried out in the field of navigation in Azerbaijan fully comply with the accepted legal acts and all the requirements of the International Maritime Organization. Research carried out by the Auditing Expert Team recognized that the implementation of the provisions of International Conventions, control of international standards, activity of harbour masters and vessels traffic management system in all territorial waters if Azerbaijan , ships inspection regarding their compliance with the requirements of International conventions are organized at the high level. It was emphasized that coordination mechanisms created by the State Maritime Agency under the Ministry of Transport, Communications and High Technologies with the Ministry of Defence, Ministry of Emergency Situations, Ministry of Environment and Natural Resources and other state structures fully correspond to advanced international experience. **Ukraine.** All requirements of the relevant

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		System on Flag State Administrations' operational activities; D. Establish a mechanism for facilitation and coordination regarding the accession of the countries of the region to the IMO Conventions; E. Annual review of IMO Conventions accession and subsequent needs assessment of further						international conventions related to maritime safety are implemented. In 2018 Ukraine was under mandatory IMO audit. According to the Resolution of the Cabinet of Ministers of Ukraine as of 06.09.2017 N 1095 the State Service of Maritime and River Transport was established (Maritime Adminstration). It began functioning from 22.08.2018. **Kazakhstan** – Presently Kazakhstan is a party to 17 international IMO Agreements. In the period from 21 to 30 January 2017 in Kazakhstan there was carried out the IMO Member-State Audit Scheme (IMSAS). The activities aimed at realization of the action plan related to the work on the IMO Audit comments are on-going. Besides, the ratification procedure is on-going with regard to the Nairobi International Convention on the Removal of Wrecks of 2007, Protocol of 1992 on amendments to the International Convention on Civil Liability for Oil Pollution Damage of 1969, the International Convention on Civil Liability for Bunker Oil Pollution Damage of 2001. **Romania** – all actions were realized, IMO Voluntary Audit Scheme was established in 2009.

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		support measures required; F. Assist Participating States in preparation of VIMSAS;						**Azerbaijan, Kazakhstan, Ukraine** carry out preparative work on audit process (IMSAS) IMO. **Georgia** – IMO member states Audit was held in Georgia. After finalizing audit on the implementation of the Code requirement concerning IMO compulsory instruments implementation, as well as of the IMO member states Audit Scheme (IMSAS), a Corrective Action Plan to IMO was prepared. **Bulgaria** – the Republic of Bulgaria participated in the Voluntary IMO Member State Audit Scheme (VIMSAS), from 10 to 17 November 2008. The mandatory audit of all Member States (IMSAS) commenced from 1 January 2016, the Republic of Bulgaria is scheduled to be audited in 2021 in accordance with the IMO Member State Audit Scheme. In **Moldova** the representatives of the Ministry of Transport and Road Infrastructure, the representatives of the Public Institution, Harbour master's service of Djurdjulesht port took part in the practical workshop held in summer of 2015 in Kiev (Ukraine). **Iran -** acceded to 28 conventions and protocols of IMO since 1972. The last Convention is NAIROBI WRC (2015). In the near future the country will accede to LIMC Convention, of 1976.

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								Turkey- Succesfully audited under the VIMSAS in 2013. Lastly, Turkey has ratified MARPOL Annex 3, Annex 4 and Annex 6 and BWM Conventions. In order to fulfil its responsibilities as a flag, port and coastal state, additional staff were employed by the Ministry in 2016.
5	All Partner States should aim to be on the "White List" of the Paris MoU on PSC by 2021 at the latest.	A. Conduct an Age Profile Analysis on national fleets; B. Develop and introduce a national database on ships flying under the Flag State; C. Improve Flag State Inspection; D. Develop and introduce Electronic	▪ Age Profile of national fleets established and analysed; ▪ Flag State Inspection improved; ▪ Electronic Targeting System developed and implemented; ▪ Electronic Certification System developed and implemented; ▪ National databases developed and implemented; ▪ Information Seminars completed;	▪ A support; ▪ IT hardware and software; ▪ Funding for training, workshops, and seminars.	2015 (from "Grey" to "White" List) 2021 (from "Black" to "White" List")	All Participating States	All concerned Ministries and Departments	**Azerbaijan -** carries on relevant activity. To improve Flag State inspection and Port State Control (PSC) there were held workshops and concentrated inspection campaigns for inspectors. All inspections carried out in foreign ports at ships running under the state flag of Azerbaijan were analysed. Relevant measures were taken. The flag state held working meetings with ship owners and classification companies for establishing the priority of being included in the "White List" of the Paris Memorandum. **Kazakhstan** – Since 2013 until now Kazakhstan is on the "White List" of the Paris Memorandum. **Ukraine** carries out the activitites on a regular assessment of the quality and performance of flag being the basis for the work with ship owners and recognized organizations. Within the framework of the EMSA BCSE project there was held the meeting with the EMCA experts on the issues of the improvement of Flag State functions.

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		Targeting System; E. Develop and introduce Electronic Certification System to standardise all documents and achieve transparency; F. Conduct Information Seminars for the maritime sector on the Paris MoU etc.; G. Conduct Concentrated Inspection Campaigns; H. Update	▪ Concentrated Inspection Campaigns completed; ▪ Vessel records updated. ▪ Data published					**Turkey** has been in the "White List" since 2008. In order to preserve the existing status the relevant activity is carried on. **Romania** – 2 ships are laid up, other actions are being fulfilled. **Bulgaria** – Age Profile of Bulgarian fleet is established. All detentions and deficiencies are analyzed in view of Age Profile. Data base of Bulgarian vessels is completed and constantly updated. Vessels are monitored with regard to validity of certificates, flags and port inspections. All news concerning ship owners are published on the web page of the Administration. Enhancement of control by conducting more frequently flag state inspections, EAMA authorized Recognized Organizations meeting the criteria of the EU Directive and members of IACS. As a consequence of the measures taken and the stricter control by the Administration, part of the ships were scrapped and another part of ships sail under the flags of other countries. **Moldova** – there were taken actions on identification of the ships running under the Flag of the Republic of Moldova calling at the Paris Memorandum ports and the analysis of the reasons of these ships delays. There was also determined the plan of Flag State inspection of the ships, at the same time taking into consideration the results of th above-said analysis of determining the priority of inspections. These inspections became more rigorous from October 2015. there was

