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**ECONOMIC, COMMERCIAL, TECHNOLOGICAL AND ENVIRONMENTAL AFFAIRS
COMMITTEE**

REPORT*

**«Development of cooperation in Salvage and Rescue (SAR) at sea among
the BSEC Member States»**

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I. INTRODUCTION

1. On 22nd and 23rd of March, 2012 it was held in Varna (Bulgaria) an international round table under the patronage of the European Commission and organized by Bulgarian National Volunteer's Search and Rescue Association (BULSAR). The discussed topic was – "A good practice in the maritime search and rescue (SAR)". The forum was a part of a learning experience of the Black Sea countries to ensure sustainable development of national humanitarian maritime rescue and improvement the overall safety in the Black Sea.
2. The participants were representatives of public administration, maritime business, scientific and governmental bodies from Bulgaria, Russia, Georgia, Estonia, Norway and other countries, heads of maritime rescue coordination centers, lawyers, representatives of the Navy, people with experience in rescue operations in maritime accidents in different parts of the world. The mission of the Forum was to contribute efforts to a form of a doctrine of maritime transport safety standards harmonized with the international convention SAR-79. In a televised address, the Director of Operations of the International Maritime Search and Rescue Federation Capt. Michael Vlasto pointed out the growing importance in light of recent accidents involving passenger ships, including the sinking of the "Costa Concordia".
3. The reports and discussions related to the legal aspects of maritime search and rescue, the successful cooperation of the state, military and volunteer structures in case of disaster at sea, the interaction of the emergency services from different countries, providing training and technical search and rescue. Within the forum experience in regional cooperation of rescue services in the Baltic Sea and the Norwegian Society for sea rescue was presented.
4. The above mentioned theme is not new for PABSEC. In 2010, the Bulgarian delegation proposed a topic relating to the safety and ecology of the navigation in Black Sea. It was a statement on the subject, but further development concerning the elaboration and deliberation of a report by the respective Committees and the General Assembly did not take place. The topic is important for all BSEC countries, not only in terms of safety of navigation, but also because of the fact that the Black Sea is considered as a 'closed' sea and any spills of environmentally hazardous materials threaten the flora and fauna in the sea. After such an incident, the Black Sea currents more or less will suffer an ecological disaster in almost all countries.
5. Actually, each country itself has a specific plan to combat environmental pollution at sea and search and rescue ships in distress in their waters. Moreover, there are bilateral agreements between countries for mutual assistance in case of complex situations. But there is no doubt that any modern and advanced equipment is a very expensive for any relevant national departments, therefore it is a time to think of merging of the states' efforts in using of such equipment together.
6. Taking into account the importance of this topic the Thirty Ninth Meeting of the Economic, Commercial, Technological and Environmental Affairs Committee in Ankara on 17 September 2012 decided to address the issue on «**Development of cooperation in Salvage and Rescue (SAR) at sea among the BSEC Member States**».
7. This report has benefited from contributions by the national delegations of Azerbaijan, Bulgaria, Greece, Romania, Russia, Turkey and Ukraine; from the reports of the five Black Sea SAR conferences held within the period 2004-2008 in Romania, Ukraine,

Georgia, Russia and Turkey; from the materials of international round table under the patronage of the European Commission and organized by BULSAR – a Bulgarian Sea volunteers “A good practice in the maritime search and rescue (SAR)” held in Varna (Bulgaria) in March, 2012, as well as reference material obtained by the PABSEC International Secretariat through the related Internet resources and publications.

II. Salvage and Rescue (SAR)

8. An important activity pursued by the Black Sea states includes guaranteeing of safe navigation and keeping the Black Sea clean from pollution caused by human navigation activities. Every country has taken the necessary steps for the organization of these activities, aligning its legislation with the requirements of the international organizations, in particular the International Maritime Organization (IMO), as well as with bilateral agreements.
9. The activity of salvage and rescuing at sea is performed by lifeguards trained according to standard international requirements for this profession. The goal of a lifeguard is the surveillance, salvage and rescuing of the persons practicing various nautical sports at seas, in pools and within water parks. The main target of the salvage activity is preventing any accident leading to people’s drowning. Prevention is made by fulfilling the following: education and awareness of the habitual situation of the areas neighboring seas, lakes and any other kinds of waters, including swimming pools; clear danger warning; forbidding the access to water in case of unfavorable weather reports; forbidding dangerous activities in water; permanently watching the zone of responsibility for each lifeguard to quickly identify emergencies and promptly take necessary steps; providing first-aid; supervising the manner of using equipment’s (for instance water slides); passing immediately to rescuing from drowning procedures and to any other necessary actions; permanently communicating to swimmers or other persons entering water.
10. Lifeguards equipment’s differ in accordance to the activity area: whistles – used for drawing attention of the public or of the mates, first-aid kits and salvage equipment’s. The first-aid, and especially heart-lung revival, is the main point of the lifeguard’s activity. Lifeguards are trained to know how to immobilize the vertebral spine on the stretchers, how to use cervical collars and in certain cases defibrillators or oxygen machines. Communication between lifeguards is vital, and this is generally achieved by whistles, walky-talky stations or megaphones. The public is warned on the swimming conditions by the international code flags.

