



**PERMANENT SECRETARIAT  
OF THE INTERGOVERNMENTAL COMMISSION TRACECA**

**TRACECA REGIONAL ACTION STRATEGY  
on Maritime Safety and Security and Environmental Protection  
for the period up to 2021**

## List of Abbreviations

AIS	Automatic Identification System
BAT	Best Available Technology
BEP	Best Environmental Practice
BS MoU	Black Sea MoU on PSC
BSC	Black Sea Commission
CASPECO (CEP)	Caspian Environment Programme
COP	Code of Practice
CS	Classification Societies
EC	European Commission
EMS	Environment Management System
EMSA	European Maritime Safety Agency
ENP	European Neighbourhood Policy
ETS	Emissions Trading System
EU	European Union
IFI	International Financial Institutions
IGC	Intergovernmental Commission
ILO	International Labour Organization
IMO	International Maritime Organization
ISO	International Organization for Standardization
LRIT	Long-Range Identification and Tracking
MLA	Basic Multilateral Agreement on International Transport for the Development of the Transport Corridor Europe- the Caucasus-Asia
MLC	Maritime Labour Convention
MoU	Memorandum of Understanding
MSC	Maritime Safety Committee
NIS	New Independent States
NS	National Secretary
NWG	National Working Groups
OSH	Occupational Health and Safety
PR	Public Relations
PS	Permanent Secretariat
PSC	Port State Control
PWM	Port Waste Management
RWG	Regional Working Group
SAR	Search and Rescue
SASEMAS	Common Safety and Security Management System
SASEPOL	Safety, Security and Pollution Project (Development of Common Security Management and Maritime Safety and Ship Pollution Prevention for the Black Sea and the Caspian Sea)
SID	Seafarer Identification Document
TA	Technical Assistance
TEN-T	Trans-European Transport Networks
ToR	Terms of Reference
TRACECA	Transport Corridor Europe-Caucasus-Asia
TRAS	TRACECA Regional Action Strategy

## 1. INTRODUCTION.

Transport industry has always played an important role in the regional economic development. Dynamic development and efficient operation of transport as a significant economic sector is a prerequisite for the achievement of high and stable rates of trade-economic development of every state, increase of the living standards of population and rational integration with the world economy.

Thereupon, the European Union within the framework of the Programme of Technical Assistance to the New Independent States initiated in 1993 a special TRACECA Programme aimed at the development of economic relations, trade and transport communication in the Black Sea region, South Caucasus, the Caspian Sea region and Central Asia. The aims of this Programme were first defined at the Ministerial Conference in 1993, in Brussels, within the framework of cooperation of the European Commission with the Governments of Azerbaijan, Armenia, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan regarding support to the processes of integration of these countries with international economy by developing trade and transport.

In September 1998, at the historic Summit in Baku 12 TRACECA countries signed the “**Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor**” (MLA) with the aim of implementing in full of their geopolitical and economic potentials. The MLA was a logical continuation of the interregional EU TRACECA programme and at the same time a unique legal basis for its efficient implementation. After signature of this Agreement and establishment of the Intergovernmental Commission (IGC) TRACECA and its Permanent Secretariat there appeared new legal foundations for the development and operation of international transit transport at a higher quality level.

In May 2009 the Islamic Republic of Iran acceded to the MLA TRACECA and became a full member of the Intergovernmental Commission (IGC) TRACECA, the Republic of Lithuania was granted the status of observer within the IGC TRACECA.

The MLA provisions in the process of their implementation set for the Parties the main objective: the development of economic relations, trade and transport communication in the regions of Europe, the Black Sea, the Caucasus, the Caspian Sea and Asia, particularly, the Parties' contribution to the process of international traffic through the IGC institution and its Permanent Secretariat (PS).

In the context of globalization and dynamically developing international trade and increase of transcontinental traffic volumes special attention is devoted to security strengthening and environmental protection.

Sustainable operation of maritime transport, safe and reliable transport of passengers, qualitative delivery of goods are the prerequisites of proper social activity being achieved owing to the efforts of sector specialists. Maritime transport is one of guarantors of economic stability.

The aims of transport sector development and, in particular, of its maritime components are one of the priority activity dimensions of the governments of the MLA member states.

Within the framework of the implemented projects the Permanent Secretariat of the IGC TRACECA in close cooperation with the EC and the member states take necessary actions in

order to introduce advanced transport technologies, to organize and to enhance traffic in the region.

For the period of more than 15 years within the framework of TRACECA programme there have been completed dozens of Technical Assistance and Investment projects.

Since 1995 up to-date out of various completed and on-going projects more than 20 of them relate to maritime and transit transport.

The TRACECA Strategy up to 2015 and the Action Plan for the Strategy implementation 2010-2012 state that it is precisely the dimensions of safety and security strengthening, including maritime transport and environmental protection, that will be the key ones for the TRACECA corridor.

Annual growth of hydrocarbon production and goods turnover between Europe and Asia essentially impact the dynamics of growth of goods transportation and handling at sea ports which in its turn result in an increase of contamination scales and the nature of transported goods has a negative impact on the environment and demands efficient measures for rise of security level.

Therefore the coordinated activity of international organizations especially in the field of legal regulation directed to addressing the issues of transport and ecological safety is a primary task.

Today according to the information of the International Maritime Organization there have been developed and function more than 40 various Conventions and Protocols to them, more than 800 Codes and recommendations regulating practically all essential issues of navigation safety and marine environment protection enabling to standardize international navigation process.

The IGC TRACECA is steadily working on the fulfillment of the requirements adopted by the Conventions within the framework of the International Maritime Organization (IMO). At the same time the activities on accession of the TRACECA member-states to new Conventions and Agreements, particularly to the Convention on Facilitation of International Maritime Traffic (FAL 1965), Convention on the International Maritime Satellite Organization (INMARSAT 1976), International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (INTERVENTION 1969), Convention on Containers Safety (CSC 1972), the International Convention on Maritime Search and Rescue (SAR 1979) and others. The principal components of the international and European legal standards regulating maritime safety and environmental protection issues are transposed into the national legislations of the countries.

All these measures are directed to achieving one aim – safe operation of maritime transport in the context of increasing requirements of the international structures.

In this context developed in compliance with International Conventions and Rules (IMO & ILO) and other normative documents, the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection will favour the exchange of advanced technologies and the implementation of the best practices in the regions of the Black and the Caspian Seas.

It is precisely by establishing cooperation and extending the fields and modes of coordination, that the MLA member states will find the most optimal ways of meeting the challenges and many priority tasks, ensuring security and decreasing maritime transport-induced negative impact on the environment.

