

Review of the implementation of the “TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection for the period up to 2021”

The review of the measures is presented on the basis of the received comments for 2019.

Guided by the national plans, as well as the assumed commitments as members of the International Maritime Organization (IMO), the member states consistently implement the relevant Conventions, Protocols, Instructions and other guidance documents aimed at ensuring maritime safety and security and environmental protection.

At present, the member states joined more than 20 IMO Conventions and Protocols to them, ILO Conventions. The accession to other IMO Conventions continues.

The regional Strategy has two goals that are subdivided into a number of Priority Actions for three areas of activity, maritime safety, environmental protection and maritime security envisaging a number of corresponding measures.

1. Priority Actions on Maritime Safety:

With the view of ensuring maritime safety in the ports' water areas and on the approaches to them Turkey, Azerbaijan, Kazakhstan, Ukraine, Iran have implemented Vessels Traffic Management Systems (VTMS). Long Range Identification and Tracking System (LRITS) were established and successfully tested by the IMO.

In Azerbaijan, in accordance with the requirements of the Regulation 19-1 chapter V of the "International Convention for the Safety of Life at Sea" (SOLAS) there was established the National Centre for Long-range Identification and Tracking Ships System (LRIT) with new typified navigational radio equipment meeting corresponding recent requirements. The National Centre was commissioned on 1 December 2011. It undertakes the activities on organizing maritime safety system, maintaining the safety regime of ships navigating in the territorial waters of the Republic of Azerbaijan, as well as control of fulfilment of the relevant established rules and organizing Vessels Traffic Management Systems in the territorial waters of the Republic of Azerbaijan.

In order to continue maintaining the availability of robust, resilient and reliable mobile satellite communication systems, the Republic of Azerbaijan has declared its intention in acceding to the "International Mobile Satellite Organization (Inmarsat)" Convention, 2008, as amended.

The littoral States of the Caspian Sea have set up discussions on the establishing harmonized system of port State control and enhancement of effective collaboration on ensuring compliance with the standards laid down in the relevant IMO instruments.

Seafarers have continued to show total devotion and displayed genuine commitment during the COVID-19 pandemic, as well as assumed a prominent role in delivering essential goods, and helping to keep supply chains active. The Republic of Azerbaijan responded to the call of the IMO on designating seafarers as “key workers”, who are on the front line in this global fight. Since the seafarers are stranded at sea and/or unable to join ships because of national travel restrictions introduced across the globe as a result of the pandemic, the State Maritime Agency introduced measures regarding the extension of the validity of certificates, the endorsements for recognition of certificates issued by other Governments and other documents issued in accordance with the

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, and the validity of Seafarers Identity Documents issued in line with Seafarers' Identity Documents Convention (Revised), 2003, as amended (No. 185) of the seafarers whose above mentioned documents have expired or are due to expire onboard ships engaged in international voyages.

Turkey has taken various measures for ensuring safety of navigation in its surrounding waters. In this regard, Turkey has established national Automatic Identification System (AIS) in 2007 and LRIT System in 2009. Moreover, port areas with high traffic density and Turkish Straits have been covered with VTS. All these systems and e-marine database of the maritime administration are integrated into Turkish National VTMISS.

In Georgia, the national network of Automatic Identification Stations (AIS) was finalized, as EMSA donation of AIS coastal stations was completed.

In Georgia, the national Automatic Identification System (AIS) has been connected to the Mediterranean Regional Server (MARES).

Georgia joined EU LRIT CDC and subsequently met all the benchmarks established for participation.

In Romania, the national Automatic Identification System (AIS) has been connected to the Mediterranean Regional Server (MARES).

VTMISS providing for vessels traffic monitoring while calling/ departing to/from the port has been organized in the port complex of Giurgiulesti (Moldova).

The Organization of Ports and the Maritime Organization of the Islamic Republic of Iran also carried out a number of measures ensuring maritime safety in the region, particularly:

Creation and implementation of the Vessels Traffic Management System (VTMS) in the port of Anzali.

Creation and implementation of the Automatic Identification System (AIS system) in the ports of Amirabad, Fereydonkenar, Noushakhr and Anzali.

Creation of the National Data Centre of the Long-Range Identification System and Ships (LRIT) in accordance with Articles 1-19, Chapter 5 of the SOLAS Convention.