REQUIREMENTS TO THE MANAGEMENT OF SEARCH AND RESCUE AT SEA ACCORDING TO THE INTERNATIONAL MARITIME ORGANIZATION (IMO)

11. International conventions and documents of IMO: **UNCLOS’82 (United National Convention on the Law of the Sea) Article 98.**
Every coastal State shall promote the establishment, operation and maintenance of an adequate and effective search and rescue service regarding safety on and over the sea and, where circumstances so require, by way of mutual regional arrangements cooperate with neighboring States for this purpose.

12. **SAR'79 (International Convention on Maritime Search and Rescue, 1979). Signed by Bulgaria on 08.07.1999, in effect since 07.08.1999.**

The International Convention on Maritime Search and Rescue (SAR) (the Hamburg Convention) is among the most important treaties concerning the rendering of assistance to persons in distress at sea. The parties to the convention, recognizing the desirability of coordinating activities regarding safety on and over the sea among a number of intergovernmental organizations, have agreed on:

- Establishment of adequate and effective arrangements for coastal watching of vessels;
- Establishment by every coastal state of SAR arrangements;
- Establishing an international maritime search and rescue plan responsible to the needs of maritime traffic for the rescue of persons in distress at sea;
- Promoting the cooperation among search and rescue organizations around the world and among those participating in search and rescue operations at sea.

13. According to the Convention, the parties shall, where possible, take part individually or in cooperation with other States and, accordingly, with the Organization, in search and rescue operations so that assistance is provided to any person in distress at sea. On receiving information that a person is or could be in distress at sea, the responsible authorities of the respective party shall take urgent steps to provide the most appropriate assistance available.

Furthermore the parties are required, either individually or in cooperation with other States, to establish basic elements of search and rescue service:

- Legal framework;
- Assignment of a responsible authority;
- Organization of available resources;
- Communication facilities;
- Coordination and operational functions;
- Processes to improve the service including planning, domestic and international co-operative relationships and training;
- The parties shall, to the extent practically possible, follow the respective minimum standards developed by the Organization.

14. **SOLAS'74 (International Convention for the Safety of Life at Sea).**

The International Convention for the Safety of Life at Sea aims to protect life at sea and to improve the security of navigation by specifying the respective rules and standards for the design of ship structures.

15. **IAMSAR Manual (International Aeronautical Maritime Search And Rescue Manual).**

The Manual is intended mainly to support the States in meeting their SAR needs and complying with the commitments they have undertaken under the Convention on International Civil Aviation, the International Convention on Search and Rescue at Sea and the International Convention for the Safety of Life at Sea.

16. The Manual is a joint publication of IMO & ICAO and comprises three parts:

- Volume 1 – Organization and Management – discusses the global SAR system concept, establishment and improvement of national and regional SAR systems and cooperation with neighboring States to provide effective and economical SAR services;

- Volume 2 – Mission Co-ordination – assists personnel who plan and co-ordinate SAR operations and exercises;
- Volume 3 – Mobile Facilities – is intended to be carried aboard rescue units, aircraft and vessels to help with performance of a search, rescue or on-scene coordinator function, and with aspects of SAR that pertain to their own emergencies. The content of the Manual provides practical guidance on how to apply the search and rescue method.

ORGANIZATION OF SAR IN DIFFERENT COUNTRIES

17. The maritime States that have ratified the international conventions and implement the IMO recommendations adopt different approaches in the establishment of their service responsible for the search and rescue in the area under their responsibility. The system of organization of SAR at sea is chosen based on the specific state structure and traditions of the countries, but is always aimed at maximum efficiency of SAR at sea by pooling the efforts of the different organizations and structures operating in the sea areas, including volunteer structures.
18. The Global SAR Plan (Global SAR plan containing information on the current availability of SAR services) is published by notification to IMO in the circulars of the Organization, with every State specifying therein:
 - The national institution responsible for the safe and rescue;
 - The institution responsible for the provision of data;
 - The names of the sea rescue coordination centers (sub-centers) and their location;
 - Call signs, contact points, etc.;
 - The nearest contact centers (Inmarsat, COSPAS-SARSAT);
 - Types of rescue facilities maintaining operational readiness;
 - The borders of the SAR area under the responsibility of the national Maritime Rescue Coordination Center (MRCC).
19. Disadvantages of the current system: First, the legal framework. SAR and fight against oil spills and pollution requires centralized management which could, if necessary, smoothly use all forces included in the PLAN; Shortage of financial resources in the different government institutions; Lack of modern technical facilities. There is absence of rescue units (ships and copters) on alert for SAR purposes, in particular under bad hydro-meteorological conditions;
20. High red-tape level which impedes prompt solutions. The enabling of the search and rescue system is extremely slow and awkward (there is too much time from the receipt of the alert and the arrival of the first unit at the place of accident). In cases of people in distress at sea, in particular in winter conditions, this would be fatal for them;
21. Absence of general integration of the Black Sea states for concerted efforts, not only on basis of bilateral agreements. Modern equipment enables very quick concentration and staging of sufficient forces and facilities by any party, regardless of the location of the accident in the Black Sea;

