



## EMSA LOOKS TO THE EAST

In the first year since the TRACECA maritime safety and security II project was launched, much has been achieved. Support has been given steadily to Black Sea and Caspian Sea countries in targeted areas, thereby helping them to reinforce their maritime administrations.

This two-year project, financed under the European Neighbourhood Policy, is geared towards seven main beneficiary countries: Armenia, Azerbaijan, Georgia, Kazakhstan, Moldova, Turkmenistan and Ukraine. EMSA has been actively involved in taking this project forward since 16 June 2014.

## ENVIRONMENTAL PROTECTION

A substantial volume of oil is extracted and transported in the Black and Caspian Sea areas, making these environments particularly vulnerable to potential pollution. For this reason, EMSA has been working to boost the capabilities of beneficiary countries to detect and respond to oil pollution, as well as to adequately enforce the prohibition of ship-source pollution.

The coastal states which qualify for this action are Georgia and Ukraine on the Black Sea and Azerbaijan, Kazakhstan and Turkmenistan on the Caspian Sea.

### DETECTING AND DETERRING MARINE POLLUTION WITH CLEANSEANET

EMSA operates CleanSeaNet, a satellite-based oil spill surveillance and vessel detection service. Since it was launched in 2007, pollution in European coastal waters has reduced substantially and justified the ongoing use and enhancement of the service.

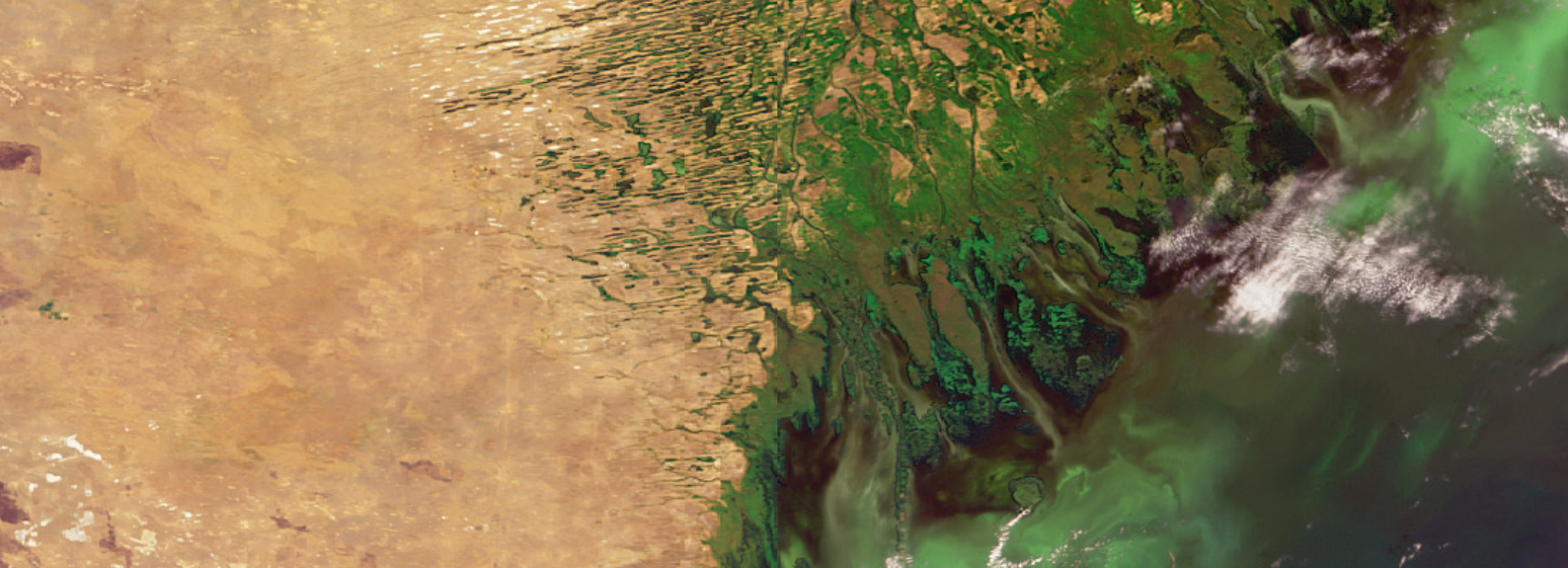
The operational assistance provided by EMSA through this service is threefold:

- identifying and tracing discharges by satellite monitoring
- supporting the enhancement of the enforcement chain against illegal discharges
- monitoring accidental pollution in support of response activities.