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		vessel records in accordance with international standards. I. Publish vessels inspection/delays data of member states based on the Paris MoU to achieve the intended objectives						developed and approved the plan of actions necessary to improve the position of the Republic of Moldova in the rating of the Paris Memorandum . **Iran** – In 2011-2013 Iran was included on the "White List" of the Paris Memorandum (rank 20). It is mentioned that the rank of Iran in the List of 2010-2012 was 34. So, the rank in the "White List" may rise till 2021.
6	Phase-out single-hull tankers in accordance with MARPOL 73/78 and its amendments. For the member states - to adopt measures aimed	A. Review and subsequently improve national Ship Scrapping Policy; B. Assess capacity and capability of	▪ National Ship Scrapping Policy reviewed and improved; ▪ National shipyards' capacity and capability assessed; ▪ National legislation developed, enacted and enforced;	▪ TA support	2012-2021	All Participating States	All concerned Ministries and Departments	**Azerbaijan** - Single hull tankers are fully phased-out in accordance with MARPOL Convention 73/78 and its Amendments. **Kazakhstan –** In accordance with the Ecology Code of the Republic of Kazakhstan double hull tankers are operated for the transportation of hydrocarbons and other dangerous goods in the Kazakhstan sector of the Caspian Sea. The Rules of ships' buiding and classificatioon are regulated by the Order of the Ministry of Transport and Communications of the Republic of Kazkahstan

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	at the development of Maritime Commercial Navy based onNational Plans (NP)	national shipyards to scrap old tankers/ships ; C. Adapt and develop relevant national legislation regulating requirements and specifications of new built tankers/ships. D. Review national merchant marine development plans.	▪ Merchant marine development plans reviewed.					as of 12 May 2011 N 273. **Romania** – implements all the provisions of the EU Regulations and Directives. **Moldova** – there was approved the Government Resolution on the implementation of the provisions concerning carrying out of measures in compliance with the MARPOL Convention. **Ukraine** – there are not such sea-going ships falling within the MARPOL 73/78 Convention. **Georgia** – On 28 January 2015, Georgia updated the older circular and issued a new circular regarding the Limitation of entry into Georgian ports of phased out single hull tankers and oil tankers loaded with Heavy Grade Oil. Limitation and Phasing Out period time frames can be found on the following link: http://www.mta.gov.ge/uploads/Circulars/2015/Circular3.pdf As per flag State, Georgia does not accept single hull tanker and substandard registration under Georgian flag. **Iran** - A national project to modernize ships and to scrap old tankers and ships is being planned in the Port and Maritime Organization of the Islamic Republic of Iran. The technical approval was given and the economic approval is pending in the Organization. **Turkey** – Has a regulation for phase-out single

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								hull tanker in accordance with Marpol 73/78 which is applied to Turkish Flagged ships and foreign ships calling at Turkish ports and territorial waters. Ships which are not complied to the national regulations related double hull or equivalent arrangements and Marpol 73/78, shall not call at Turkish ports and sail through Turkish territorial waters. **Bulgaria** – implements all the provisions of the EU Regulations and Directives.
7	Improve Flag States' internal verification of the performance of Recognised Organisations (Ros/Maritime Registers) acting on their behalf.	A. Review the procedures for agreements between Flag States and ROs; B. Analyse the performance of existing ROs; C. Strengthen the capacity of national administratio	▪ Regulation and performance reviewed and analysed; ▪ Staff trained and capacity strengthened.	▪ TA support	2013		All concerned Ministries and Departments	**Azerbaijan** – actively cooperates with recognized classification organization. Through implementation of international requirements there was established the programme of verification with adequate resources for control of the recognized organizations with the view of fully implementing their international commitments. Periodically ROs acting on behalf of State Maritime Agency are inspected. **Kazakhstan –** In an effort to fulfil the requirements of the Code on recognized organizations (hereinafter – Code on RO's) there was approved the list of the required documents being the basis for the verification of foreign classification societies performance (hereinafter – CS) and their compliance with the RO Code

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		ns to effectively monitor ROs; D. Carry out TNA and training of staff (ministerial and bodies); Promote EU Policy (Third Matitime Safety Package) on RO's Promote planned IMO Code on ROs.						requirements. In accordance with this order six CS were verified, the drafts of new agreements on delegating the authority for examining and issuing convention documents were developed. According to the RO's Code requirements there was developed the Programme of verification of the perfromance of the recognized organizations.in compliance with this Programme the Administration verifies the CS for their correspondence with the RO's Code requirements and fulfillment of their commitments to the Maritime Administration within the framework of the agreements made. **Romania** – the activities are implemented. Third Maritime Safety Package was fully transposed into national legislation. The EU special legislation is under implementation. **Turkey** – Authorized RO(s) and written agreements with RO(s) are submitted to the IMO GISIS . Annual audits of RO(s) are carried out. **Georgia** – joint activities with Recognized Organizations are carried out. Random inspections of RO's or expanded special surveys of ships are organized in compliance with requirements of IMO Resolution A.739 (18) as amended and with the requirements of Annexes

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								to IMO Resolution A.789 (19) and Resolution MSC.349 (92). The schedule of RO monitoring determines all monitoring dates for RO which currently supervises Georgian flagged ships. Document can be found on the following link: (http://mta.gov.ge/uploads/FSI/10.pdf http://www.mta.gov.ge/uploads/Circulars/2016/ Circular7.pdfhtpp://mta.gov.ge/uploads/11-CIRC-FSI-Delegationofauthority.pdf. http://www.mta.gov.ge/uploads/Circulars/2015/ Circular11.pdf **Bulgaria** - Flag States' internal verification of the performance of Recognised Organisations is constantly improved. EAMA has only authorized Recognized Organizations meeting the criteria of the IACS. During 2018 audits of all authorized Recognized Organizations was carried out. **Moldova** – the analysis of Port State verifications was carried out and on the basis of these results there was formulated preliminary vision of problem aspects related to the performance of the Recognized Organizations (RO) on ships inspection registered in the State Ships Register of the Republic of Moldova. There was also developed and approved the plan of actions necessary to improve the position of the

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								Republic of Moldova in the rating of the Paris Memorandum including the provisions concerning recognized organizations. **Iran** – all relevant organizations and offices according to the regular schedule carry out the activities from A to D. **Ukraine** – bilateral agreements with three classification associations were signed: Navigation Register of Ukraine Bureau Veritas American Bureau of Navigation. The audit of the Navigation Register of Ukraine was carried out. The audits of two other recognized organizations are scheduled for 2020-2021. Today actions are taken to sign the corresponding agreements with other classification societies and to get the Maritime Administration working well regarding such audits

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8	Promote the ratification of ILO MLC 2006 by Participating States	Development and adoption of national legislation on decent, fair and safe working conditions for seafarers. Subsequent submission of Instrument of Ratification to the ILO	ILO MLC 2006 ratified by Partner states; Working conditions and rights of seafarers improved.	TA Support	2014	Littoral States of the Black Sea and Caspian Sea, which have not ratified ILO MLC 2006 yet		**Azerbaijan** – The MLC Convention is being considered at the national level. **Ukraine** - In view of coming into force of the amendments of 2016 to the ILO MLC Convention and the appointment of a new Government, in compliance with the legislation of Ukraine, there was launched a repeat internal procedure to coordinate the draft laws to ratify the MLC MOT Convention 2006 regarding labour and maritime shipping. **Kazakhstan** – ratification of the consolidated ILO MLC was not scheduled for the current year. At the same time there is carried on the work of adopting the national rules on labour remuneration for seamen and the rules on work hours and rest hours management to implement the provisions of the above-mentioned Convention. **Romania** – the MLC 2006 was ratified by Law 214/2015 and appropriate legislation implementing MLC 2006 was adopted, in accordance with relevant EU directives (Government Decision 823/2015, Order of Minister of Transports 1225/2015). **Turkey** – Relevant documentation were prepared and submitted to the Parliament of Turkey for adoption.