III. SITUATION CONCERNING THE SAR AT SEA IN THE BSEC STATES

AZERBAIJAN

22. Search and rescue operations in the **Republic of Azerbaijan** carried out on the basis of the following international conventions: the International Convention for the Safety of Life at Sea 1974 - "SOLAS-74" and the 1989 International Convention for the Salvation - "SALVAGE-89".
23. On the way towards of development and modernization the SAR activity in Azerbaijan the government updating Rescue Fleet, which reduces the risk of emergency incidents. The Ministry of the Emergency Situations using the appropriate effective aviation for the search and rescue aims. Attention is paid also for the serviceability of vessels, because this can affects the prevention of accidents at sea.
24. All vessels are under constant supervision of the Maritime Register. Meetings, joint training exercises in search and rescue operations and disaster recovery holds annually. Relation with the neighboring states allowing requesting assistance during the big scale emergency incidents, when the shortage of personnel and equipment is observing.
25. Experts of the Azerbaijan State Maritime Administration participated as experts during the preparation the International Agreement concerning the Security in Caspian Sea, signed in 2010 in Baky by the Presidents of the 5 Caspian Sea littoral states.
26. At present, the experts of the State Maritime Administrations of Azerbaijan and Russian Federation working on bilateral agreement concerning the SAR at the Caspian Sea. At the same time the State Maritime Administration closely working with International Maritime Organization's Sub-Committee on Search and Rescue (COMSAR).

BULGARIA

27. Search and Rescue in **Bulgaria** is organized in accordance with the obligations that the state has undertaken under the various international conventions and multilateral and bilateral agreements. Bulgaria is a party to:
 - **United Nations Convention on the Law of the Sea (UNCLOS 82)**, according to Article 98 of which, the State shall promote the establishment, operation and maintenance of an adequate and effective search and rescue service regarding safety on and over the sea and, where circumstances so require, by way of mutual regional arrangements cooperate with neighboring States for this purpose;
 - **International Convention on Maritime Search and Rescue (SAR 79)**, which regulates the rendering of assistance to persons in distress at sea and to the establishment by every coastal State of a coastal structure, forces and resources to undertake timely and effective measures and if necessary carry out search and rescue operations;
 - **International Convention for the Safety of Life at Sea (SOLAS 74/78)**, which introduces the obligation for each Party to the Convention to establish and maintain an adequate service to assist persons, vessels and aircraft in distress at sea;

- The Republic of Bulgaria is also a Party to the *Agreement on Cooperation Regarding Maritime Search and Rescue Services among Black Sea Coastal States (Ankara Agreement)*.
28. In pursuance of the Agreement, Bulgaria has signed bilateral agreements for cooperation in the field of search and rescue with Romania and Turkey.
 29. The national legislation provides the details in the organization of search and rescue. Pursuant to Article 65 of the Law on Maritime Spaces, Inland Waterways and Ports of the Republic of Bulgaria, the Ministry of Transport, Information Technology and Communications shall maintain an organization for rendering assistance to individuals, vessels or aircraft in need or in distress. According to paragraph 3 of this Article, Executive Agency "Maritime Administration" shall organize the activities of search and rescue, interaction with the forces and means of the neighboring countries and jointly with the Ministry of Defence carry out search and rescue. EAMA's Rules of Organization describe in detail the duties and powers of the Agency and its CEO, as well as the organization and management of search and rescue activities.
 30. Bulgaria carries out search and rescue activities in its maritime responsible region. The boundaries of this region are defined according to the agreements for cooperation in maritime search and rescue with the Republic of Romania and the Republic of Turkey. These two agreements establish the boundary of the search and rescue region of Bulgaria's Black Sea to the north and south. Forthcoming is the conclusion of an agreement for cooperation in this field with Ukraine. At present, the boundary between the Bulgarian and the Ukrainian region is the line connecting the endpoints of the lines already agreed upon as boundaries of the search and rescue regions in the Black Sea between Bulgaria and Romania and Bulgaria and Turkey. The region thus defined has been declared before the International Maritime Organization (IMO). The Bulgarian maritime search and rescue responsible region is about 10,000 square miles.
 31. The implementation of search and rescue activities involves a number of state institutions, emergency response services and other governmental, non-governmental and voluntary organizations. In order to clearly define the specific duties and responsibilities of the various actors in the system for search and rescue and effective coordination of activities a Search and Rescue Plan has been created. The plan has been developed in accordance with the recommendations of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual and defines the functions, duties and responsibilities of all participants in search and rescue operations, as well as forces and means, and operational procedures for their implementation.
 32. The plan determines the following: goals and objectives; scope and characteristics of the Bulgarian maritime search and rescue responsible region; obligations of national institutions involved in the provision of search and rescue; functional responsibilities of the executive staff of search and rescue operations; coordination procedures with the neighboring countries; implementing procedures for search and rescue operations; procedures for the management of the participating forces and resources; documentation of search and rescue operations; regulations governing search and rescue; financing; claims; provision of information during the conduct of search and rescue operations.
 33. The national structures engaged in search and rescue according to the Plan are as follows: Ministry of Transport, Information Technology and Communications (MTITC) via Executive Agency "Maritime Administration"; Ministry of Defence (MoD) via naval and air forces; Ministry of Interior (MOI) via Directorate General