In Bulgaria, the Project for Vessels Traffic Management Systems is completed, service of the Bulgarian part of the Black Sea area by the established Automatic Identification Systems (AIS) and Radar is provided appropriately. Corresponding international legislation and the EU legislation was incorporated into the national legislation of Bulgaria.

The countries carry out measures to comply with the recommendations of the Code on the implementation of the mandatory IMO instruments, as well as the IMO Member States Audit Scheme. On the outcomes of the measures corresponding action plans were prepared to address the existing concerns.

Within the framework of the realized measures, it should be noted, that based on the Annual Report of the Paris Memorandum on Port State Control, as well as on the basis of the ships inspection data, Turkey is included in the "White List" of the Paris Memorandum (this is the best showing). Based on the Annual Report of the Paris Memorandum on Port State Control as well as on the basis of the ships inspection data,

Turkey keeps to be included in the “White List” of the Paris Memorandum. According to 2019 annual report of USCG, Turkey was removed from its Targeted Flag List for 2019 thanks to inspection performance of Turkish flagged ships. Moreover, Turkey conducted more than 1500 inspections within under the scope of Med MoU and Black Sea MoU although restrictions caused by Covid-19 pandemic in 2020.

Such countries as the Islamic Republic of Iran, Kazakhstan, Azerbaijan – in the “Grey List” (i.e. the improved result) of the Paris Memorandum.

With the view of providing accurate compliance with the international conventions the IMO organized a statutory audit in Azerbaijan in 2017. Based on the evaluation of the Audit Expert Team the corrective actions have been undertaken by the State Maritime Agency which were aimed at eliminating the root causes. The completion and effectiveness of carrying out the corrective actions was confirmed by the IMO Audit Expert Team. Besides, the State Maritime Agency introduced the Procedures on Training of State Control Inspectors that describes the requirements on the training and development of Flag State Inspectors and Port State Control Officers in order to comply with the qualification and the related minimum level of competence. In accordance with this Procedure all new entrant and authorized Flag State Inspectors and Port State Control Officers will be trained, and their competency assessed, before authorizing them to take charge of inspections and periodically thereafter. Additionally, State Maritime Agency takes decisive steps to enforce compliance of the ships flying the flag of the Republic of Azerbaijan and the foreign flagged ships calling at the ports of the Republic of Azerbaijan with statutory international standards.

In January 2017, a Mandatory Audit of the IMO Member States was carried out in Kazakhstan, within the framework of which IMO auditors checked the public administration system for ensuring the safety of navigation, protecting the marine environment, and training domestic sailors. Following the results of the IMO audit, the legislation in the field of merchant shipping was brought in line with the requirements of the maritime conventions on the investigation of marine accidents, control of the port and flag state, search and rescue at sea, navigation of ships in territorial waters, prevention of pollution from ships in the Kazakh sector of the Caspian Sea, measurement of ships sailing under the State flag, search and rescue operations, the procedure for the application of IMO resolutions and recommendations on the territory of Kazakhstan has been established. Currently, work is underway to bring the training system of seafarers in line with the requirements of the STCW convention.

On the results of the audits held in the countries, a plan of measures to address the observed deficiencies was made up.

In Ukraine, regular assessment of the flag quality and indicators is carried out to be the basis for the work with ship owners and recognized organizations.

Within the framework of the European Maritime Safety Agency (EMSA) BCSE project seminars are being held with the involvement of EMSA experts in order to assist flag States effectively discharge their responsibilities and obligations.

In Moldova, the activity related to the development and approval of the normative basis required for increasing the compliance of the ships under the Flag of the Republic of Moldova with the provisions of international conventions is carried out. In the process of approval, the drafts of the legislation acts will make it possible to strengthen the potential of the Water Transport Agency of the Republic of Moldova, i. e. to improve the existing status.

Also, the Government of the Republic of Moldova adopted the Decision No. 414 dated 24.06.2020 on the approval of the Framework Regulations on compliance with the obligations of the State of Flag.

The countries' activities are aimed at improving the existing status, which is extremely important for preserving the image of the country in international maritime shipping.

Regarding White, Grey and Black List the inspection results on Bulgaria, Georgia and Romania have not yet been published.

The countries are effectively exercising their rights and fulfilling their obligations as port States under various international instruments. While most of the Member States are party to regional agreements on port State control, other Member States study their practices in ensuring the observance of international rules by foreign flagged vessels.

The countries effectively cooperate in search and rescue (SAR) operations (International Convention on Maritime Search and Rescue (SAR 1979).