## **2. Conventions, Memorandums of Understanding and Initiatives:**

The following Conventions, Memorandums of Understanding and Initiatives apply to this Strategy:

### ***International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)***

It was designed to minimize pollution of the seas, including dumping, oil and exhaust pollution. Its stated objective is to preserve the marine environment through the complete elimination of pollution by oil and other harmful substances and the minimization of accidental discharges of such substances.

### ***International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM 2004)***

This Convention is designed to prevent potential destructive effect as a result of spread of harmful aquatic organisms transferred by ship's ballast water from one region to another.

The Convention prescribes that all ships should introduce the Management Plan for ballast water and associated sediments. All ships should keep the registries of operations with ballast, manage ballast water in compliance with certain standard. The operated ships should also follow this regulation, but they will introduce the requirements on a step-by-step basis.

### ***International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (INTERVENTION 1969)***

The Convention affirms the right of a coastal State to take such measures on the high seas as may be necessary to prevent, mitigate or eliminate danger to its coastline or related interests from pollution by oil or other substances or the threat thereof, following upon a maritime casualty.

The coastal State is, however, empowered to take only such action as is necessary, and after due consultations with appropriate interests including, in particular, the flag State or States of the ship or ships involved, the owners of the ships or cargoes in question and, where circumstances permit, independent experts appointed for this purpose.

A coastal State which takes measures beyond those permitted under the Convention is liable to pay compensation for any damage caused by such measures. Provision is made for the settlement of disputes arising in connection with the application of the Convention

### ***International Convention on Civil Liability for Oil Pollution Damage (CLC 1969, PROT 1976/1992)***

This Convention was adopted to ensure that adequate compensation is available to persons who suffer oil pollution damage resulting from maritime casualties involving oil-carrying ships.

The Convention places the liability for such damage on the owner of the ship from which the polluting oil escaped or was discharged.

### ***FUND (1971)***

The International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND 1971 and its Protocols 1992, 2000, 2003 ) was adopted with the purpose to provide compensation for pollution damage to the extent that the protection afforded by the CLC is inadequate; and to give relief to ship-owners in respect of the additional financial burden imposed on them by the 1969 Civil Liability Convention, such relief being subject to conditions designed to ensure compliance with safety at sea and other conventions.

### ***BUNKER (2001)***

The International Convention on Civil Liability for Bunker Oil Pollution Damage (BUNKER 2001) was adopted to ensure that adequate, prompt, and effective compensation is available to persons who suffer damage caused by spills of oil, when carried as fuel in ships' bunkers.

The Convention applies to damage caused on the territory, including the territorial sea, and in exclusive economic zones of States Parties.

As with the CLC, a key requirement in the bunkers convention is the need for the registered owner of a vessel to maintain compulsory insurance cover.

### ***International Convention for the Safety of Life at Sea (SOLAS 1974)***

The main objective of the SOLAS Convention is to specify minimum standards for the construction, equipment and operation of ships, compatible with their safety. Flag States are responsible for ensuring that ships under their flag comply with its requirements, and a number of certificates are prescribed in the Convention as proof that this has been done. Control provisions also allow Contracting Governments to inspect ships of other Contracting States if there are clear grounds for believing that the ship and its equipment do not substantially comply with the requirements of the Convention.

### ***ISM – International Safety Management Code (SOLAS, Chapter IX)***

The International Safety Management Code (ISM, 2002) is an international standard for the safe management and operation of ships and for pollution prevention.

The objectives of the Code are to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment, in particular to the marine environment and to property.

### ***International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW 1978)***

The Convention prescribes minimum standards relating to training, certification and watch-keeping for seafarers which countries are obliged to meet or exceed.

### ***International Convention on Maritime Search and Rescue (SAR 1979)***

Parties to the Convention are required to ensure that arrangements are made for the provision of adequate SAR services in their coastal waters.

### ***International Ship and Port Facility Security Code (SOLAS, Chapter XI-2)***

The International Ship and Port Facility Security Code (ISPS Code) is a comprehensive set of measures to enhance the security of ships and port facilities, developed in response to the perceived threats to ships and port facilities in the wake of the 11 September 2001 attacks in the United States.

The ISPS Code is implemented through chapter XI-2 on special measures to enhance maritime security in SOLAS. The Code has two parts, one mandatory and one recommendatory.

The purpose of the Code is to provide a standardized, consistent framework for evaluating risk, enabling Governments to offset changes in threat with changes in vulnerability for ships and port facilities through determination of appropriate security levels and corresponding security measures.

### ***ILO/IMO Code of Practice on Security in Ports***

The objective of this ILO/IMO Code of Practice (COP) on security in ports is to enable governments, employers, workers and other stakeholders to reduce the risk to ports from the threat posed by unlawful acts. The COP provides a guidance framework to develop and implement a port security strategy appropriate to identified threats to security.

This COP is intended to promote a common approach to port security amongst ILO/IMO Member States.

This COP provides a method of identifying potential weaknesses in a port's security and outline security roles, tasks and measures to deter, detect and respond to unlawful acts against ports serving international traffic and maritime operations.

The code provides a proactive approach to security in ports and follows, where practicable, the practice and principles identified in SOLAS Chapter XI-2 and the ISPS Code.

### ***Voluntary IMO Member States Audit Scheme (VIMSAS)***

The Voluntary IMO Member State Audit Scheme (VIMSAS) creates a basis to assess the degree to which a Member State complies with its obligations set out in the various IMO instruments made mandatory by the ratification of the State.

### ***International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC 1990)***

The Parties to the OPRC Convention are required to establish measures for dealing with pollution incidents, either nationally or in cooperation with other countries. Parties to the Convention are also required to provide assistance to others in the event of a pollution emergency and provision is made for the reimbursement of any assistance provided.

These international documents made it possible for the first time to regulate not only the issues of control over ships operation but shipping companies' activities regarding security, including their own security management systems embracing their coastal divisions with further inspection and receiving the relevant international certificate.

***Convention on Facilitation of International Maritime Traffic (FAL 1965)***

The Convention on Facilitation of International Maritime Traffic (FAL, 1965) aims to prevent unnecessary delays in maritime traffic, to aid co-operation between Governments, and to secure the highest practicable degree of uniformity in formalities and other procedures. In particular, the Convention reduces the number of declarations which can be required by public authorities.

***International Convention for Safe Containers (CSC 1972)***

The International Convention for Safe Containers (CSC, 1972) has two goals: the first is to maintain a high level of safety of human life in the transport and handling of containers by providing generally acceptable test procedures and related strength requirements; the other is to facilitate the international transport of containers by providing uniform international safety regulations, equally applicable to all modes of surface transport

The requirements of the Convention apply to the great majority of freight containers used internationally, except those designed specifically for carriage by air. The scope of the Convention is limited to containers of a prescribed minimum size having corner fittings and devices which permit handling, securing or stacking.