"National Service for Civil Protection"; Directorate General "Fire Safety and Rescue" and Directorate General "Border Police"; Ministry of Health via the Centers for emergency medical care; Ministry of Agriculture and Food via the Control Centre for Fishing Vessels to the Executive Agency for Fisheries and Aquaculture (NAFA); The Bulgarian voluntary organization for search and rescue (BULSAR); the Bulgarian Red Cross; Pilot Stations; and Towing companies.

34. The coordinator of search and rescue operations is the CEO of Maritime Administration - Varna. In the Directorate a Maritime Rescue Coordination Centre was established to support a 24-hour duty to receive distress signals at sea. The Centre coordinates and conducts operations for search and rescue of human life at sea and assisting vessels and aircraft in distress.
35. In terms of communication, MRCC (Maritime Rescue Coordination Centre)- Varna has its own technical resources. Through a direct link Varna Radio duplicates communications. Additional information to facilitate the T&S operations is obtained directly from the System for Traffic Management and Information Navigation Services (STMINS).
36. Varna Radio is a coastal radio station covering all functional requirements of the Global Maritime Distress and Safety System - GMDSS in Sea Area A1 (in the coverage with an FM radio signal - UHF/VHF - 35 to 50 nautical miles of the shore along the entire coastal area) and in Sea Area A2 (in the coverage with medium wave radio signal- MW/MF - 150 to 250 nautical miles).
37. Varna Radio provides the following: Continuous opportunity to receive a radio signal transmitted by a vessel in distress called Distress Alert in Sea Areas A1 and A2; Continuous connectivity to coastal structures and their rescue ships involved in Search and Rescue - SAR in a real situation of disaster at sea and conduct of search and rescue; Transmission of Maritime Safety Information (MSI).
38. In implementing this function Varna Radio is a part of the international NAVTEX system, within which Varna Radio emits warnings about navigational hazards, weather forecasts and warnings, SAR messages, emergency communications related to saving human lives and vessels at sea. Varna Radio transmits such information through NAVTEX on behalf of the Republic of Romania as well.
39. Bulgaria has established a system for traffic management and information navigation services. It is based on the most advanced technology that is used for communication in GMDSS Sea Area A1, radar, infrared monitoring of traffic in the coastal area, automatic identification of ships and visualization of areas where information is used in the T&S.
40. The aim of search and rescue is through executing a 24-hour duty in MRCC and coastal radio stations to promptly receive an emergency distress alert and having analyzed the situation to proceed with bringing the rescue units on standby for assistance. In MRCC - Varna the necessary calculations for the search areas are made and the scheme of maneuvering in search is determined. The coordinator orders the forces and resources located in the distress area to head to the vessel in distress and render assistance to rescue it. If necessary, the coordinator shall request assistance from the structures of the Ministry of Defence, Border Police, Civil Defence and the other organizations involved in the Search and Rescue Plan.
41. To strengthen EAMA's capacity to carry out its tasks related to search and rescue, in the period 2005-2006, under the Phare Programme eight specialized cutters were delivered:

- One cutter of *Sinautec* type, maximum speed - 32 knots, radius of action – 20 nautical miles, time of action - 5 hours, capacity - 12 persons, equipped with special thermal suits to provide assistance for hypothermia and infrared binoculars;
- One cutter of *Sinautec* type, maximum speed - 32 knots, radius of action – 20 nautical miles, time of action - 5 hours, capacity - 8 persons, equipped with special thermal suits to provide assistance for hypothermia and infrared binoculars;
- Six cutters of *900 PARKER* type, maximum speed - 32 knots, radius of action - 20 miles, time of action - 5 hours, capacity - 15 persons

The eight rescue cutters are located in seven Bulgarian ports and cover almost the entire coastline of the country.

42. In order to improve the administrative capacity of MRCC – Varna, in 2012 an employee of the Centre was trained as search and rescue administrator, and another two employees – as coordinators of the search and rescue mission.
43. In order to improve the operational and tactical interoperability of the forces involved in T&S, promote civil and military cooperation and interaction between governmental and non-governmental organizations, in June 2012 Breeze 2012 military exercises - SAR Episode was conducted. The exercise involved ships of the Navy of Bulgaria, Greece, Turkey, aviation patrol aircraft of the United States, and three NATO ships.
44. In order to improve the interaction between the Navy and the Executive Agency "Maritime Administration", in August VARNA 2012 exercise was conducted regarding the announcement of a ship in distress, search and rescue of the crew, as well as identification of potential environmental hazards from the oil spill. Rescue cutters and helicopters took part in the exercise.
45. In August, near the Bay of Nessebar, the SUMMER 2012 search and rescue at sea was conducted with the participation of EAMA and the Messembria voluntary organization. The aim of the exercise was to examine coordination and interaction during air and sea operations of the EAMA's forces and the voluntary organization.