In order to launch the CleanSeaNet service in the beneficiary countries, several interrelated activities were carried out:

- An information session on 20 October 2014 provided high-level executives with a general overview of CleanSeaNet, enabling them to assess their administration's need for a pilot project on CleanSeaNet under TRACECA. This session was attended by representatives from Azerbaijan, Georgia, Kazakhstan and Turkmenistan.
- Training for CleanSeaNet operators on 19-20 March 2015 provided designated representatives with the necessary knowledge and skills to work as CleanSeaNet operators. Azerbaijan, Georgia and Kazakhstan took part in this course.
- Provision of the CleanSeaNet service launched in June 2015. The service is provided free of charge to two beneficiary countries, Azerbaijan and Georgia. Kazakhstan and Turkmenistan can become users of the service immediately upon signature of the conditions of use. Currently, Ukraine is outside the scope of the service because of suspended satellite imagery over its territory. EMSA is in a position to launch the service as soon as the ban has been lifted.

Visit EMSA's website for [further information on CleanSeaNet](#)



## POLLUTION RESPONSE

Even when precautions are taken, marine pollution incidents still happen. To help beneficiary countries deal with these incidents adequately, EMSA held a seminar on its pollution response services on 12-13 May 2015 in Lisbon. A wide range of topics was covered:

- the international legal framework for pollution preparedness and response
- liability issues arising from cases of pollution
- practical aspects of pollution response - methods and equipment for pollution response
- pollution preparedness and response at national, regional and international level
- EMSA's pollution response services – the network of stand-by oil spill recovery vessels, the CleanSeaNet service and the MAR-ICE network on chemical emergencies

■ the relevant mobilisation procedures to receive assistance from the European Union in cases of major pollution.

The information presented during the seminar improved the participants' knowledge of the rights and obligations of their states to prevent, monitor and respond to pollution. It also helped them to become familiar with the state-of-the-art equipment and technology that can be used to respond to incidents.

The course also explained how to integrate the CleanSeaNet service into the beneficiary countries' existing pollution response chains. And, last but not least, it also highlighted the operational assistance that can be accessed through the European Civil Protection Mechanism as well as how to request it.

The seminar was attended by representatives of Azerbaijan, Georgia and Ukraine. More activities will be held in this area before the end of the project.



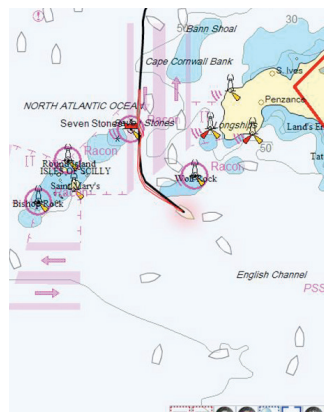
Participants in the CleanSeaNet information session



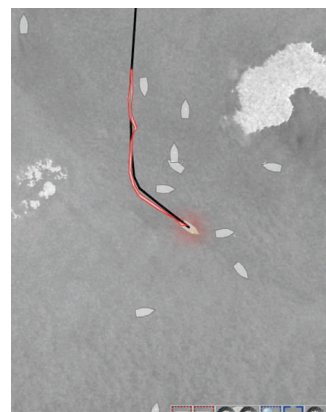
Identifying pollution



Training session for CleanSeaNet operators



Tracking a polluting vessel





## PORT STATE CONTROL

Port State Control is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules. Port State Control evolved as a second-line defence against sub-standard and respectively dangerous ships resulting from the failure of some Flag States to fulfil their obligation to ensure that ships flying their flag are in compliance with the international safety requirements.