***Convention on the International Maritime Satellite Organization (INMARSAT 1976)***

The Convention on the International Maritime Satellite Organization (INMARSAT, 1976) defines the purposes of INMARSAT as being to improve maritime communications, thereby assisting in improving distress and safety of life at sea communications, the efficiency and management of ships, maritime public correspondence services, and radio-determination capabilities.

INMARSAT's obligation to provide maritime distress and safety services via satellite were enshrined within the 1988 amendments to SOLAS which introduced the Global Maritime Distress and Safety System (GMDSS). Ships sailing in specified sea areas are required to carry INMARSAT communications equipment for distress and safety calls and to receive navigational warnings.

***ILO MLC 2006***

The ILO's Maritime Labour Convention (MLC), 2006, provides comprehensive rights and protection at work for the World's more than 1.2 million seafarers. The Convention aims to achieve both decent working conditions for seafarers and secure economic interests in fair competition for quality ship-owners.

Each Member which ratifies this Convention undertakes to give complete effect to its provisions in the manner set out in Article IV in order to secure the right of all seafarers to decent employment.

Article IV states that:

1. Every seafarer has the right to a safe and secure workplace that complies with safety standards.
2. Every seafarer has a right to fair terms of employment.
3. Every seafarer has a right to decent working and living conditions on board ship.



4. Every seafarer has a right to health protection, medical care, welfare measures and other forms of social protection.

5. Each Member shall ensure, within the limits of its jurisdiction, that the seafarers' employment and social rights set out in the preceding paragraphs of this Article are fully implemented in accordance with the requirements of this Convention. Unless specified otherwise in the Convention, such implementation may be achieved through national laws or regulations, through applicable collective bargaining agreements or through other measures or in practice.

### ***ILO 185***

In June 2003, in response to post 11 September 2001 (USA) requirements for international travel documents, new Seafarers Identification Document (SID) regulations were adopted with the passage of ILO 185 to conform to current universal secure identification requirements.

Each Member for which this Convention is in force shall issue to each of its nationals who is a seafarer and makes an application to that effect a seafarers' identity document.

Each Member shall also ensure that a record of each seafarers' identity document issued, suspended or withdrawn by it is stored in an electronic database. The necessary measures shall be taken to secure the database from interference or unauthorized access.

Finally, each Member for which this Convention is in force shall, in the shortest possible time, and unless clear grounds exist for doubting the authenticity of the seafarers' identity document, permit the entry into its territory of a seafarer holding a valid seafarer's identity document, when entry is requested for temporary shore leave while the ship is in port. For the purpose of shore leave seafarers shall not be required to hold a visa. Any Member which is not in a position to fully implement this requirement shall ensure that its laws and regulations or practice provide arrangements that are substantially equivalent.

### ***ILO-OSH 2001***

ILO's Guidelines on Occupational Safety and Health Management Systems (OSH) are intended to contribute to the protection of workers from hazards and to the elimination of work-related injuries, ill health, diseases, incidents and deaths.

At national level, the guidelines should:

be used to establish a national framework for OSH management systems, preferably supported by national laws and regulations;

provide guidance for the development of voluntary arrangements to strengthen compliance with regulations and standards leading to continual improvement in OSH performance; and

provide guidance on the development of both national and tailored guidelines on OSH management systems to respond appropriately to the real needs of organizations, according to their size and the nature of their activities.

### ***ILO Code of Practice on Safety and Health in Ports***

The practical recommendations in this code are intended to provide relevant guidance to ILO constituents and all those responsible for or involved in the management, operation, maintenance and development of ports.

The Code intends to raise the profile of safety and health issues in ports in all parts of the world, and to encourage more countries to ratify the Occupational Safety and Health (Dock Work) Convention, 1979 (No. 152), or otherwise implement its provisions.

The Code (Code of Practice) covers all aspects of work in ports where goods or passengers are loaded onto or unloaded from ships, including work incidental to such loading or unloading activities in the port area. It is not limited to international trade and is equally applicable to domestic operations, including those on inland waterways.

### ***Baku Initiative (2004)***

The Baku Initiative on Transport, launched in November 2004, denotes a policy dialogue aimed at enhancing transport cooperation between the EU on the one hand, and the Black Sea and Caspian Sea States and their neighbours, on the other hand, and constitutes the basis for the development of transport cooperation and networks interoperability in accordance with EU and international legal and regulatory frameworks.

### ***Bucharest Convention (1994)***

The Bucharest Convention (also called the Convention on the Protection of the Black Sea against Pollution) constitutes a basic framework of agreement on three specific Protocols: a Land-Based Sources Protocol; a Dumping Protocol; and an Emergency Response Protocol.

The basic objective of the Bucharest Convention is to prevent and reduce pollution in the Black Sea in order to protect and preserve the marine environment, and to provide a legal framework for cooperation and concerted actions to fulfill this obligation.

### ***Tehran Convention (2006)***

The Framework Convention for the Protection of the Marine Environment of the Caspian Sea (also called the Tehran Convention) is a regional convention signed by the official representatives of the five littoral Caspian states: Azerbaijan, Iran, Kazakhstan, Russian Federation and Turkmenistan in Tehran, Iran on 4 November 2003.

The objective of the Convention is to protect the Caspian environment from all sources of pollution including the protection, preservation, restoration and sustainable and rational use of the biological resources of the Caspian Sea.

Tehran Convention is an “umbrella” Convention for all the conventions within the framework of the Caspian Environment Programme (CEP). Since 2009 the Tehran Convention has been implemented by the Caspian Organization for Environment Projects’ Management and Coordination (CASPECO).

***Ankara Agreement (1998)***

The Agreement on Cooperation regarding Maritime Search and Rescue Services among the Black Sea Coastal States of 27 November 1998 (also called the Ankara Agreement) relates to cooperation among the Parties in respect of maritime Search and Rescue (SAR) services within the Black Sea.

The Agreement states that representatives of the competent authorities of the Parties shall meet as necessary and at least once a year to develop cooperation and to exchange information and experiences. The Parties shall also hold regional conferences as necessary to maintain efficient operational co-ordination of SAR services in the region.

***Paris Memorandum of Understanding on Port State Control (PSC) (1982)***

The Paris MoU on PSC of 1982 is the official document in which the 27 participating Maritime Authorities agree to implement a harmonized system of port state control (PSC). The MoU covers the waters of the European coastal States and the North Atlantic basin from North America to Europe.

Port state control (PSC) comprises the inspection of foreign ships in other national ports by PSC officers (inspectors) for the purpose of verifying that the competency of the master and officers on board, the condition of a ship and its equipment comply with the requirements of International Conventions (e.g. SOLAS, MARPOL, STCW, etc.) and that the vessel is manned and operated in compliance with applicable international law.