GREECE

46. The **Hellenic** Search and Rescue region in cases of aircraft accidents has been established by means of a regional air navigation agreement signed in the frame of the International Civil Aviation Organization's Convention in 1952, as coinciding with the Athens Flight Information Region (FIR). In what concerns search and rescue in cases of maritime accidents, Greece has been coordinating related operations within the Athens FIR, ever since it was defined (in terms of geographical boundaries) in the 50s decade.
47. The Hellenic Search and Rescue Region for accidents at seas were announced in 1975 to the Intergovernmental Maritime Consultative Organization (IMCO), which then became International Maritime organization (IMO). By signature and ratification of the 1979 Hamburg Convention, the Hellenic maritime Search and Rescue Region was established as coinciding with the Athens Flight Information Region (FIR).
48. According to the Hamburg Convention, member states' areas of responsibility for search and rescue at sea are determined by agreement of the coastal states (countries) concerned. Within this frame, Greece has signed search and rescue agreements in the event of accidents at sea with Italy(2000), Malta (2008), explicitly stipulating that the

Hellenic area of responsibility for accidents corresponds to the Athens FIR; a similar agreement is expected to be concluded with Cyprus.

49. The competent unit for search and rescue is the Joint Rescue Coordination Center (JRCC) in Piraeus, which coordinates effectively all search and rescue operations, providing services to all vessels and aircrafts in state of emergency within the Hellenic area of responsibility. The JRCC operates on a 27/7 basis and consists of two units (maritime and aviation). The maritime unit is staffed with coastguard personnel, whereas the aviation units with air force personnel.
50. In the frame of providing a high level of search and rescue services, Greece has joined the COSPAS-SARSAT (International satellite system for search and rescue) international programme since 1992. This programme aims at managing distress signals transmitted by emergency position-indicating radio beacons signaling maritime distress (EPIRBs), emergency locator transmitters signaling aircraft distress (ELTs) and personal locator beacons (PLBs), as well as arranging practical issues concerning signal reception and distribution to the competent search and rescue centers.
51. In 2007, Greece proceeded to the installation of satellite ground equipment and founded the Hellenic Mission Control Center (GRMCC), for receiving and distributing satellite distress signals. The center reached full operational capability in January 2008. Its area of responsibility is the Hellenic search and rescue region (both for aviation and maritime incidents), corresponding to the Athens FIR.

ROMANIA

52. The legislative base regulating the activities of Salvage and Rescue at sea in **Romania** following: Decision 1136 of September 18th, 2007 to approve Methodological Regulation on organizing public services of water salvage – lifeguard’s profession and first-aid points on the beaches – published by Monitory Official 675/October 4th, 2007. Decision 1136/2007 is based on article 108 of the Constitution of Romania (republished), article 33, paragraph (7) of the Government Ordinance no.58/1998 on organizing and developing touristic activities in Romania, modified and completed by Law no.755/2001 (lately modified and completed, and art.4 paragraph (3) of the Emergency Government Ordinance no.19/2006 on using the beach of the Black Sea and surveillance of the activities on the beach (approved with modifications and completion by Law no. 274/2006).
53. As a consequence of Decision 1136/2007 it became compulsory to have salvage services at national level in all areas where there are public beaches, water parks, swimming pools, lakes and harbors, as well as in the Danube Delta. Thus, it was necessary to found a school for professional lifeguards and divers.
54. The main body responsible with salvage and rescue activities at sea is the National Association of Professional Divers and Lifeguards of Romania (ANSPSR) which is a non-government and non-profit organization founded in 1999. ANSPSR is a full member of the International Life Saving Federation (ILS), of the International Life Saving Federation of Europe (ILSE) and of the World Confederation of Underwater Activities.
55. Starting of 2001 the ANSPSR is providing salvage and rescue services. By the partnership signed at the initiative of Constanta County Council, ANSPSR is responsible with the good functionality of the water salvage services on the entire seashore from Navodari City to Vama Veche resort. Constanta County Council provided finances of salvage and first-aid equipment’s at the EU standards.