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								Georgia –. – Under the project financed by EU Georgia translated MLC and drafted appropriate legislation which is deemed to be initiated by the end of 2018 . According to the association agreement between Georgia and EU, there are 3 directives that contain provisions of the MLC which are to be implemented for 2018-2019, so it can be said that the MLC ratification process will be completed within this period. MLC Ratification procedure was already initiated in September 2019. **Bulgaria** – The Republic of Bulgaria ratified Maritime Labour convention (ILO MLC) 2006 in 2010. The ILO MLC 2006 is implemented into national legislation. The Republic of Bulgaria presented the first annual report (for the period 20.08.2013 to 20.08.2014) on the MLC 2006, including the specific measures for implementation. The Bulgarian Maritime Administration carried out Port State Control inspections in accordance with the MLC's Standards. The Republic of Bulgaria promulgated in State Gazette № 54 from 2017 the 2014 amendments to the Maritime Labour Convention (MLC), 2006 which have entered into force on 18 January

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								2017. The amendments of 2016 to the MLC, 2006 have been accepted and will enter into force for Bulgaria on 08 Jan 2019. Currently the WG works on measures for enforcement and implementation of the 2016 amendments to the Convention. **Iran** – MLC 2006 Convention was ratified by the Islamic Consultative Assembly in 2010. MLC 2006 Convention entered into force in June 2015. **Moldova** – internal procedures were undertaken to initiate accession to the Convention MLC 2006 (ILO/MLC)
9	Promote the adoption and implementation of ILO-OSH 2001 by Participating States	Development and implementation of national legislation and/or guidelines to protect workers from hazards and to eliminate work-related injuries, ill health, deseases, incidents and deaths.	Guidelines for Occupational Safety and Health established; Safety and Health conditions improved .	TA Support	2014	All Participating states		**Azerbaijan** – The issue is under consideration of the Government. **Kazakhstan** – Internal regulating documents are being developed. **Georgia** - Present item is addressed in Paragraph 8 of the present document. **Iran** – The country realizes the importance of ILO-OSH 2001 Convention. Some instructions and manuals were prepared and distributed among relevant organizations and offices. **Romania** – The present item is addressed in Paragraph 8 of the present document

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								- by Government Decision 1007/2006 on the minimum safety and health requirements for improved medical treatment on board vessels; - by Government Decision 1135/2006 concerning the minimum safety and health requirements for work on board fishing vessels, which transposed relevant EU Directives; - Orders of Minister of Transports nos. 1257/2013, 1259/2013, 1260/2013 and 1200/2014. **Ukraine** – the ratification of ILO 152 Convention is under consideration. A package of documents for the ratification of the MLC Convention was prepared. The documents were submitted for approval to the MFA.

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10	Minimise wastes and emissions from maritime transport and ensure that Partner States are able to achieve "good environmental status" in marine waters covered by their sovereignty or jurisdiction.	A. Analysis of present situation and levels of emissions; B. Introduction of Best Environmental Practices and Best Available Technologies to prevent the pollution of the Seas; C. Instigate the Polluter Pays Principle as the economic basis for the control of environmentally harmful	▪ Best Practices introduced; ▪ Legislation amended incorporating Polluters Pays Principle; ▪ HG emissions monitored; ▪ Greenhouse gas emissions reduced; ▪ Advantages and disadvantages of regional control of emissions of sulphur oxides identified; ▪ Alternative fuels for engines identified; ▪ Recommendations on the use of LNG as ship fuel developed and substantiated; ▪ Assessment of EU ETS Green Paper on Aviation completed.	▪ TA support on environmental practices, emission control, legislation and the use of alternative ship fuels.	2017	All Participating States	All concerned Ministries and Departments	**Azerbaijan** –The national legislation of Azerbaijan envisages the ban on discharge from the ships to the sea of crude waste waters, oil, harmful pollutants, refuse, etc. The existing legislation envisages penalties for violation of the stated ban. In all the sea ports of Azerbaijan inspections of the ships are carried out in order to reveal unsanctioned discharge of waste waters and oily matters. New amendments regarding the best ecological practices and the best existing technologies in order to prevent pollution were introduced in the national legislation of Azerbaijan. The principle "Polluters Pay" is active. **Kazakhstan** – The Ecology Code of the Republic of Kazakhstan envisages the ban on discharge of crude waste waters, oil, harmful pollutants, polluted waters, refuse and all kinds of plastic. The existing administrative legislation envisages penalties for violation of the stated ban. Besides at present there is carried on preparatory activity for ratification of the Annex VI of MARPOL. At the ships' calls to the sea ports of Kazakhstan state port control officials inspect the ships, including unsanctioned discharge of wastes to the

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		activities, emphasising the importance of responsibility by forcing polluters to pay for the true costs of their activities; D. Conduct a study to identify the advantages and disadvantages of the establishment of a Black Sea and Caspian region, respectively, for the control of						sea. **Ukraine** - carries out inspections of the ships periodically in order to minimize wastes and emmissions from maritime transport in marine waters covered by their jurisdiction. The Principle "Polluters Pay" is active. SE "AMPU" renewed a "Type Plan for Ship Wastes and Cargo Residues Management at sea ports of Ukraine" developed by the TRACECA international project together with the working group of SE "AMPU" with the view of adaptation and implementation at sea ports of the Directive of the European Parliament and Council 2019/883/ EU on "Port Reception Facilities for ship-generated wastes and cargo residues" and a circular letter IMO MEPC.1/Circ.834/Rerv 1 dated 01.03.2018 SE "AMPU" developed the amendments for the rules of order of sea ports register of Ukraine in view of presenting the list of liquid fuel suppliers, providing services in sea ports. SE "AMPU" provides monitoring researche of the condition of atmospheric air in the water areas of sea ports. The "Ukrainian Ports are Going Green" concept was developed and approved. The concept is