***Black Sea MoU on Port State Control (PSC) (2000)***

The MoU on Port State Control (PSC) in the Black Sea region (BS MoU), based upon the Paris MoU, was completed and signed in April 2000 by representatives of the Maritime Authorities of Bulgaria, Georgia, Romania, the Russian Federation, Turkey and Ukraine.

The objective of the BS MoU is to establish a regime in the Black Sea region for ensuring that all ships sailing in the Black Sea comply with maritime safety and marine pollution prevention standards prescribed by the International Maritime Organization's (IMO) Conventions thus ultimately eliminating sub-standard shipping in the region.

***Black Sea Synergy Initiative (2008)***

A Conference between the EU and the Black Sea Nations Ministers of Foreign Affairs in 2008 in Ukraine resulted in a Joint Statement establishing the Black Sea Synergy with the objective of increasing cooperation between the countries surrounding the Black Sea, since closer regional ties will:

- stimulate democratic and economic reforms;
- support stability and promote development;
- facilitate practical projects in the areas of common concern;
- open up new opportunities and overcome challenges through coordinated action in a regional framework; and
- encourage the peaceful resolution of conflicts in the region.

### ***Helsinki Commission (HELCOM) (1974/2000)***

Helsinki Commission (HELCOM) (also known as the Helsinki Convention) is the governing body of the "Convention on the Protection of the Marine Environment of the Baltic Sea Area".

## **3. Aims and Objectives**

Safety of any technical object, including that of sea ships is provided not only by technical measures but the organizational ones, their significance increasing as the human factor in navigation rises.

Specialists who develop and operate current technology should be specially trained as security specialists guided not only by economic principles and criteria in their professional activities, but by ethical principles enabling human and environmental safety.

The notion "maritime safety and security" has wider sense than just an accident-free operation of sea ships. It embraces the system of measures directed to preserving human lives at sea, protecting sea ships against sea threats as well as protecting marine environment from ships' pollution.

Maritime safety and security should as well involve the studies of the nature of sea threats, the role and place of human factor in ensuring protection. Studies of maritime safety and security and marine pollution prevention should enable the players to learn the security principles, to elaborate professional outlook based on the security concept.

In this connection the Technical Assistance Project "Development of Common Security Management, Maritime Safety and Ship Pollution Prevention for the Black Sea and the Caspian Sea" worked out the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection together with the European Commission and the Permanent Secretariat TRACECA.

The Regional Strategy pursues two main objectives subdivided into a number of Priority Actions within three guidelines for actions, i.e. maritime security, protection of the environment and maritime safety, each envisaging for a number of relevant measures.

In this context the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection fully corresponds to the TRACECA programme and the Strategy of the Intergovernmental Commission TRACECA for development of international transport corridor "Europe-the Caucasus-Asia" for the period up to 2015.

With the view of improving regional cooperation in the field of maritime safety and security and environmental protection of the Black and Caspian Seas region, the IGC TRACECA calls the member-states to timely and fully implement the relevant Conventions (IMO and ILO) and other regulating documents favouring:

- approximation of various regional methods of port state control and implementation of quality procedures;

- development of vessels traffic monitoring and coordination of information systems between the countries;
- development of safety management systems so as to protect the citizens in case of marine pollution through the implementation of the Oil Pollution Preparedness, Response and Cooperation Convention (OPRC);
- elimination of substandard shipping;
- increase of crews and passengers protection;
- reduction of the risk of environmental pollution;

By adopting the **TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection** the Participating States expressed their general consent to examine the practice of Helsinki Commission (HELCOM) regarding marine environment protection of the Baltic Sea and possible application of this experience for the Black Sea and the Caspian Sea based primarily on the following Principles:

**Responsibility:** In order to improve maritime safety and security and to restore the ecosystems of the Black and Caspian Seas and to preserve their ecological balance the Participating States shall individually or jointly take all appropriate legislative, administrative or other measures to prevent and eliminate pollution, illicit acts and cases of pollution following on from maritime transport.

**Best Environmental Practices and Best Available Technologies:** will be promoted by the Contracting Parties and their respective maritime industry to prevent the pollution of the Black and Caspian Seas. Additional measures shall be taken if the consequent reductions of inputs do not lead to acceptable results.

The "**polluter pays**" principle should serve as the economic basis for the control of environmentally harmful activities, emphasizing the importance of responsibility by forcing polluters to pay for the true costs of their activities.

**Avoiding risks:** Implementing the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection should neither result in trans-boundary pollution and negative actions affecting regions outside the Black and Caspian Seas region, nor involve increases or changes in ship-generated waste disposal or other activities that could increase health risks. Any measures taken must not lead to unacceptable environmental strains on the atmosphere, soils, water bodies or groundwater.

For the purposes of regular activities for the implementation of this Strategy it is envisaged to implement the Priority Actions within maritime safety and security and environmental protection as well as to involve the interested Ministries and Departments (assigned by the Participating State) responsible for their fulfillment and monitoring (**Tables 1, 2, 3**).

#### **4. Modus Operandi**

At the regional level, the implementation of the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection will initially be coordinated by the Permanent

Secretariat TRACECA through the Regional Working Group (RWG), with financial support of the EU-funded SASEPOL Project and/or other TRACECA projects dealing with maritime safety and security and environmental protection.

Subsequently additional funding will be sought from public and private sectors, such as EMSA (European Maritime Safety Agency) and other IFI's. Eventually and once the RWG has become a self-sustainable and officially recognized inter-regional structure the Participating States should allocate funds for its activities in their respective national budgets. The allocated funds for the RWG activities will be considered by the Participating States additionally. RWG or a steering committee will perform their activity under the aegis of the PS IGC TRACECA.

TRACECA Member-States under the auspices of the RWG will work out and agree upon the measures and Priority Actions, which the governments of the member states or relevant national agencies/administrations must realize in their respective national programmes and legislation.

The National Working Groups (NWG) will assist the Regional Working Groups (RWG) in implementation of the TRACECA Regional Action Strategy on Maritime Safety and Security in accordance with their national plans. Through the NWGs the Participating States will contribute to the overall coordination of their regional activity.

The RWG will initially be chaired by the Permanent Secretariat TRACECA, but eventually the Chairmanship/Presidency will rotate between the member states every 12 months, according to their alphabetical order in English.

In accordance with p. 5 of the Final Resolutions of the Ninth Annual Meeting of the Intergovernmental Commission TRACECA (24 November 2011, Bucharest/Romania) the RWG Presidency modeled after the EU and first presided by Turkey, will undertake the following tasks and responsibilities:

- Organize the RWG Meetings;
- Develop and circulate Annual Work Plans;
- Coordinate the implementation of activities under the TRAS Priority Actions;
- Monitor progress of the implementation of the TRAS;
- Coordinate and assist with Funding Applications for projects involving more than one Member State.