Countries have concluded agreements on SAR zones and provision of relevant assistance if necessary.

For example, Turkey maintains multilateral and bilateral agreements on SAR operations with the neighbouring countries:

- Multilateral Agreement :

Agreement on Cooperation on Search and Rescue operations between the Littoral Black Sea States, participants – the Republic of Bulgaria, Georgia, Romania, the Russian Federation, the Republic of Turkey and Ukraine.

- Bilateral Agreements: with the Turkish Republic of the Northern Cyprus, the Republic of Bulgaria, the Russian Federation, the Arab Republic of Syria and the Republic of Azerbaijan.

In compliance with the assumed commitments on the implementation of the "International Convention for the Prevention of Pollution from Ships" (MARPOL) the countries carry out measures on phasing out single-hull tankers. Simultaneously, the merchant fleet is in the process of renewal by the ships satisfying all necessary modern requirements.

Specifically, in Georgia there are restrictions with regard to calling of single-hull tankers at the Georgian ports. According to the state of flag, Georgia does not receive single-hull tankers operating under the Georgian flag.

In compliance with the MARPOL 73/78 Convention, single-hull tankers are not entitled to call at the ports of Turkey and operate in its territorial waters.

According to the Maritime Administration of Ukraine, there are at present no single-hull tankers subject to the MARPOL Convention.

Bulgaria and Romania fulfil necessary comprehensive measures in accordance with the EU Directives where the operation of single-hull tankers is also prohibited.

Currently in Azerbaijan, Kazakhstan single-hull tankers do not operate.

Azerbaijan, Kazakhstan, Russia, Iran, Turkmenistan maintain Agreements on cooperation in the field of prevention and elimination of emergency situations in the Caspian Sea concluded between all the Caspian littoral states in 2014.

Kazakhstan has adopted the Rules for the Prevention of Pollution from Ships, aimed at implementing the requirements of the MARPOL Convention.

In Moldova, a Government Decision was approved on the implementation of the provisions regarding the implementation of measures in accordance with the MARPOL Convention i.e. restricting access to the territorial waters of single-hull tankers.

The countries deliberate about the particulars of the Maritime Labour Convention (MLC – ILO) 2006 (These are Azerbaijan, Kazakhstan, Ukraine, Turkey, Georgia, Moldova). Bulgaria, Iran, Romania have ratified this Convention. This Convention is to provide seamen with good working conditions and to guarantee economic interests in a fair competition for quality ship-owners.

At the same time, the countries take measures on the implementation of the Recommendations of the Occupational Safety and Health Convention (ILO -2001). This issue is under consideration of the Government in a number of the countries. Some countries are at the stage of preparation of internal regulatory documents similar to the ILO 2001 Convention.

2. Priority Actions on Environmental Protection

The countries are carrying out relevant activities with the view of achieving a “good ecological status” of sea waters, subject to their sovereignty and jurisdiction.

Iran, Turkey, Georgia and Bulgaria have acceded to the “International Convention for the Control and Management of Ships’ Ballast Water and Sediments-2004” (BWM-2004).

In Turkey Port State Control Officers performing audits in accordance with the obligations of the international Convention for the Control and Management of ships’ ballast Water and Sediments (2004) have received training at national and international level.

This Convention aims to prevent potential destructive impacts resulted from the spread of alien invasive species carried with the ballast waters by ships from one region to another.

In Ukraine, the issue of ballast water management and prevention of pollution of the marine environment and the spread of dangerous marine organisms transported with ships ' ballast water is regulated by national environmental legislation.

In Azerbaijan, Kazakhstan, Moldova, Romania and Ukraine the Convention has not yet ratified. This issue is presently regulated by the internal normative documents envisaging for complete ban on the discharge of untreated wastewater, oil, harmful substances, garbage and all kinds of plastic.

At the national level as well, particularly in Kazakhstan, Azerbaijan, Iran it is prohibited to use the ships operated earlier in other water basins, without ecological investigation in order to avoid accidental introduction of the flora and fauna objects into the Caspian Sea. With the view of preventing the contamination of the Caspian Sea and preserving its bio-resources the provision of facilities for the reception of ballast water shall be provided at ports in Azerbaijan and the master of the ship and shipowner shall

be liable for the marine pollution caused by human error during the discharge of ballast water or the technical failure of the ship's equipment. All waste is utilized by corresponding coastal structures.