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		emissions of sulphur oxides in accordance with Regulation 14 of Annex VI of MARPOL; E. Conduct a study on the potential of a regional aid scheme aimed at the promotion of transition to alternative fuel for engines of marine vessels engaged in maritime transport over short						being realized at present introducing into practice modern solutions of ecological monitoring, use of alternative energy sources, technical and logistic solutions to reduce emmissions into the atmospheric air, upgrade of reception facilities in the ports, renewal of specialized fleet to mitigate accidental pollution. SE "AMPU" is considering a possibility of introducing a satellite-based tracking of marine pollutionB service (CLeanSeaNET). **Romania:** - collects data on marine fuels and lubricants quantities used by the ships belonging to the Romanian companies, and forwards it to the Minister of Economy, Commerce and Relations with the Business Environment For the "Polluters Pay Principle" see Government Ordinance No. 42/1997 regarding maritime and inland waterway transport, republished (art.101), and Emergency Government Ordinance No. 68/2007 on environmental liability with regard to the prevention and remedying of environmental damage, approved by Law. No. 19/2008, as amended (art.1). Enforcing act: Government Decision 876/2007, as amended (art.4). Romania is a party to MARPOL 73/78 and all its

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		distances, in order to alleviate the effect of shipping on the environment ; F. Conduct a study on increasing energy efficiency on ships at sea and in ports; G. Conduct Cost-Benefit Analysis on the use of LNG as ship fuel; H. Carry out bi-annual monitoring						Annexes, and MARPOL PROT 1997, by Law no 6/1993 and Law no 269/2006 implemented by Government Decision no 1105/2007 **Turkey** – became a Party to the MARPOL Annex VI and finalized the national legislation for the Sulfur content of Marine Bunkers. Established an EU Twinning project with Spain for capacity building on the implementations and port state control activities under MARPOL Annex VI. . **Georgia** – Amendments introduced to the existing legislation is a precondition for instigating the "Polluters Pays" Principle. Georgia participated as a leading Pilot country within GloMEEP project run by IMO. **Bulgaria** – The Republic of Bulgaria is a party to MARPOL Convention and all its Annexes. Amendment to the existing legislation is a precondition for instigating the "Polluters Pays" Principle. The relevant EU legislation is transposed into the national legislation of Bulgaria and all relevant provisions are implemented accordingly. Bulgaria started actively exchanging information concerning vessel sulphur inspection (Directive (EU) 2016/802), (codification of Council Directive 1999/32/EC),) through THETIS EU from 2016.

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		of emissions of GHG; I. Develop a database on emissions data; J. Assess Green Paper on EU Emissions Trading System (ETS) for Aviation and subsequently judge its applicability to the maritime sector.						**Iran** – To minimise wastes and emissions from maritime transport, the National Centre and Provincial Centres carry out main activities: -Marine Environmental Protection -Marine Pollution Combatting -Ships' Ballast Water Control -Regional Treaties MPEC Committee -Training Programmes and Exercises -BLG Subcommittee -Awareness Rising & Information -Marine Environment and Children -Centres for Receiving Pollution Data. **Moldova** – carries out regular inspections of ships in the port in order to minimise wastes and emissions from the ships. The "Polluter Pays" principle is active.
11	Promote the use of alternative energy solutions in ports, including non-	A. Carry out study to identify the use of	▪ Study on alternative energy solutions conducted; ▪ PR material developed and	▪ TA support; ▪ PR material	2015	All Participating States	All concerned Ministries and	**Azerbaijan** – with the view of studying and identifying the use of alternative energy solutions there were established quay electric power sources in a number of port quays using solar batteries sources and wind units. In the future

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	conventional/alternative sources of energy, such as solar energy and wave power.	alternative energy solutions i.e. shore-side electricity; B. Develop Public Relations (PR) materials and conduct PR campaign.	published; ▪ PR Campaign conducted.				Departments	there are plans to improve the use of non-conventional and alternative sources. **Ukraine** – SE "AMPU" developed and approved the "Ukrainian Ports are Going Green" concept which introduces into practice the use of alternative energy sources in the ports of Ukraine. Besides the analysis is carried out regartding the necessity to modernize and upgrade sea ports of Ukraine by ship's electric columns to provide the ships' energy needs. **Romania-** the use of alternative energy solutions there were established quay electric power sources in a number of port quays **Iran** – the use of alternative energy solutions in the territory of Iran and in the ports will increase till 2024. **Kazakhstan** – Energy alternatives are not used in the ports
12	Enhance port reception facilities for ship-generated waste and cargo residue.	A. Determine the availability of adequate facilities and administrative procedures	▪ Adequate port reception facilities and administrative procedures established; ▪ A national information system on PWM developed and implemented; ▪	▪ TA support; ▪ IT software and hardware; ▪ Funding for adequate	2017	All Participating States	All concerned Ministries and Departments	**Azerbaijan** – The existing legislation obliges all ports management on the territory of Azerbaijan to provide collection of ships wastes and cargo residue. Baku International Sea Trade Port uses reception facilities for ship-generated wastes and cargo residue fully complying with all the requirements of International MARPOL Convention.

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		to meet the expected traffic growth; B. Provide adequate port reception facilities for ship-generated wastes according to MARPOL 73/78, Annex I, IV, V. C. Establish a national information system on waste reception, transfer and disposal; D.	A notification system developed and implemented; ▪ Staff trained in PWM.	port reception facilities				At present all ports use mobile reception facilities, such as special ships, collector ship for bilged and faecal waters and a ship-oilskimmer operating in around-the-clock regime. The received ship-generated wastes are taken out to the city treatment facilities for further recovery. Warning system is implemented in all ports in Azerbaijan. After final commissioning of a new Baku International Sea Trade Port it is envisaged to install port reception facilities for ship-generated wastes and cargo residue fully complying with all the requirements of international MARPOL Convention. **Kazakhstan** - to receive ship-generated waste there is used collector ship for bilged and faecal waters and a ship-oilskimmer operating in around-the-clock regime. The received ship-generated waste are taken out to the city treatment facilities for further recovery. According to the established system application note wastes are brought to the port for handover 30 minutes before the operation. **Ukraine** – A notification system is implemented at all ports of call . Together with TRACECA project there were developed National Plan of

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		E. Implement efficient waste notification and cost recovery systems; Train staff in PWM.						waste management, Type plan of waste management at sea ports. **Romania- t**he system of notification is implemented at all ports of call **Turkey** – This issue is under the charge of the Ministry of Environment and Urbanization. **Bulgaria** – The tasks of upgrading port reception facilities for ship-generated wastes and cargo residue are accomplished. Bulgaria started actively exchanging information concerning vessel inspection on ship-generated waste (Directive 2000/59 EU) through THETIS EU from 2017. **Moldova** – The Ministry of Transport and Road Infrastructure in the Strategy for development of transport and infrastructure for the period of 2013-2020 envisaged the provision of Djurdjuleshty port complex with reception facilities for ship-generated wastes reception. **Iran** – The National Centre and 8 provincial centres facilitate the fulfillment of the activities from A to E.
13	Develop a Regional Environmental	A. Review a modulation	▪ Review on registration fees, ecological dues and	▪ TA support; ▪	2017	All Participating	All concerned	**Azerbaijan** – The issue is under consideration at the Government. **Kazakhstan** – The Integrated Environmental