The RWG will meet at least twice a year. Initially the EU through its Technical Assistance projects will finance the RWG meetings, but later the receiving member state will pay the RWG meetings convocation costs. Other member states and organizations will pay the costs of their representatives' participation in the meetings.

The TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection will be adopted for a 10-year period. The TRAS will serve the basis for developing plans of activities for 1-2 years correspondingly. During the implementation period the Parties will have the possibility to make amendments and additions to the Regional Strategy subject to the needs and the existing situation. Any amendments and additions will be coordinated with the TRACECA participating states during meetings of plenipotentiary representatives of the parties involved in the activities of the Regional Working Group.

The TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection is operational from the date of its adoption and until 2021.

Subsequently, upon the expiration of the validity period on the basis of the RWG Participating states' proposals, a new plan of priority actions will be developed and submitted to the IGC TRACECA for approval.

**4.1.** The Regional Working Group (RWG) will comprise the following representatives:

- Officials from the EC and/or the European Maritime Safety Agency and selected experts from the EU funded projects as appropriate;
- Representative (-s) of the PS IGC TRACECA;
- National Coordinators (National Secretaries) of the National Working Groups;
- One representative of the maritime administration from each Participating State (participation of an additional representative will depend on the size of financing of the receiving party) ;
- One representative of the BSEC and one representative of CEP (CASPECO);
- Other relevant Ministries, Departments, organizations as deemed necessary and desirable (e.g., IMO, Ministry of Ecology, Ministry of Emergency Situations of the member states, the Black Sea Memorandum on Port State Control, etc.).

**4.2.** By adopting the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection, the TRACECA member states agree to:

- Participate in the work of the Regional Working Group (RWG) on maritime safety and security and environmental protection;
- Share information and experience on the implementation of relevant IMO and ILO Conventions on maritime safety and security;
- Strengthen NWGs to ensure integration of the Strategy's Objectives and Priority Actions into national plans; and
- Develop and/or incorporate into existing national plans the recommended activities in accordance with the Priority Actions agreed within the framework of the TRACECA Regional Action Strategy on Maritime Safety and Security and Environmental Protection.

## Priority Actions within Maritime Safety

Table 1 below lists the identified Priority Actions within maritime safety and their corresponding activities as well as the responsible body (assigned national institution) for their implementation and monitoring.

**Table 1: Priority Actions within Maritime Safety**

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
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	<p>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;</p> <p>B. Introduce real-time electronic mapping, data storage and exchange;</p> <p>C. establish a MoU on AIS data;</p> <p>D. Develop a regional AIS server;</p> <p>E. Further support the activities of the BSC (MONINFO Project);</p>	<ul style="list-style-type: none"> <li>▪ National and regional vessel traffic databases established;</li> <li>▪ Maritime safety in the region improved;</li> <li>▪ Full compliance with IMO instruments achieved;</li> <li>▪ NA completed and staff trained;</li> <li>▪ Workshops conducted.</li> <li>▪ Improvement of conditions for maritime safety</li> </ul>	<ul style="list-style-type: none"> <li>▪ Technical support;</li> <li>▪ IT hardware and software;</li> <li>▪ Funding for training and workshops;</li> <li>▪ Operational and maintenance costs.</li> <li>▪ Technical Assistance</li> </ul>	2015-2018	All Participating States	All concerned Ministries and Departments	<ul style="list-style-type: none"> <li>▪ One State to become host country and responsible for operation of the regional server.</li> <li>▪ Cost sharing modality to be determined.</li> </ul>



No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
	the water areas of ports and navigation channels.	<p>F. Carry out TNA and training of staff;</p> <p>G. Plan and carry out regional workshops, regarding AIS and LRIT.</p> <p>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</p>						
2	Enhance PSC at national level and enhance regional cooperation on PSC by 2013-2015.	<p>A. Improve PSC ship-targeting procedures;</p> <p>B. Conduct bi-annual reviews of PSC manuals and maintain national procedures and update when necessary;</p> <p>C. Exchange best practices on PSC;</p> <p>D. Conduct annual PSC</p>	<ul style="list-style-type: none"> <li>▪ BS MoU closer aligned with the Paris MoU on PSC;</li> <li>▪ BS MoU on PSC drafted;</li> <li>▪ PSC manuals reviewed and updated;</li> <li>▪ PSC at national level improved and regional PSC cooperation enhanced;</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support;</li> <li>▪ further training on PSC;</li> <li>▪ funding for study tours on PSC and workshops.</li> </ul>	2013-2015	All Participating States	National PSC responsible organisation	<ul style="list-style-type: none"> <li>▪ TA and budget support to be determined.</li> </ul>

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		<p>inspection excellence tours;</p> <p>E. Closer alignment of the BS MoU with the Paris MoU by revising and refining the BS MoU as agreed by the Parties;</p> <p>F. Develop a Draft Caspian Sea (CS) MoU;</p> <p>G. Carry out TNA and training of staff;</p> <p>H. Plan and carry out regional workshops.</p>	<ul style="list-style-type: none"> <li>▪ Staff trained.</li> <li>▪ Regional workshops conducted.</li> </ul>					
3	Ensure effective cooperation in SAR operations and reinforce the SAR capacity in the region.	<p>A. Agree on simplified procedures and delimitation of areas of responsibility;</p> <p>B. Ensure adequate communication systems (radio) for SAR co-ordination, especially shore-side;</p> <p>C. Fulfil international SAR regulations and ensure</p>	<ul style="list-style-type: none"> <li>▪ Procedures and delimitation of responsibility agreed;</li> <li>▪ Adequate regional and national radio communication systems in place;</li> <li>▪ International regulations and IMO guidelines applied;</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support;</li> <li>▪ SAR Equipment;</li> <li>▪ Funding for training, workshops and participation in IMO SAR related events.</li> </ul>	2014	All Participating States	National SAR responsible organisation	<ul style="list-style-type: none"> <li>▪ Funding sources for TA and equipment and participation in IMO events to be determined.</li> </ul>

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		<p>the systematic application of the IMO's "Guidelines on the treatment of persons rescued at sea";</p> <p>D. Active participation in IMO initiated activities in this context;</p> <p>E. Plan and develop workshops on exchange of best practices on SAR.</p>	<p>Workshops conducted;</p> <ul style="list-style-type: none"> <li>▪ Best practices on SAR exchanged.</li> </ul>					
4	Adoption of the commitments by the member states in accordance with the relevant international Conventions related to maritime safety and fulfil the requirements of the Code for the Implementation of Mandatory IMO Instruments,	<p>A. Strengthen the capacities of maritime administrations in terms of adequate staff, know-how and funds availability;</p> <p>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;</p>	<ul style="list-style-type: none"> <li>▪ Maritime administration capacities strengthened;</li> <li>▪ Appropriate economic and human resources allocated;</li> <li>▪ Maritime Administrations certified according to ISO 9001 on Quality Management;</li> <li>▪ Member states supported with respect to accession and implementation of</li> </ul>	<ul style="list-style-type: none"> <li>▪ Local budget for economic and human resources;</li> <li>▪ TA support.</li> </ul>	2015	All Participating States	All concerned Ministries and Departments	National funding of the operation of maritime administrations to be determined; Funding for TA to be determined.