The Republic of Azerbaijan constantly ensures that the employees are trained adequately and expand their skills in the implementation of the international maritime conventions. In this regard, within the framework of the Black and Caspian Sea Project of European Maritime Safety Agency, Azerbaijan is receiving technical support in order to expand the knowledge on the implications of the requirements and challenges associated with ballast water management.

In compliance with the Appendixes I, II, V and VI to MARPOL 73/78, the provision on deals with "Special Areas". It was recommended, that the Caspian littoral states submit proposals and approve the measures on possible decision on "Special Areas". Presently the issue is considered in the context of the Framework Convention for the Protection of the Marine Environment of the Caspian Sea dated 12 August 2006 (named as the Tehran Convention).

In the countries, the works are aiming at the promotion of alternative energy sources use. In Azerbaijan, with the view of research and study of alternative energy sources at several berths of the port there were installed mooring energy sources utilizing the sources of solar batteries and wind-powered units.

To ensure an effective response to emergency oil spills, a specialized organization "KMG Systems & Services" has been established in Kazakhstan, which operates the North Caspian Environmental Oil Spill Response Base (NCERB) for offshore operations and the Marine Operations Support Base in the port of Bautino (BPMO).

In Moldova, the Decision No. 76 dated 12.02.2020 approved methodological norms for the application of provisions of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code).

In Turkey, so as to establish more environmentally-friendly port facilities, "Green Port Project" is being implemented by the Ministry of Transportation and Infrastructure. With the project, it is aimed that port facilities exhibit an effective, comprehensive and coordinated approach to reduce the environmental impacts of ship and port operations, take administrative and technical measures within the scope of occupational health and safety at ports, and present them to the administration. Green Port / Eco Port Certificate is given to the facilities that meet the criteria determined by the Ministry of Transportation and Infrastructure. In this context, 20 ports have been awarded a green port certificate so far.

The Government of Ukraine has approved the National Transport Strategy until 2030, which provides for the use of alternative types of marine fuel and the reduction of greenhouse gas emissions. The Strategy for the Development of Seaports of Ukraine until 2038 was also approved, which provides for the creation of infrastructure to ensure the bunkering of LNG vessels and the acceptance of all types of ship waste in accordance with the requirements of the International Convention MARPOL 73/78.

In Ukraine, the Administration of Seaports of Ukraine is implementing a pilot project "Green Port". A system of remote monitoring of seaport water area pollution and atmospheric air using stationary sensors and airmobile devices is being implemented.

In Romania, the berthing energy sources were installed at some berths of the port with the view of utilizing the alternative energy sources.

According to the information of the Organization of Ports and Maritime Organization of the Islamic Republic of Iran, there are also taken measures on utilizing the alternative

energy sources in the territory of Iran and at the ports. Their number and quality will considerably increase up to 2024.

The countries take measures to improve the ports' reception facilities for ship waste and cargo residues. In Azerbaijan, the existing legislation obliges all ports in the territory of Azerbaijan to provide for the collection of the ship waste and cargo residues.

In terms of the port reception facilities, the Republic of Azerbaijan is actively committed to ensuring that ports discharge their obligations to address the need of the ships that commonly visit the port without causing undue delay. This is exemplified in the periodic work undertaken in accordance with the guidelines of IMO to verify that port reception facilities adequately continue to meet the needs of users and a Port Waste Management Plan for the final disposal of MARPOL residues/wastes is in place. Additionally, Baku International Sea Trade Port is the first seaport in the Caspian Sea region that was recognized as "Green Port" by the European Sea Ports Organization.

At present all ports use fixed and mobile facilities, like, for example, specialized ships, bilge and sewage collectors and oil and debris skimmers operating in the round-the-clock regime. The facilities for reception of the ship wastes and cargo residues at Baku International Sea Trade Port fully complying with the MARPOL Convention.

In line with the amendments to MARPOL Annex VI on Data collection system for fuel oil consumption of ships, that entered into force on 1 March 2018, the Republic of Azerbaijan transferred the aggregated data for each type of fuel oil used by ships of 5,000 gross tonnage and above to IMO accordingly. Moreover, the Republic of Azerbaijan verified that the Ship Energy Efficiency Management Plans include the description of the methodology that will be used to collect the required data.

The Republic of Azerbaijan as a beneficiary country within the Black Sea and Caspian Sea Project launched by EMSA, is provided with the CleanSeaNet service that offers to fight the deliberate or accidental pollution at sea. Azerbaijan carefully analyses the information received under CleanSeaNet which give rise to effective enforcement of the applicable instruments.