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	Management System (EMS) in accordance with ISO 14001 for Maritime Transport targeting at continuous improvement of the environmental performance of shipping.	of registration fees, ecological dues and other charges, with a view to rewarding efforts towards greener shipping; B. Enhance regional cooperation on EMS for maritime transport in the Black and Caspian Seas; C. Design and implement EMS on the basis of ISO	other charges conducted; ▪ Regional cooperation on EMS enhanced; ▪ EMS according to ISO 14001 designed and implemented; ▪ Reporting and monitoring system developed and implemented; ▪ Website or regional server on EMS data developed and implemented; ▪ Awareness on EMS raised; ▪ SC and CASPECO supported with regard to EMS.	IT hardware and software; ▪ Funding for training, workshops, and awareness raising;		States	Ministri es and Depart ments	Management System was introduced in the national shipping companies in compliance with the international standards' requirements ISO 14001 and OHSAS 18001 on the basis of the earlier implemented quality management system. The regional cooperation in environmental management is developed by the Ministry of Ecology, Geology and Natural Resources within the Framework Convention for the Protection of the Marine Environment of the Caspian Sea (Tehran Convention). **Iran** – The activities from A to G are carried out and will proceed in the future according to the Regional Convention for Cooperation in Protection of the Marine Environment from Pollution, 1978 (Kuwait Convention) and Framework Convention for Protection of Marine Enviroment of the Caspian Sea (CEP).

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		14001; D. Develop a reporting and monitoring system as part of EMS; E. Develop a website or regional server on EMS data; F. Raise awareness on EMS. G. Further support the activities of BSC and CASPECO with regard to EMS.						
14	Enhance national and inter-regional	A. Further	▪ Contingency Plans for the	TA support to develop and	2020	All Participat	All concern	**Azerbaijan,**– the Caspian states signed the Protocol on Regional Preparedness, Response and

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	response to maritime pollution Incidents.	develop and update the national Contingency Plans in accordance with the Protocol on Cooperation in Combating Pollution of the Black Sea by Oil and Other Harmful Substances in Emergency Situations; B. Further develop and implement the Caspian Sea draft Protocol on Regional	Black Sea on Combating Oil Pollution further developed and updated; ▪ Draft Caspian Sea OPI Protocol and related Regional Plan on Cooperation developed and circulated; ▪ Inter-State Mechanism established; ▪ Satellite images on illegal discharges to Black and Caspian Seas provided to the EU's CleanSeaNet service, Istanbul Technical University; Satellite Communication and Remote Sensing Center (ITU, CSCRS) (Turkey); ▪ and other relevant systems provided the availability of technical capacities.	update Contingency Plans; TA support to develop and implement OPI Protocol; TA support to develop and implement satellite surveillance; TA support to join EU's CleanSeaNet; Funding for adequate emergency equipment;		ing States	ed Ministries and Departments	Cooperation in case of maritime oil pollution incidents to the Framework Convention on Marine Environment Protection of the Caspian Sea which entered into force on 25 July 2016. Azerbaijan acceded to the IMO Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 1990). There was drafted the National Plan for prevention of oil spills and response to them. Within the framework of joint project with the European Maritime Safety Agency (EMSA) Azerbaijan receives information on maritime pollution provided by CleanSeaNet service. **Kazakhsta**n – is the participant of the Protocol on Regional Preparedness, Response and Cooperation in case of maritime oil pollution incidents to the Framework Convention for the Protection of the Marine Environment of the Caspian Sea (Aktau Protocol). The work on coordinating the draft of the Regional Action Plan between the Caspian Littoral states in case of marine oil pollution is on-going. The National Plan for prevention of oil spills and response to oil spills in the sea and inland water reservoirs of the Republic of Kazakhstan regulates at the national level the order of

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		Cooperation in Combating Oil Pollution Incidents (OPI Protocol) and its related draft Regional Plan on Cooperation in case of Major Oil Spill in the Caspian Sea; C. Establish an inter-state mechanism to enable a quick response to major pollution events; D.		Funding for laboratory equipment; Funding for satellite surveillance.				response to oil spills. Besides the plan for oil spills response of tier 1 in the port water area is implemented, the oil spills response equipment and specialized OSR vessels operate in the port. **Romania** – signed the corresponding document and the Oil Spill Black Sea Regional Contingency Plan in case of maritime pollution. Romania can offer assistance in case of major pollution response in the Black Sea or at EU level. Romania co-operates in all cases of potential pollution from ships coming to the Romanian ports, detected by the CSN System. **Bulgaria** – signed the corresponding document and the Regional Contingency Plan for Oil Spills in the Black Sea. An Oil Spill Response Vessel based in Bulgaria is being prepared to function as a stand-by vessel to offer assistance in case of marine pollution incidents. Bulgaria receives monthly satellite images acquired by EMSA's CleanSeaNet system, showing possible/probable oil spills from ships in the Bulgarian area of responsibility. **Ukraine** – the Ministry of Infrastructure of Ukraine takes part in the European Maritime Safety Agency project (EMSA) "Maritime Safety and Security and Environmental Protection in the

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		Ensure that in case of an accident the right equipment is available and routines are in place to respond immediately in co-operation with neighbouring states; E. Coordinate the aerial surveillance of maritime shipping routes to provide a complete picture of sea-based pollution and to help						regions of the Black and Caspian Sea". **Turkey** – The National System for Emergency response for marine pollution is in force. There is a significant preparedness capacity in all Turkish Ports by means of equipment and trained personnel . Also the national emergency response plan for Turkey is established. The national legislation for the implementation of OPRC convention are in force. National Emergency Response Centre for Marine Pollution was built. The Centre will start to work in 2017. **Iran –** The Islamic Republic of Iran is planning to develop the activities from AQ to G. The country is interested in this Action. **Georgia** – signed the oil spill national contigency plan by the government on 22 of April 2016