Port State Control (PSC) has an important role to play in improving maritime safety and environmental protection, especially when performed in a harmonised manner in the framework of regional agreements – Memorandum of Understanding on PSC. In recognition of the importance of PSC, EMSA is organising a number of activities within the framework of TRACECA II to reinforce the capabilities of the beneficiary countries in this area.

### ACCESS TO RULECHECK AND THE DISTANCE LEARNING PACKAGE

Rulecheck is a tool which greatly helps Port State Control Officers (PSCOs) in their decision-making process by giving them rapid access to the relevant international (IMO, ILO) legislation for Port State Control as well as to the regional procedures (where such exist in the framework of a Memorandum for Understanding on Port State Control).

RuleCheck facilitates the work of the PSCOs by filtering the applicable requirements of the international instruments and regional procedures for a specific ship according to its type, construction date, size, etc. The tool is regularly updated to ensure that the PSCOs always have access to the latest versions of the applicable international instruments. The search function gives PSCOs ready access to relevant and targeted information, avoiding the need to consult hard copies. The tool also facilitates the harmonisation of the standards for PSC inspections within a region.

The Distance Learning Package (DLP) placed on the MaKCs platform is an e-learning tool composed of 16 modules on the relevant instruments and the international legislation/procedures for PSC. The tool is designed to improve the professional competency and to ensure a harmonised approach by PSCOs during PSC inspections.

### PORT STATE CONTROL IS CRUCIAL TO MARITIME SAFETY AND ENVIRONMENTAL PROTECTION ESPECIALLY WHEN PERFORMED IN A HARMONISED WAY

As from August 2015 the PSCOs from Azerbaijan, Georgia, Kazakhstan, Moldova, Turkmenistan and Ukraine have access to the customised versions of RuleCheck and DLP (containing only international regulations). Additionally, in order to maintain the consistency within the Black Sea MoU on PSC, access was granted to the PSCOs from the remaining member authorities – Bulgaria, Romania, the Russian Federation and Turkey.

### TUTORING COURSES ON PORT STATE CONTROL

The tutoring courses on PSC are intensive, practical and specific and are geared towards Port State Control Officers (PSCOs). They are delivered in the beneficiary countries by experienced PSCOs from the member authorities of the leading PSC memorandum – the Paris MoU. The courses have duration of five days and include one day of theoretical training and four days of joint inspections, performed by the PSCOs of the beneficiary country under the tutorship of the Paris MoU PSCOs. This format ensures effective transfer of practical knowledge and skills to the trainees.

Tutoring course on PSC in Georgia was held in the period 15–19 June 2015. The course was attended by 12 PSCOs from Georgia and Ukraine. One PSCO from the Italian Coast Guard and one from the Shipping Inspectorate of the Netherlands participated as trainers. More tutoring courses on this topic will be organised before the end of the project.



## TRAFFIC MONITORING

EMSA organised activities aimed at improving the safety of navigation within the Black and Caspian Seas. These activities encourage the development of Vessel Traffic Monitoring Systems (VTMIS) within the beneficiary countries. Coastal states participating in these activities included Azerbaijan, Georgia, Kazakhstan, Turkmenistan and Ukraine.

An inventory of the existing and planned VTMIS infrastructure and data exchange systems in the beneficiary countries was conducted by EMSA. The purpose of the inventory is to analyse the extent to which AIS data can be shared through the regional AIS exchange server MAREΣ (maintained by the Italian Coast Guard) between the beneficiary countries and, at a later stage, with selected EU member states. Such information exchange is beneficial to all participants as it helps to create a fuller, more detailed picture of the situation at sea. The data enhances national capacity for vessel traffic monitoring, Port State Control, and maritime pollution preparedness and response.

Last, but not least, the CleanSeaNet service which is provided by EMSA to the beneficiary countries is dependent on the availability of traffic data in order to identify possible polluters. The information gathered will also be used to plan future support.