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
	as well as the IMO Member State Audit Scheme (VIMSAS).	<p>C. Develop a Quality Management System on Flag State Administrations' operational activities;</p> <p>D. Establish a mechanism for facilitation and coordination regarding the accession of the countries of the region to the IMO Conventions;</p> <p>E. Annual review of IMO Conventions accession and subsequent needs assessment of further support measures required;</p> <p>F. Assist Participating States in preparation of VIMSAS;</p>	<p>VIMSAS;</p> <ul style="list-style-type: none"> <li>▪ The relevant international conventions and IMO instruments were revised by member States.</li> </ul>					
5	All Partner States should aim to be on the "White List" of the Paris MoU on PSC by 2021 at the	<p>A. Conduct an Age Profile Analysis on national fleets;</p> <p>B. Develop and introduce a national database on</p>	<ul style="list-style-type: none"> <li>▪ Age Profile of national fleets established and analysed;</li> <li>▪ Flag State Inspection improved;</li> </ul>	<ul style="list-style-type: none"> <li>▪ A support;</li> <li>▪ IT hardware and software;</li> <li>▪ Funding for training,</li> </ul>	2015 (from "Grey" to "White" List) 2021	All Participating States	All concerned Ministries and Departments	The updated records are instrumental for planning and scheduling the phasing out of the single-hull tankers (ref. Priority Action # 6).

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
	latest.	<p>ships flying under the Flag State;</p> <p>C. Improve Flag State Inspection;</p> <p>D. Develop and introduce Electronic Targeting System;</p> <p>E. Develop and introduce Electronic Certification System to standardise all documents and achieve transparency;</p> <p>F. Conduct Information Seminars for the maritime sector on the Paris MoU etc.;</p> <p>G. Conduct Concentrated Inspection Campaigns;</p> <p>H. Update vessel records in accordance with international standards.</p> <p>I. Publish vessels inspection/delays data of member states</p>	<ul style="list-style-type: none"> <li>▪ Electronic Targeting System developed and implemented;</li> <li>▪ Electronic Certification System developed and implemented;</li> <li>▪ National databases developed and implemented;</li> <li>▪ Information Seminars completed;</li> <li>▪ Concentrated Inspection Campaigns completed;</li> <li>▪ Vessel records updated.</li> <li>▪ Data published</li> </ul>	workshops, and seminars.	(from "Black" to "White List")			

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		based on the Paris MoU to achieve the intended objectives						
6	<p>Phase-out single-hull tankers in accordance with MARPOL 73/78 and its amendments.</p> <p>For the member states - to adopt measures aimed at the development of Maritime Commercial Navy based on National Plans (NP)</p>	<p>A. Review and subsequently improve national Ship Scrapping Policy;</p> <p>B. Assess capacity and capability of national shipyards to scrap old tankers/ships;</p> <p>C. Adapt and develop relevant national legislation regulating requirements and specifications of new built tankers/ships.</p> <p>D. Review national merchant marine development plans.</p>	<ul style="list-style-type: none"> <li>▪ National Ship Scrapping Policy reviewed and improved;</li> <li>▪ National shipyards' capacity and capability assessed;</li> <li>▪ National legislation developed, enacted and enforced;</li> <li>▪ Merchant marine development plans reviewed.</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support</li> </ul>	2012-2021	All Participating States	All concerned Ministries and Departments	<ul style="list-style-type: none"> <li>▪ This will require a change in the legislation to enforce that all newly built tankers adhere to international standards –double hull.</li> <li>▪ Timing to be discussed in line with expected replacement schedule of the existing national tanker fleets in lieu of national fleet development plans.</li> </ul>
7	<p>Improve Flag States' internal verification of the performance of Recognised Organisations (Ros/Maritime</p>	<p>A. Review the procedures for agreements between Flag States and ROs;</p> <p>B. Analyse the performance of existing</p>	<ul style="list-style-type: none"> <li>▪ Regulation and performance reviewed and analysed;</li> <li>▪ Staff trained and capacity strengthened.</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support</li> </ul>	2013		All concerned Ministries and Departments	

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
	Registers) acting on their behalf.	<p>ROs;</p> <p>C. Strengthen the capacity of national administrations to effectively monitor ROs;</p> <p>D. Carry out TNA and training of staff (ministerial and bodies); Promote EU Policy (Third Maritime Safety Package) on RO's Promote planned IMO Code on ROs.</p>						

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
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		
9	Promote the adoption and implementation of ILO-OSH 2001 by Participating	Development and implementation of national legislation and/or guidelines to protect workers from hazards and to eliminate work-related injuries, ill	Guidelines for Occupational Safety and Health established; Safety and Health conditions improved .	TA Support	2014	All Participating states		



No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
	States	health, diseases, incidents and deaths.						

## Priority Actions within Environmental Protection

Table 2 below lists the identified Priority Actions within environmental protection and their corresponding activities as well as the responsible body (assigned national institution) for their implementation and monitoring.

**Table 2: Priority Actions within Environmental Protection**

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
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.	<p>A. Analysis of present situation and levels of emissions;</p> <p>B. Introduction of Best Environmental Practices and Best Available Technologies to prevent the pollution of the Seas;</p> <p>C. Instigate the Polluter Pays Principle as the economic basis for the control of environmentally harmful activities, emphasising the importance of responsibility by forcing polluters to pay for the true costs of their activities;</p> <p>D. Conduct a study to identify the advantages and disadvantages of</p>	<ul style="list-style-type: none"> <li>▪ Best Practices introduced;</li> <li>▪ Legislation amended incorporating Polluters Pays Principle;</li> <li>▪ HG emissions monitored;</li> <li>▪ Greenhouse gas emissions reduced;</li> <li>▪ Advantages and disadvantages of regional control of emissions of sulphur oxides identified;</li> <li>▪ Alternative fuels for engines identified;</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support on environmental practices, emission control, legislation and the use of alternative ship fuels.</li> </ul>	2017	All Participating States	All concerned Ministries and Departments	Amendment of existing legislation is a precondition for instigating the Polluters Pays Principle.