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		identify suspected polluters; F. There no satellite images are available, conduct a cost-benefit analysis of the implementation of a satellite monitoring system.						
15	Aim to ratify the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM - 2004) to prevent the	A. Conduct a cost-benefit analysis of adopting the Convention; B. Support Partner States in the adoption	▪ Cost-benefit analysis on adopting the Convention conducted; ▪ Convention ratified by Partner States; ▪ Ballast Water and Sediments Management Plan developed and	▪ TA support	2015-2017	All Participating States	All concerned Ministries and Departments	**Azerbaijan** – The BWM Convention has not yet been ratified. **Kazakhstan** – Kazakhstan is not a party to the BWM Convention. At the same time in accordance with the reuqirements of the Ecological Code in the Kazakhstan sector of the Caspian Sea it is prohibited to use the ships operated previously in other water basins without ecological investigation to avoid accidental intrusion of flora and fauna objects into the Caspian Sea.Presently

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	potentially devastating effects of the spread of harmful aquatic organisms carried by ships' ballast water from one region to another.	of the Convention; C. Develop and implement a Ballast Water and Sediments Managemen t Plan; D. Train staff in the inspection of BWM.	implemented; ▪ Staff trained in the inspection of BWM.					the concerned state authorities are duscussing the draft of amendments to the Environmental Code including the provisions on prohibition of discharges of crude balalst waters. **Romania** – the BWM Convention is not yet ratified . **Ukraine** – BWM Convention has not been ratified. **Turkey** – the BWM Convention was ratified in 2014. **Georgia** – acceded to the Convention in November 2014. With the support of IMO Georgia has developed a National Ballast Water Management Strategy which includes costs on gathering information, inspection, studies and also the funds for training of the staff. **Bulgaria** – On 16 March 2018 the National Assembly adopted the Law on the ratification of the BWM Convention. The Law was promulgated in State Gazette № 28 from 2018. On 30 April 2018 the ratification was communicated to the Secretary General of the IMO and the Convention entered into force for the Republic of Bulgaria on 30 July 2018. The BWM – 2004 is implemented into national legislation. **Iran** – BWM Convention was ratified by the

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								Islamic Consultative Assembly in August 2015. The ratification procedure is finalized by relevant organizations and offices. **Moldova** – BWM Convention has not been ratified so far.
		E.	▪	▪				
16	Submit proposals regarding "Special Areas" provisions under Annexes I, II, V and VI of MARPOL 73/78 for the Caspian Sea.	A. Implement first steps regarding "Special Area" (revert to TA); B. Apply for the designation as a "Special Area" for the Caspian Sea.	▪ Application for "Special Area" submitted and approved.	▪ TA support	2015	Caspian Sea Littoral States	All concerned Ministries and Departments	**Azerbaijan** – it is necessary to agree on the proposal regarding "Special Areas" provisions under Annexes I, II, V and VI of MARPOL 73/78 for the Caspian Sea with the Caspian States. **Kazakhstan** – the request for implementation of "Special Areas" provision and giving the status of a Special Area to the Caspian Sea was not submitted. **Iran** – Iran is interested in this activity. Some activities are being planned for implementation.
17	Ratification of CLC Convention of 1969 and Protocols to CLC	A. Conduct a cost-benefit analysis on	▪ Cost-benefit analysis on ratifying CLC 1992 conducted;	▪ TA support	2020	Littoral States of the Black and	All concerned Ministri	**Azerbaijan** acceded to the CLC Convention and the Protocols. **Kazakhstan** – is the Party to the CLC Convention 1969, at present Kazakhstan is in the

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	Convention of 1976 and 1992.	adopting CLC 1992; B. Developmen t and adoption of national legislation on compensatio n to persons who suffer oil pollution damage resulting from maritime casualties involving oil-carrying ships. Subsequent submission of Instrument of Ratification to the IMO.	▪ CLC 1992 ratified by Partner States;			Caspian Sea, which have not ratified CLC Conventi on of 1969 and Protocols to it yet.	es and Depart ments	process of ratification of the Protocol 1992 to this Convention. The draft law on ratification is subject to the approval procedure in the concerned state authorities. **Turkey, Georgia -** are the Contracting Parties to this CLC Convention and its Protocols. **Romania-** acceded to this Convention and implementation legislation was adopted by Government Decision 1232/2000, as amended. **Bulgaria** - ratified the Protocol to CLC Convention of 1992 in 2003. The Protocol is implemented into national legislation. **Iran** – The CLC Convention and Protocols were ratified by the Islamic Consultative Assembly in August 2005. **Moldova** - in 2005 the Protocol to the CLC Convention of 1992 was ratified.

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18	Ratification of FUND Convention of 1971 and Protocols to the FUND Convention of 1992, 2000 and 2003.	A.Conduct a cost-benefit analysis on adopting FUND 1971; B.Development and adoption of national legislation on compensation for pollution damage to the extent not afforded by the 1969 CLC and on releif to ship-owners from the additional financial burden imposed upon	▪ Cost-benefit analysis on ratifying FUND 1971 conducted; Convention Fund 1971 was ratified by Partner States.	▪ TA support	2020	Littoral States of teh Black and Caspian Seas which have not ratified FUND Convention of 1971 and Protocols to it yet.		**Azerbaijan** – The FUND Convention has not been ratified yet. **Kazakhsta**n – the work on ratification of FUND Convention has not been scheduled in the current year. **Turkey and Georgia** are members of the FUND Convention and Protocols to it. **Bulgaria** - ratified the Protocols to the FUND Convention of 1992 in 2005. **Romania –** The issue is considered by the Minister of Transports. Until ratification is applicable the Emergency Government Ordinance No. 68/2007 on environmental liability with regard to the prevention and remedying of environmental damage, as amended. **Iran** – Iran ratified FUND Convention and Protocols in 2000.

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		them by the 1969 CLC.						
19	Ratification of INTERVENTION Convention of 1969 and Protocol of 1973 to the INTERVENTION Convention.	Development and adoption of national legislation on measures to prevent, mitigate and eliminate dangers to coastline or related interests from pollution by oil or other substances following a marittime casualty.	▪ INTERVENTION 1969 ratified by Partner States	▪ TA support	2020	Littoral States of the Black sea and the Caspian sea which have not ratified INTERVENTION Convention of 1969 and Protocols to it		**Azerbaijan** – Presently these international agreements are not in the process of ratification. **Kazakhstan** – presently these international agreements are not in the process of ratification. **Georgia** is the member of the Convention and Protocols to it. **Turkey** – is the party to the said INTERVENTION Convention. **Bulgaria** - The Republic of Bulgaria acceded to the INTERVENTION Convention of 1969 in 1983 and to the Protocol of 1973 to the INTERVENTION Convention in 2006. **Iran** ratified INTERVENTION Convention and Protocols in 1995.
20	Ratification of BUNKER Convention of 2001.	A.Conduct a cost-benefit analysis on adopting BUNKER 2001; B. Developmen and adoption of national	Cost-benefit analysis on ratifying BUNKER 2001 conducted; BUNKER 2001 ratified by Partner States.	TA support	2020	LittoralStates of the Black Sea . which have not		**Azerbaijan** acceded to BUNKER Convention.. **Kazakhstan** – the process of ratification of BUNKER Convention is currently on-going. The draft law on ratification is undergoing the approval procedure in the concerned state authorities.