In Kazakhstan, in accordance with the approved List of mandatory sea port services, the ports provide their services without any restrictions for all kinds of contamination (excluding ballast waters) during time in port.

In Moldova, the Ministry of Economy and Infrastructure envisaged the installation of Giurgiulesti port terminal of the reception facilities for collection of the ships' wastes in the Strategy for Transport and Infrastructure development for the period 2013 – 2022.

All other countries carry out a set of measures on the implementation of the requirements of the MARPOL International Convention.

The national plans provide for marine pollution response. Particularly, in the Caspian basin along with the national plans the Framework Convention for the Protection of the Marine Environment of the Caspian Sea dated 12 August 2006 (named as the Tehran Convention) is in force. The Parties to the Convention, in particular, undertake to immediately notify each other on industrial accidents and natural disasters, as well as to maintain relevant preparedness for environmental emergencies, including proper equipment and qualified personnel.

Turkey continues to improve its emergency response capacity for possible oil pollutions at sea. For this purpose, the National Maritime Safety and Emergency Response Center (UDEM) was established in Tekirdağ. All emergency response operations related to marine pollution will be carried out from this center. In addition to this; It is designed as a campus where activities such as emergency response trainings, R&D, exercises, seminars / conferences of the countries in the Mediterranean and Black Sea basin can be carried out under a single roof. The promotional organization of the center was realized and trainings at national and international levels have been started to be organized. The center is equipped with materials and facilities for emergency response to oil pollution. In the upcoming period, it is planned to establish emergency response stations that will work under this center covering the entire coastline and equipping them with the necessary personnel and facilities.

In Ukraine, a plan of interaction between the Administration of Seaports of Ukraine, the State Border Service of Ukraine, the State Environmental Inspectorate of Ukraine, the State Service of Maritime and River Transport of Ukraine is being developed for the rapid detection of pollution from ships. The issue of interaction of the Administration of Seaports of Ukraine with organizations that provide monitoring of the sea surface using satellites for the rapid detection of pollution from ships is also being studied.

The Administration of Seaports of Ukraine is strengthening its potential for emergency preparedness in the event of pollution of seaport areas. In particular, the seaports administrations are being equipped with heavy sea booms to ensure the elimination of pollution from ships in the port areas.

In the Black Sea basin, the marine pollution response measures are also carried out. This is provided through satellite images received by the CleanSeaNet system of the European Maritime Safety Agency (EMSA) showing possible/probable oil spills from the ships in the area of responsibility of the countries included in the EU responsibility area.

At the same time, the member states are recommended to continue activities on accession to such Conventions as:

- BUNKERS 2001 - International Convention on Civil Liability for Bunker Oil Pollutions Damage, 2001;

- FUND 1971 - International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971, and Protocols to it;

- INTERVENTION PROT 1973 Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973;

- Convention on Facilitation of International Maritime Traffic (FAL – 1965) with the view of simplifying and decreasing to a minimum the formalities, requirements regarding the documents and procedures in calling, berthing and departure of the overseas vessels.

With regards to Convention on Facilitation of International Maritime Traffic (FAL – 1965), Turkey has authorized the recognized organizations that are authorized to issue statutory certificates under the authority of the Republic of Turkey for Turkish flagged vessels to issue the certificates electronically with the aim to reduce the administrative burden on Administrations, port state control officials, ships' crew and other stakeholders. Taking in to account of the standards defined in FAL Convention, Turkish Maritime Single Window (TMSW) has been designed and operational since 2018 in order to simplify and

harmonize the administrative procedures for ships arriving and departing from Turkish ports.

3. Priority Actions on Security:

Ensuring security, including in maritime transport, is given special role in the countries, in this connection in compliance with the national plans, the relevant activity is performed.

The information coming from the countries shows, that the ports, shipping companies established the appropriate structures, appointed the responsible persons out of the officers for the implementation of the requirement of the International Ship and Port Facility Security Code and the corresponding EU Directives.

The Code's goal consists in providing standardized and consistent risk assessment scheme, which enables the Governments of the countries to address threats to ships and port facility security through introduction of the corresponding security levels.

In Azerbaijan, Ukraine, regarding the ships navigating under the State Flag, as well as the port facilities, all the ISPS Code requirements have been implemented.

In Kazakhstan, the national rules and requirements for ships and port facilities security have been adopted aiming at the implementation of the ISPS Code requirements.