56. For the beginning the ANSPSR invited 14 international trainers to prepare lifeguards for all the seashore resorts, as well as providing free classes in all Constanta schools and high schools in order to prevent water accidents and teach youth how to save people from drowning. All of these led to considerably lowering the number of drowned persons in the areas covered by lifeguards. Starting of 2007 a constant partner of ANSPSR is Vodafone – Romania, which by the cooperation protocol entitled “Partnership for Life” contributed to optimizing endowments and raising the degree of awareness of the large public on the potential dangers when entering water.
57. The Romanian Government stepped in to modernize salvage and rescue activities in accordance to the Sectorial Operation Program Human Resources Development (SOPHRD) 2007-2013. These activities are both locally and EU financed, since all the member states and regions of the EU have access to the European Social Fund (ESF) within a programming period of seven years. ESF assistance is obtained after elaborating operational programs implemented by the relevant authorities, educational institutions, training providers, chambers of commerce and industry, social partners, NGOs, local authorities.
58. In Romania’s case this operational program is administrated by the Management Authority of the Ministry for Labour, Family and Social Protection. The general objective of SOPHRD is the development of human capital and increasing competitiveness, by linking education and lifelong learning with the labor market and ensuring increased participation for future participation on a modern, flexible and inclusive labor market for 1,650,000 people. SOPHRD provides financing for seven fields of activity, also known as the “Priority Axes”. Each of these priority axes is split in several sub-domains, also called "Key Areas of Intervention". The SOPHRD strategy comprises six priority axes and a priority axis for technical assistance, as follows: Priority Axis 1 Education and training in support for growth and development of a knowledge based society. This axis envisages the modernization of education and training systems through the development of specific instruments and standards at system level and education and training providers level, creating conditions for the development of flexible lifelong learning pathways, development of educational and training offers in accordance with the labor market demands, ensuring the quality for all the educational levels by improving the professional competences of the teaching staff, trainers and researchers. Innovative actions and doctoral and post-doctoral programs are sustained for the support of competitiveness and economic growth, in order to develop a knowledge-based society.
59. The Romanian salvage courses are organized in Constanta City at the Black Sea, and they come as a the result of the cooperation between the National Association of the Professional Divers and Lifeguards of Romania, National Union Block, Constanta City Municipality, European Social Fund in Romania, National Agency for Labor, Authority for Coordination of Structural Funds.

RUSSIA

60. Search and rescue of people in distress at sea and internal waters of the **Russian Federation**, going on the principles of cooperation between the existing departmental emergency services of the Ministry of Defense, Ministry of Transport, Ministry of Civil Defence, Emergencies and Elimination of Consequences of Natural Disasters, the State Committee for Fisheries, Federal Border Service and the Russian Academy of Sciences.

61. Search and rescue of people and vessels in distress at sea, in the Russian Federation subject to the following key documents: International Convention for the Safety of Life at Sea, 1974; the International Convention on Maritime Search and Rescue at Sea 1979; International Convention on Salvage, 1989; Bilateral and multilateral international intergovernmental agreements on rescue and oil spill in the sea; Merchant Shipping Code of the Russian Federation - Federal Law number 81 from 04/30/1999; International aviation and maritime instruction on search IAMSAR; Guidelines for search and rescue at sea (IMCOSSAR) and other regulations documents.
62. The current federal system of search and rescue is based on the interaction of the various emergency services of the different agencies under the coordination of the Ministry of Transport of the Russian Federation and identified a number of guidance documents.
63. The regulatory framework for attracting Russian strength and resources for search and rescue at sea based in the plans of interaction capabilities, designed for the each SAR region of the Russian Federation and agreed by all parties to interact in accordance with the "Regulations on the interaction emergency services of ministries, agencies and organizations of the sea and the water basins of Russia" № 917 from 1995. It should be noted that a number of the provisions of this document are outdated and do not fully comply with the provisions of the Merchant Shipping Code of the Russian Federation and the recent document of the International Maritime Organization (IMO) for search and rescue at sea, in the present situation it is under process.
64. International cooperation on search and rescue at sea with rescue services of foreign states providing the Ministry of Transport of Russia (FSO "Gosmorspassluzhba Russia"). In 2001, Russia ratified the agreement on cooperation concerning the Search and Rescue in the Black Sea (1998) with the Black Sea States, including the Ukraine, Bulgaria, Romania, Georgia and Turkey. Established regional cooperation between the above mention states rescue services concerning the search-rescue of the people at sea.
65. Employees of the "Gosmorspassluzhba" participate in the Sub-Committee of the International Maritime Organization (IMO) on radio communications and SAR, prepare a draft working papers submitted by the Russian Federation to the sessions, conduct inter-sessional activities in the framework of the work plans of the relevant bodies IMO.
66. On behalf of the Ministry of Transport of Russia "Gosmorspassluzhba" is preparing to sign the Black Sea regional contingency plan, developed in the framework of the Bucharest Convention on the Protection of the Black Sea against Pollution, 1992. Participate in search and rescue at sea outside of search and rescue regions of the Russian Federation going in accordance with the provisions of the SAR Convention-79 and inter-governmental agreements, concluded by the Government of the Russian Federation within the organizational and coordinating role of the State Maritime Rescue-Coordination Center of the Russian Federation.
67. Coordination of the participants in the interaction (organizations of the members of interaction) in the search and rescue of people in the water basins of Russia responsible the Department of Fire and Rescue Service, special fire protection and civil defense of the Ministry of Emergency Situations of the Russian Federation. For search and rescue operations at sea, in internal waters and territorial sea of the Russian Federation (12 mile zone) responsible the Ministry of Emergency Situations, at sea - the Ministry of Transport of Russia (FSA "Gosmorspassluzhba").