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		legislation on compensation to persons who suffer damage caused by spills of oil, when carried as fuel in ships' bunkers. Subsequent submission of instrument of Ratification to the IMO.				ratified BUNKER Convention of 2001 yet		**Turkey** – acceded to this Convention (BUNKER). **Georgia** –has acceeded to this Convention (BUNKER – 2001). **Romania** – acceded to this Convention and implementation legislation was adopted by Government Decision 1299/2009. **Bulgaria** - ratified the BUNKER Convention of 2001 in 2007. The Convention is implemented into national legislation. **Iran** ratified Bunker Convention and Protocols in 2009. **Moldova** – it is planned to accede to Bunker Convention.
21	Member states should take necessary measures for accession to a number of International Conventions and regional Conventions, Treaties and Agreements for the Black and	A. Support Partner States in the ratification and implementation of relevant Conventions , Treaties and Agreements	▪ Conventions, Treaties, and Agreements ratified and implemented; ▪ Cost-benefit analysis conducted;	▪ TA support	2015	All Participating States	Concerned Ministries and Departments	**Azerbaijan, Ukraine** – acceded to IMO various Conventions. All necessary measures are taken to continue this activity to achieve necessary results. The Caspian littoral states signed the Protocol, its Parties are members of the International Convention on Civil Liability for Oil Pollution Damage and International Convention for the Prevention of Pollution from Ships, Framework Convention for the Protection of the Marine Environment of the Caspian Sea. **Ukraine** – On 22.03.2017 Ukraine acceded to the International Convention on Salvage, 1989 which will come into force for Ukraine on

N o.	Priority Actions	Activities	Expected Results	Input Requirements	Deadlin e	Applicab le Countrie s	Respo nsible for Imple menta tion	Comments
	Caspian Seas related to the protection of the marine environment.	for the protection of the marine environment ; B. Conduct a cost-benefit analysis on adopting the Conventions , Treaties and Agreements , respectively ;						22.03.2018. On 21.04.2017 Ukraine acceded to the International Convention on Antifouling Systems on ships , 2001. **Kazakhstan** – is the member of the International Convention for the Prevention of Pollution from Ships, the International Convention on Civil Liability for Oil Pollution Damage and the Framework Convention for the Protection of the Marine Environment of the Caspian Sea, the Protocol on Regional Preparedness, Response and Cooperation in case of maritime oil pollution incidents to the Framework Convention for the Protection of the Marine Environment of the Caspian Sea (Aktau Protocol). Presently the activity for approval of the Regional Action Plan on Cooperation between the Caspian Littoral States concerning Oil Pollution of the Sea is on-going. **Romania, Turkey** acceded to IMO various Conventions. There are taken all necessary measures to continue this activity to achieve necessary results. **Bulgaria** acceded to various IMO Conventions in this field. All necessary measures are taken to continue this activity in order to achieve the

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
								necessary results. Bulgaria ratified BWM Convention' 2004 in March 2018. The Convention entered into force on 30.07.2018. **Iran** is interested in any implementation of relevant conventions, treaties and agreements for the protection of the marine environment.

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
22	Improve conformity of national maritime security codes to the International Ship and Port Facility Security Code (ISPS) and	A. Further support Partner States in the implementation of the ISPS Code;	▪ Partner States supported in the implementation of/ conformity with the ISPS Code; ▪ Staff trained in the ISPS Code;	▪ TA support; ▪ Training in ISPS Code ▪	2015	All Participating States	All concerned Ministries and Departments	**Azerbaijan, Ukraine** – Regarding ships sailing under State Flag as well as port facilities all requirements of the ISPS Code were implemented. **Kazakhstan** – There were adopted the National Rules and Requirements on Ships and Port Facilities Security implementing the International Ship and Port Facility Security Code (ISPS Code).

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
	the relevant EU Directives	B. Train staff in the ISPS Code; C. Exchange experience and best practices on maritime security issues; D. Establish a regional association of Maritime Security Officers; E. Conduct regional conferences on Maritime Security Issues and safety of life at sea	▪ Regional Association on Maritime Security Officers established.					Ships sailing under the Flag of the Republic of Kazakhstan undergo the required inspection by the foreign classification societies authorized by Kazakhstan for compliance with the ISPS Code and have a corresponding international certificate and ship security plan. The Ministry for Industry and Infrastructrure Development is determined as an authorized body for approval of reports and a plan of port facilities' security and for appointment of an authorized organization to carry out evaluation and development of the plan for port facilities ' security. The JSC "National Company "Aktau International Sea Trade Port" is appointed as an authorized organization to carry out evaluation and development of the port facility security plan. In 2019 there were approved the report on port facilities evaluation and the plan for port facilities' security of the port of Aktau. **Romania** – ISPS Code is implemented, other measures are defined and implemented by general requirements of the EU Directives and Regulations, by acts of the Romanian Government and of the Minister of Transports. **Turkey** – All ISPS Code requirements are fully observed.

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								Georgia - is in the process of upgrading the legislation in regards of maritime security related aspects as per ISPS Code and EU-Georgia Association Agreement requirements. **Bulgaria** - ISPS Code, Directive 2005/65/EC on enhancing port security, Regulation (EC) No 725/2004 on enhancing ship and port security is implemented into thenational legislation. **Moldova** – the Ministry of Transport and Infrastructure of the Republic of Moldova drew up the draft Resolution of the Government on the implementation of the International Ship and Port Facility Security Code (ISPS) which is at the stage of agreement. **Iran** – The ships intending to enter the Ports of the Islamic Republic of Iran are required to furnish the corresponding ISPS Regional Headquarters with the relevant information. All details of the Iranian ISPS compatible port facilities are available at the IMO GISIS internet site. The country is interested in the activities from A to E.
23	Establish an integrated	A. Develop and	▪ An integrated security	TA support	2017	All Participat	All concern	**Azerbaijan** – the issue is considered by the Government.

N o.	Priority Actions	Activities	Expected Results	Input Requirements	Deadlin e	Applicab le Countrie s	Respo nsible for Imple menta tion	Comments
	security information management system for ships crossing both seas to enable the identification, monitoring, tracking and reporting of vessels at sea.	implement an integrated security information managemen t system; B. Develop and implement EDI systems in ports that arecompreh ensive and fully integrated, in the sense that they can link all concerned actors together and allow for all applications associated with	information management system developed and implemented; ▪ EDI systems developed and implemented in ports; ▪ Relevance and applicability of EU's Port Community System assessed; ▪ Cost-benefit analysis on implementing EU's Port Community System conducted.	IT software and hardware		ing States	ed Ministri es and Depart ments	**Kazakhstan** – the integrated system is not availble. **Ukraine** – Monitoring system for the asituation at sea is functioning. **Turkey** – In terms of ship reporting, identification, monitoring and tracking, Port Management Information System (PMIS), National Automatic Identification System (AIS) and VTS(s) are used. **Bulgaria** - The VTMIS project has been finalized, and the single window concept for ships documents is functioning. **Iran** – The Integrated Marine System is a national project in Iran. This system facilitates the establishement of an integrated security information management. The Integrated Marine System was established in most Iranian ports and in the near future all ports will be equipped with this system. The System will facilitate the implementation of the activities from A to D.