In Romania and Bulgaria the ISPS Code has been implemented, the remaining measures have been determined and are being realized by the requirements of the EU Directives and normative documents (Directive 2005/65/EC on strengthening ports security, Regulation (EU) No 725/2004 on improving ships and ports security is transposed into the national legislation).

In Turkey, the requirements of ISPS Code are being implemented on the corresponding levels.

In Georgia, ISPS requirements are fully implemented according to the provisions of Government Decree adopted by the end of 2019. The new decree also implements the Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security and Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security, the implementation of which was prescribed by the association agreement between Georgia and EU.

According to the information of the Organization of Ports and Maritime Organization of the Islamic Republic of Iran, the ships intending to call at the ports of the Islamic Republic of Iran are required to provide the relevant information to the ISPS Regional Headquarters.

All the data on compatible port facilities of the Iranian ISPS Headquarters are available on the IMO internet site (IMO GISIS).

Presently in Moldova, the Water Transport Agency is developing the draft of the Government Resolution that will make it possible to transpose the provisions of the ISPS

Code regarding the ships navigating under the State flag, as well as regarding port facilities.

In Ukraine, there functions the surface water monitoring system. Ports Security Management Information System mostly operates at the national level.

In Turkey, the Ports Management Information System (PMIS) and the National Automatic Identification System (AIS) are applied for preparation of the reports on the ships, identification, monitoring, tracking of the ships at sea.

In Bulgaria, the ISPS Code, Directive 2005/65 / EC on strengthening ports security, the Regulation (EU) № 725/2004 on improving ships and ports security is incorporated into the national legislation. The Resolution on conditions and procedures of ensuring ships, ports and port areas security creates the conditions for effective fulfilment of the envisaged measures.

In Iran, the integrated system for ships security at sea is being developed within the framework of the national project. The integrated maritime system was created in most Iranian ports, and in the near future all ports will be equipped with this system.

In other countries this system works as the National Automatic Identification System (AIS), as well as the Vessels Traffic Management System (VTMS), and the Long-Range Information Tracking System (LRIT).

On the whole all these enumerated systems provide central Vessels Traffic Management points with all necessary information on ships" position, and, if necessary, on communication with ships. Radio equipment of the Global Maritime Communication system in distress and for ensuring navigation security is installed on board of all ships.

Besides, the system provides for communication related to security and urgency, as well as transfer of information required for maritime security, including navigation and meteorological warning.

Regarding the ratification of the ILO 185 Convention. In a number of countries, the Convention is ratified (Azerbaijan, Kazakhstan, Iran, Georgia), in other countries the process of approval is on-going.

At the same time, if this Convention does not envisage for other provision, the issuance of seafarers' identity documents may be subject to the same conditions, which are envisaged by the national legislation and other normative acts regarding issuance of the documents.

Each member state may also issue seafarers' identity documents given in the Convention to those seafarers who received the status of the permanent resident on its territory.

Georgia has started to issue seafarers' identity cards as per the 2016 amendments of the ILO 185 convention according to which the issuance of the new seafarers' identity document shall be done with technology similar to the one currently used in electronic passports. Georgia issued the first such documents to its seafarers on 22th February 2021.

In Azerbaijan, Kazakhstan, Iran, Turkey and in Ukraine the national rules and requirements for ships and port facilities security, implementing the requirements of ISPS Code, have been established. Sea ports also adopted the rules regulating the regime of admittance to the ports' territory.

Azerbaijan is also revising the national legislation in accordance with the amendments to the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185). Since more security measures have been applied to international travel it necessitated modernization of the SID. The new SID was harmonized both in form and in content with ICAO Doc 930 and introduces modern security features.

At the same time, on March 1, 2020, Armenia adopted the Law "On Ratification of the Agreement of the EAEU Member States "On Shipping" and work is underway to develop a draft Maritime Code of the Republic of Armenia.

The analysis of the reports received from the countries shows that the activities for the implementation of priority actions of the «TRACECA Regional Action Strategy for Maritime Safety and Security and Environmental Protection up to 2021" are gradually carried out.

At the same time, the necessary work has to be carried out which should in its turn bring us closer to the efficient implementation of the goals pursued, above all- secure functioning of maritime transport in the environment of ever growing requirements of international organizations.

Recommendations regarding the implementation of the measures within the Strategy and their efficiency for the countries will be given afterwards.