68. Azov-Black Sea Branch of FSA "Gosmorspassluzhba" was established in 1947 and is now under the jurisdiction of "Rosmorrechflot". The enterprise today has: specialized diving vessel of 522, rescue tugs "Derzkiy" and "Zaliv", diving boats RVM 376 project, a research vessel "Impulse" and a number of other ships and boats. In order to eliminate oil spills and oil products in use the modern equipment: ocean bars, sorbent bars, barriers slick bars, oil skimmers of various types, treatment complex, and vacuum oil-gathering system.
69. Search and Rescue Service (SRS) of the Ministry of the Emergency Situations of the Russian Federation is a subordinate agency of the MES and is designed for search and rescue operations during the natural and man-made emergency situations. The main objectives of SRS are: maintaining a constant readiness of the related authorities and capabilities of search and rescue teams to carry out tasks and purposes; control of the operating facilities and areas to conduct their work properly on disaster management; organizing and conducting search and rescue operations during the natural and man-made emergency situations.
70. In the Southern Regional Emergency Center of the Russia for the organization search and rescue operations have 2 rescue boats type "Mongoose" and 89 trained rescuers. Because these search-and-rescue boats due to technical characteristics can conduct search and rescue operations in the coastal zone, in time of necessity they may assist in search and rescue operations in the waters of the BSEC Member States in the coastal waters of Ukraine, under the request of Ukrainian side.
71. Improvement in this sphere of activity in Russia is developing in two directions: **Improvement of search and rescue at sea.** In 2011, started reformation of the "Gosmorspassluzhba". Going process of the establishment of the new points for the rescue units in the ports of the Northern Sea Route and also a draft federal law on using aviation forces and resources for conducting search and rescue operations at sea. In accordance with the International Convention on Search and Rescue at Sea between the Russian Federation and the fourteen other countries signed cooperation agreements in the field maritime and aviation search and rescue operations, including with Ukraine.
72. **Establishment and operation of control and monitoring system over the location of the Russian vessels and the situation in the world oceans.** In accordance with Rule 19.1 of Chapter V of the International Convention for the Safety of Life at Sea, 1974, Russia has established and successfully operating identification and tracking system of ships in the far distance, allowing with high operability to track the location of all the Russian ships at sea.

TURKEY

73. In the **Republic of Turkey** the Border Police and the Turkish Coast Guard are both responsible for SAR. Turkey has constituted their own SAR Cooperation Index and ready to use this technical information by Black Sea Coastal States if required and invited to constitute and/or share their own SAR Cooperation Index according to MSC/CIRC.1079 and SOLAS CHP.5 REG. 7.3.
74. Turkey has a policy of establishing close cooperation with the neighboring states on SAR activities. In this context, "An Agreement on Cooperation Regarding Maritime Search and Rescue Services among Black Sea Coastal States-Ankara Agreement- was signed on 27 November 1998 in Ankara. In accordance with Article 5 of the Black Sea SAR Agreement, bilateral agreements on search and rescue regions and cooperation

of Search and Rescue Services have been concluded between Turkey and the Russian Federation (SAR.6/Circ.25) and between Turkey and Bulgaria (SAR.6/Circ.249). These agreements were submitted to IMO in accordance with paragraph 2.1.4 of the Annex to the International Convention on Maritime SAR 1979 as amended. In addition, bilateral SAR protocol has been signed between Turkey and Georgia.

75. All COSPAS-SARSAT distress beacon alerts are distributing in accordance with the COSPAS-SARSAT rules and procedures as defined in DDP A.001 document. Turkey aimed at increasing her monitoring and management capability throughout Turkish territory and territorial waters including adjacent seas. In this context, Turkey established COSPAS-SARSAT System, GMDSS System, AIS System, VTS Centers and Tele-Medical Service. Turkey analyses the information received by abovementioned resources to use SAR operations, SSAS alerts, EPIRB/ELT/PLB alerts, Medical Evacuation and Oil Spill Response Operations.
76. Turkey provides comprehensive information on current achievements for MSRCC which covering the full area stipulated in the Ankara agreement. Within the scope of Cospas-Sarsat System, Turkey has established on MCC (Mission Control Centre) and four RCC (Rescue Coordination Center) units and gained IOC (Initial Operational Capability) on 6 October 2005. In this respect, Turkey has constituted its National EPIRB, ELT and PLB database provides information in a format compatible with the MCC and RCC Units. It is convenient for SAR planning and saves time for operations. 550 EPIRB and 210 ELT were registered by MSRCC Ankara.