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		<p>the establishment of a Black Sea and Caspian region, respectively, for the control of emissions of sulphur oxides in accordance with Regulation 14 of Annex VI of MARPOL;</p> <p>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 distances, in order to alleviate the effect of shipping on the environment;</p> <p>F. Conduct a study on increasing energy efficiency on ships at sea and in ports;</p> <p>G. Conduct Cost-Benefit Analysis on the use of LNG as ship fuel;</p> <p>H. Carry out bi-annual monitoring of emissions of GHG;</p> <p>I. Develop a database on emissions data;</p>	<ul style="list-style-type: none"> <li>▪ Recommendations on the use of LNG as ship fuel developed and substantiated;</li> <li>▪ Assessment of EU ETS Green Paper on Aviation completed.</li> </ul>					

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		<p>J.</p> <p>Assess Green Paper on EU Emissions Trading System (ETS) for Aviation and subsequently judge its applicability to the maritime sector.</p>						
11	Promote the use of alternative energy solutions in ports, including non-conventional/alternative sources of energy, such as solar energy and wave power.	<p>A.</p> <p>Carry out study to identify the use of alternative energy solutions i.e. shore-side electricity;</p> <p>B.</p> <p>Develop Public Relations (PR) materials and conduct PR campaign.</p>	<ul style="list-style-type: none"> <li>▪ Study on alternative energy solutions conducted;</li> <li>▪ PR material developed and published;</li> <li>▪ PR Campaign conducted.</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support;</li> <li>▪ PR material</li> </ul>	2015	All Participating States	All concerned Ministries and Departments	
12	Enhance port reception facilities for ship-generated waste and cargo residue.	<p>A.</p> <p>Determine the availability of adequate facilities and administrative procedures to meet the expected traffic growth;</p> <p>B.</p> <p>Provide adequate port reception facilities for ship-generated wastes according to MARPOL 73/78, Annex I, IV, V.</p> <p>C.</p> <p>Establish a national information system on</p>	<ul style="list-style-type: none"> <li>▪ Adequate port reception facilities and administrative procedures established;</li> <li>▪ A national information system on PWM developed and implemented;</li> <li>▪ A notification system</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support;</li> <li>▪ IT software and hardware;</li> <li>▪ Funding for adequate port reception facilities</li> </ul>	2017	All Participating States	All concerned Ministries and Departments	

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		waste reception, transfer and disposal; D. Implement efficient waste notification and cost recovery systems; E. Train staff in PWM.	developed and implemented; ▪ Staff trained in PWM.					
13	Develop a Regional Environmental Management System (EMS) in accordance with ISO 14001 for Maritime Transport targeting the continuous improvement of the environmental performance of shipping.	A. Review a modulation 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 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.	▪ Review on registration fees, ecological dues and 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; ▪	▪ TA support; ▪ IT hardware and software; ▪ Funding for training, workshops, and awareness raising;	2017	All Participating States	All concerned Ministries and Departments	

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		<p>G. Further support the activities of BSC and CASPECO with regard to EMS.</p>	<p>Awareness on EMS raised;</p> <ul style="list-style-type: none"> <li>▪ SC and CASPECO supported with regard to EMS.</li> </ul>					
14	Enhance national and inter-regional response to maritime pollution incidents.	<p>A. Further 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;</p> <p>B. Further develop and implement the Caspian Sea draft Protocol on Regional 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;</p> <p>C. Establish an inter-state mechanism to enable a quick response to major pollution events;</p> <p>D. Ensure that in case of an accident the right</p>	<ul style="list-style-type: none"> <li>▪ Contingency Plans for the Black Sea on Combating Oil Pollution further developed and updated;</li> <li>▪ Draft Caspian Sea OPI Protocol and related Regional Plan on Cooperation developed and circulated;</li> <li>▪ Inter-State Mechanism established;</li> <li>▪ Satellite images on illegal discharges to Black and Caspian Seas provided to the EU's CleanSeaNet service, Istanbul Technical</li> </ul>	<p>TA support to develop and update Contingency Plans;</p> <p>TA support to develop and implement OPI Protocol;</p> <p>TA support to develop and implement satellite surveillance;</p> <p>TA support to join EU's CleanSeaNet;</p> <p>Funding for adequate emergency equipment;</p> <p>Funding for</p>	2020	All Participating States	All concerned Ministries and Departments	

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		<p>equipment is available and routines are in place to respond immediately in co-operation with neighbouring states;</p> <p>E. Coordinate the aerial surveillance of maritime shipping routes to provide a complete picture of sea-based pollution and to help identify suspected polluters;</p> <p>F. There no satellite images are available, conduct a cost-benefit analysis of the implementation of a satellite monitoring system.</p>	<p>University; Satellite Communication and Remote Sensing Center (ITU, CSCRS) (Turkey);</p> <ul style="list-style-type: none"> <li>▪ and other relevant systems provided the availability of technical capacities.</li> </ul>	<p>laboratory equipment;</p> <p>Funding for satellite surveillance.</p>				
15	<p>Aim to ratify the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM - 2004) to prevent the potentially devastating effects of the spread of harmful aquatic organisms carried by ships' ballast water from one region to another.</p>	<p>A. Conduct a cost-benefit analysis of adopting the Convention;</p> <p>B. Support Partner States in the adoption of the Convention;</p> <p>C. Develop and implement a Ballast Water and Sediments Management Plan;</p> <p>D. Train staff in the</p>	<ul style="list-style-type: none"> <li>▪ Cost-benefit analysis on adopting the Convention conducted;</li> <li>▪ Convention ratified by Partner States;</li> <li>▪ Ballast Water and Sediments Management Plan developed</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support</li> </ul>	2015-2017	All Participating States	All concerned Ministries and Departments	

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		inspection of BWM.	<ul style="list-style-type: none"> <li>and implemented;</li> <li>▪ Staff trained in the inspection of BWM.</li> </ul>					
16	Submit proposals regarding "Special Areas" provisions under Annexes I, II, V and VI of MARPOL 73/78 for the Caspian Sea.	<p>A. Implement first steps regarding "Special Area" (revert to TA);</p> <p>B. Apply for the designation as a "Special Area" for the Caspian Sea.</p>	<ul style="list-style-type: none"> <li>▪ Application for "Special Area" submitted and approved.</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support</li> </ul>	2015	Caspian Sea Littoral States	All concerned Ministries and Departments	
17	Ratification of CLC Convention of 1969 and Protocols to CLC Convention of 1976 and 1992.	<p>A. Conduct a cost-benefit analysis on adopting CLC 1992;</p> <p>B. Development and adoption of national legislation on compensation to persons who suffer oil pollution damage resulting from maritime casualties involving oil-carrying ships. Subsequent submission of Instrument of Ratification to the IMO.</p>	<ul style="list-style-type: none"> <li>▪ Cost-benefit analysis on ratifying CLC 1992 conducted;</li> <li>▪ CLC 1992 ratified by Partner States;</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support</li> </ul>	2020	Littoral States of the Black and Caspian Sea, which have not ratified CLC Convention of 1969 and Protocols to it yet.	All concerned Ministries and Departments	