A workshop on traffic monitoring was held on 27–28 April 2015, gathering representatives from Azerbaijan, Georgia, Kazakhstan, Turkmenistan and Ukraine.

This workshop provided the opportunity to share information on international and EU legislation on VTS/VTMIS, SafeSeaNet, cooperation in the area of traffic monitoring within the framework of the SAFEMED project and on EMSA integrated services for TRACECA. The participants delivered country specific presentations, outlining their infrastructure and national organisation in the area of traffic monitoring.

During the workshop, bilateral meetings between EMSA and the representatives of each beneficiary country were held to discuss the information already provided, gather any missing information and provide clarifications, discuss the technical possibilities for information exchange and the willingness of the beneficiary countries to share information on a regional basis and obtain a better understanding of their needs.

### VTMIS DATA EXCHANGE CAN HELP TO CREATE A FULLER, MORE DETAILED PICTURE OF THE SITUATION AT SEA



Participants of the TRACECA II workshop on traffic monitoring on 27–28 April 2015 in Lisbon



Workshop participants get an overview of EMSA's traffic monitoring services in the Maritime Support Services operations room



## FLAG STATE IMPLEMENTATION

Flag state implementation was another area in which EMSA took action, preparing country-specific profile reports and organising a seminar dedicated to accident investigation.

The country-specific reports add to those already prepared for EU member countries, Iceland, Norway and enlargement countries. They give the status of certain developments such as ratification of IMO instruments, application for the voluntary IMO member states audit scheme, fleet performance and composition, STCW recognition, authorisation of Recognised Organisations, port reception facilities, available pollution prevention equipment as well as details of the competent authorities responsible for flag state, port state and coastal state issues and accident investigation.

Armenia, Azerbaijan, Georgia and Kazakhstan have verified their reports and feedback is still pending from Moldova, Turkmenistan and Ukraine. Following the verification, these profiles are being made [available on EMSA's website](#).

A seminar on international and EU legislation on accident investigation was held on 20–21 April 2015. The seminar covered the provisions of the IMO Code of the international standards and recommended practices for a safety investigation into a marine casualty or marine incident and of Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector; the main concepts for marine accident investigation (independence and impartiality), principles of setting up an independent investigation body; methods for carrying out effective safety investigation of marine accidents.

A speaker from the Marine Accident Investigation Branch of the UK also participated in the meeting and shared the experience of an EU country in the practical implementation of the international and European requirements in the area. The seminar gathered representatives from Azerbaijan, Georgia, Kazakhstan, Moldova and Ukraine.

A core skills course for accident investigators is expected to be organised for the beneficiary countries before the end of the project.

## TRAINING AND SERVICES

The following training courses were held under the TRACECA II complementary project by 31 July 2015. The beneficiary countries are indicated below as well as the number of participants.

CleanSeaNet information session AZE, GEO, KAZ, TKM	8
Training for CleanSeaNet operators AZE, GEO, KAZ	6
Seminar on international and EU legislation on marine accident investigation AZE, GEO, KAZ, MDA, UKR	10
Workshop on traffic monitoring AZE, GEO, KAZ, TKM, UKR	11
Seminar on EMSA's pollution response services AZE, GEO, UKR	6
Tutoring course on PSC in Batumi, Georgia AZE, GEO, KAZ, MDA, TUR	12
Training on Electronic Platform (MaKCs) hosting DLP and RuleCheck AZE, GEO, KAZ, MDA, TUR	6

The following tools and services were provided to the beneficiary countries mentioned below as well as to member authorities of the Black Sea MoU on PSC.

CleanSeaNet / Environmental protection AZE, GEO
RuleCheck / Port State Control AZE, GEO, KAZ, MDA, UKR + BUL, ROM, RUS, TUR
Distance learning package / Port State Control AZE, GEO, KAZ, MDA, UKR + BUL, ROM, RUS, TUR
Overviews of the Maritime Administrations of the beneficiary countries / Flag State implementation ARM, AZE, GEO, KAZ