N o.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		clearing freight to be amde electronically;						
		C. Evaluate the relevance of instigating the EU's Port Community System in the region;						
		D. Conduct a cost-benefit analysis on implementing the EU's Port Community System.						
24	Enhance coastal surveillance of maritime transport by improving shore-	Enhance regional cooperation on coastal surveillance of	▪ Regional cooperation on coastal surveillance enhanced; ▪	▪ TA support; ▪ Funding for adequate	2015	All Participating States	All concerned Ministries and	**Azerbaijan** – Coastal surveillance of maritime transport is carried out appropriately through enhancement of shore-based infrastructure and regional cooperation. For enhancement of coastal surveillance over sea

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	based infrastructure and regional cooperation.	maritime transport; Improve shore-based infrastructure for coastal surveillance, i.e. equipment etc.; Train staff in coastal surveillance.	▪ Shore-based infrastructure improved; ▪ Staff trained in coastal surveillance.	equipment.			Depart ments	transport there were installed 7 remote-control coastal base stations. **Kazakhstan** – the issues regarding enhancement of shore-based infrastructure and staff training for coastal survellance are at the development stage. **Bulgaria** - the coastal surveilance is done by the VTS Varna , VTS Burgas and the National Border Control Center. **Ukraine** – coastal surveillance of maritime transport is done by the VTS. Ports security system operates within the framework of EU Directive 2006/65. **Romania** – the coastal surveillance is done by the VTMIS departments through their dedicated systems, by MRCC, through AIS and by the Coast Guard through SCOMAR **Iran** – The Islamic Republic of Iran is interested in these activities in accordance with this priority action.
25	Promote the ratification of ILO 185	Ratify ILO 185; Establish an electronic database on SIDs;	Security on board ships and in ports enhanced following implementation of SIDs; Seafarers ability to go ashore when joining and leaving ship	TA support	2015	Littoral States of the Black Sea and Caspian sea		**Azerbaijan** – The law of the Republic of Azerbaijan as of 12 May 2006, N 105-IIIQ on accession to the International Convention ILO 185. **Kazakhstan** –On 12 March 2010 there was adopted the Law of the Republic of Kazakhstan N

N o.	Priority Actions	Activities	Expected Results	Input Requirements	Deadlin e	Applicab le Countrie s	Respo nsible for Imple menta tion	Comments
		Improve shore leave for seafarers by first ratifying and subsequently implementing the provisions set out in ILO 185.	improved			which have not ratified ILO 185 yet.		254-IV "On Ratification of the Convention to revise the Convention 1958 on SIDs (Seafarers Identification Document – Convention N 185). The sample of Seafarers Identification Document of the Republic of Kazakhstan, protection requirements, rules of execution, issuing, replacement, handing in, withdrawal and elimination of Seafarers Identification Documents of the RK were approved by the Government Resolution of the RK as of 27 August 2013 N 863. In 2014 the SID System was implemented and in 2014 first SIDs of a new sample were distributed in compliance with ILO standards. **Ukraine** – Ukraine signed ILO Convention (ILO 185) dated 19.06.2003, but the Convention has not been ratified. The issuance procedure regarding the Seafarers' Identification Document (SID) is determined in separate legislative acts. The order of execution of SIDs in contactless electronic form is approved by the Resolution of the Cabinet of Ministers of Ukraine dated 26.06.2015 N 441, but the issuance procedure for such SIDs was not introduced in Ukraine. The Resolution N 813 of the Cabinet of Ministers of Ukraine (CMU) made amendments in the CMU

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								Resolution N 441 determining the list of the authorized entities issueing such SIDs, specifying the list of persons who may get SIDs, as well increasing the SIDs duration of validity up to 10 years. **Georgia** – ratified ILO 185 Convention on 30th November 2014, Convention entered into force for Georgia in August, 2015 . New SIDs improve seafarers ability to go ashore when joining and leaving ship as well as access to operational capabilities in the world maritime sector. **Moldova** – The Republic of Moldova is the party to ILO Convention. **Iran** – ratified ILO 185 Convention in 2010.
26	Adopt and implement ILO/IMO's Code of practice on Security in ports	Agree on and develop a common approach to port security amongst Participating States Establish methods for identifying potential weaknesses in port's security	Port security measures enhanced and aligned	TA support	2015	All Participating States		**Azerbaijan** – on 16 October 2014 the Cabinet of Ministers of the Republic of Azerbaijan passed the Rules of Ship and Port Facility Security. The Cabinet of Ministers of Azerbaijan also passed the Rules of Fight against unlawful acts aimed against maritime security. There were adopted the National Rules and Requirements for ships and port facilities security implementing the requirements of the ISPS Code. **Kazakhstan** – In 2017 the Ministry for Industry and Infrastructure Development approved the National Rules on Ships and Port Facilities

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		and outline security roles, tasks and measures to deter, detect and respond to unlawful acts against ports serving international traffic and maritime operations						Security in compliance with the requirements of the International Ship and Port Facility Security Code (ISPS Code). There were also adopted the rules at sea ports regulating the admittance procedure to the ports' territory . In the port of Aktau the approved Report on port facilities evaluation and the plan for port facilities' security are effective. **Turkey, Ukraine** – the implementation of the requirements at the national level is under way in compliance with ILO/IMO rules at ports with some differences as compared with the existing national requirements. **Iran** - The Islamic Republic of Iran is interested in the activities within the framework of the priority action plan. Some activities are being carried out, some of them are being planned.
27	Promote the adoption of a MOU on Port Security	Establish a MOU on Port Security on the basis of ILO/IMO Code of Practice on Security in ports Develop and implement a common monitoring system on	Port security procedures harmonised and aligned	TA support	2015	All Participat ing States		**Azerbaijan, Kazakhstan** – Ports of the Caspian littoral states cooperate occasionally within the framework of ports security. **Turkey** – Ministry of Internal Affairs and Ministry of Transport, Maritime Affairs and Communications are responsible for this issue. **Iran** – The Integrated Marine Security System is developed within the national project in Iran which will facilitate the activities of this priority

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		security of ports and ships via SASEMAS						action.