No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
18	Ratification of FUND Convention of 1971 and Protocols to the FUND Convention of 1992, 2000 and 2003.	<p>A. Conduct a cost-benefit analysis on adopting FUND 1971;</p> <p>B. Development and adoption of national legislation on compensation for pollution damage to the extent not afforded by the 1969 CLC and on relief to ship-owners from the additional financial burden imposed upon them by the 1969 CLC.</p>	<ul style="list-style-type: none"> <li>▪ Cost-benefit analysis on ratifying FUND 1971 conducted; Convention Fund 1971 was ratified by Partner States.</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support</li> </ul>	2020	Littoral States of the Black and Caspian Seas which have not ratified FUND Convention of 1971 and Protocols to it yet.		
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 maritime casualty.	<ul style="list-style-type: none"> <li>▪ INTERVENTION 1969 ratified by Partner States</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support</li> </ul>	2020	Littoral States of the Black sea and the Caspian sea which have not ratified INTERVENTION Convention of 1969 and Protocols to it		
20	Ratification of BUNKER Convention of 2001.	A. Conduct a cost-benefit analysis on adopting BUNKER	Cost-benefit analysis	TA support	2020	Littoral States of the Black Sea .		

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		2001; B. Development and adoption of national 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.	on ratifying BUNKER 2001 conducted; BUNKER 2001 ratified by Partner States.			which have not ratified BUNKER Convention of 2001 yet		
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 Caspian Seas related to the protection of the marine environment.	A. Support Partner States in the ratification and implementation of relevant Conventions, Treaties and Agreements for the protection of the marine environment; B. Conduct a cost-benefit analysis on adopting the Conventions, Treaties and Agreements, respectively;	<ul style="list-style-type: none"> <li>▪ Conventions, Treaties, and Agreements ratified and implemented;</li> <li>▪ Cost-benefit analysis conducted;</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support</li> </ul>	2015	All Participating States	Concerned Ministries and Departments	

### Priority Actions within Maritime Security

Table 3 below lists the identified Priority Actions within maritime security and their corresponding activities as well as the responsible body (assigned national institution) for their implementation and monitoring.

Table 3: Priority Actions within Maritime Security

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 the relevant EU Directives	<p>A. Further support Partner States in the implementation of the ISPS Code;</p> <p>B. Train staff in the ISPS Code;</p> <p>C. Exchange experience and best practices on maritime security issues;</p> <p>D. Establish a regional association of Maritime Security Officers;</p> <p>E. Conduct regional conferences on Maritime Security Issues and safety of life at sea</p>	<ul style="list-style-type: none"> <li>▪ Partner States supported in the implementation of/ conformity with the ISPS Code;</li> <li>▪ Staff trained in the ISPS Code;</li> <li>▪ Regional Association on Maritime Security Officers established.</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support;</li> <li>▪ Training in ISPS Code</li> </ul>	2015	All Participating States	All concerned Ministries and Departments	
23	Establish an integrated security information management system for ships crossing both seas to enable the identification, monitoring, tracking and reporting of vessels at sea.	<p>A. Develop and implement an integrated security information management system;</p> <p>B. Develop and implement EDI systems in ports that are comprehensive</p>	<ul style="list-style-type: none"> <li>▪ An integrated security information management system developed and implemented;</li> <li>▪ EDI systems</li> </ul>	<p>TA support</p> <p>IT software and hardware</p>	2017	All Participating States	All concerned Ministries and Departments	

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		<p>and fully integrated, in the sense that they can link all concerned actors together and allow for all applications associated with clearing freight to be made electronically;</p> <p>C. Evaluate the relevance of instigating the EU's Port Community System in the region;</p> <p>D. Conduct a cost-benefit analysis on implementing the EU's Port Community System.</p>	<p>developed and implemented in ports;</p> <ul style="list-style-type: none"> <li>▪ Relevance and applicability of EU's Port Community System assessed;</li> <li>▪ Cost-benefit analysis on implementing EU's Port Community System conducted.</li> </ul>					
24	Enhance coastal surveillance of maritime transport by improving shore-based infrastructure and regional cooperation.	<p>Enhance regional cooperation on coastal surveillance of maritime transport;</p> <p>Improve shore-based infrastructure for coastal surveillance, i.e. equipment etc.;</p> <p>Train staff in coastal surveillance.</p>	<ul style="list-style-type: none"> <li>▪ Regional cooperation on coastal surveillance enhanced;</li> <li>▪ Shore-based infrastructure improved;</li> <li>▪ Staff trained in coastal surveillance.</li> </ul>	<ul style="list-style-type: none"> <li>▪ TA support;</li> <li>▪ Funding for adequate equipment.</li> </ul>	2015	All Participating States	All concerned Ministries and Departments	

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
25	Promote the ratification of ILO 185	<p>Ratify ILO 185;</p> <p>Establish an electronic database on SIDs;</p> <p>Improve shore leave for seafarers by first ratifying and subsequently implementing the provisions set out in ILO 185.</p>	<p>Security on board ships and in ports enhanced following implementation of SIDs;</p> <p>Seafarers ability to go ashore when joining and leaving ship improved</p>	TA support	2015	Littoral States of the Black Sea and Caspian sea which have not ratified ILO 185 yet.		
26	Adopt and implement ILO/IMO's Code of practice on Security in ports	<p>Agree on and develop a common approach to port security amongst Participating States</p> <p>Establish methods for identifying potential weaknesses in port's security and outline security roles, tasks and measures to deter, detect and respond to unlawful acts against ports serving international traffic and maritime operations</p>	Port security measures enhanced and aligned	TA support	2015	All Participating States		
27	Promote the adoption of a MOU on Port Security	<p>Establish a MOU on Port Security on the basis of ILO/IMO Code of Practice on Security in ports</p> <p>Develop and implement a</p>	Port security procedures harmonised and aligned	TA support	2015	All Participating States		

No.	Priority Actions	Activities	Expected Results	Input Requirements	Deadline	Applicable Countries	Responsible for Implementation	Comments
		common monitoring system on security of ports and ships via SASEMAS						

**SUPPLEMENT 1**  
**STATUS OF IMPLEMENTATION OF RELATED CONVENTIONS**

Note: The updated version of the Status of Implementation of Related Conventions can be found on the web-site:  
[www.imo.org](http://www.imo.org) (section Conventions)