UKRAINE

77. According the Air Code of **Ukraine** from the May 19, 2011 under the № 3393-IV, the Ministry of the Emergency Situations of the Ukraine responsible for the organization of aviation search and rescue, including the Black Sea basin. In order to fulfill these tasks, two search and rescue aircrafts "An-32P" and Mi-8 with rescue paratrooper groups provides round-the-clock duty.
78. For the coordination of emergency search and rescue in the Black Sea mainly responsible Central Aviation Coordination Centre with headquarter in Kyiv through air support centers for Search and Rescue (Odessa and Simferopol), which were established by the Ministry of Emergency Situations, coordination points for the search and rescue in the Armed Forces of Ukraine (Vinnitsa), as well as coordination centers for search and rescue of Civil Aviation (Kyiv) and the State Maritime Rescue Coordination Center (Odessa), established in the Ministry of Infrastructure of Ukraine.
79. MES in the round-the-clock regime providing communication and exchanges information in time of the threat or appearance of the emergency situation in the basin of the Black Sea with the emergency services in the Black Sea region, as well as with the Mechanism is the Monitoring and Information Centre (MIC, European Commission), Euro-Atlantic Disaster Response Coordination Centre (NATO), UN/ECE Convention on Industrial Accidents (United Nation Economic Commission for Europe).
80. For the year 2012 in the Black Sea in the area of responsibility of Ukraine were three classified emergency situations, two of which are associated with fires, one - with the collision of vessels. So, on July 25, 2012 in Bay South which is located in the city Sevastopol on the freighter "Strong", arose a fire, which is during the short time has been eliminated, while avoiding loss of life and the pollution of the sea with lubricants which was in the freighter.

81. In August 4, 2012 in the Black Sea near Sudak collided ship "Chornomor'e" and a motor boat "Ekstrim". During the this accident one person died. The other 14 victims with injuries of varying degrees had been rescued.
82. In August 31, 2012 in area of the Izmail Shipyard factory in the Odessa region in the freighter «JUL» arose a fire, which quickly spread to the superstructure of the vessel, caused the death of two people. After the taking emergency measures with involving special units (58 personnel and 10 vehicles), together with the members of the crew were rescued two people from the vessel and the spread of fire was prevented.
83. In addition, within the responsibility of other countries were following emergency situations related to search and rescue activities with the participation of Ministry of Emergency Situations of Ukraine.
84. So on 31 January 2012 in connection with the cargo ship «VERA» sank in the Black Sea, near the port Erikli (Zonguldak province) of Turkey with 11 crew members on board, was organized rescue service with the interaction of the Republic of Turkey. During search and rescue operation was rescued three citizens of Ukraine.
85. In December 4, 2012 in the Black Sea near the Bosphorus Strait in near the district Shile of the Republic of Turkey sank cargo ship "Volga-Balt 199" with 13 crew members on board. By the order of the Cabinet of Ministers of the Ukraine, Ministries of the Foreign Affairs and Emergency Situations immediately organized an interaction with the rescue service of the Republic of Turkey, which continuing till the time being. As a result of rescue measures were rescued three citizens of Ukraine, who have returned to their homeland. Found the body of a Ukrainian seaman, the fate of the remaining seven sailors still unknown.
86. Over the last two years took place 8 emergency situations related mainly in the ships belongings to the other countries which were in Ukrainian ports on the Black Sea. To this end, Ministry of the Emergency Situation of the Ukraine within they competence had the monitoring and coordinate the activities towards the elimination the emergency situations and providing the government with timely information.

IV. CONCLUSIONS

87. The need to improve the Search and Rescue (SAR) response and coordination capabilities within the Black Sea (BS) region not only derives from national and international requirements, but also from the increasing volume of shipping activity in the region. It is envisaged that any potential increase in the number of incidents and the number of people at risk and therefore, the number of SAR incidents, will be required to be managed by the Black Sea SAR Authorities.
88. Moreover, improvements to the organization of maritime SAR systems are also closely linked to the coordination of operations for the protection of the marine environment from dangerous cargo spills. In these instances, SAR units will inevitably have an important role to play during counter-pollution operations.
89. In 2003, the IMO Training Need Analysis report identified the need for extensive SAR Training Courses in the BS region. In general, problems with the organization of SAR operations in the BS region mainly concern the coordination between various SAR stakeholders and operative units, and the lack of vision for sustainable development. There is a need to strengthen the implementation of National SAR Plans, further integrate Vessel Traffic Service information in SAR operations, and better understand future trends and risks related to the provision of SAR services. Furthermore, there is

a requirement to develop a regional operational plan for improved coordination of SAR services in the BS region.

90. During the SAR Conferences holds during the last years the representatives of the Black Sea littoral states expressed their opinions and reiterated the urgent need to conduct extensive SAR training courses for the benefit of the region.
91. It is envisaged that the Black Sea SAR training courses will improve cooperation in the BS region. Thus, effective interaction and cooperation in the field of rescue of human life at sea could be achieved. The training courses may be serving as a clear regional approach with the aim to harmonize the SAR mission coordination in the Black Sea and to strengthen the ability to conduct joint operations. Moreover, as a follow-up requirement, it is expected that a regional contingency plan for SAR operations would be developed.
92. Arrangement and providing the Black Sea SAR training courses may be carried out for the Black Sea region under the framework of the BS SAR Conference, and can be funded by the funds established under common agreements between the BSEC member states. The methodology and logistic support may be provided by the IMO.
93. The benefits of the Black Sea SAR training courses include the following: institutional strengthening; capacity-building; enhancing preparedness in emergency situations and promoting strong regional cooperation in the Black Sea region.
94. Notwithstanding the measures taken by each one of the Black Sea states, search and rescue at the Black Sea is still not at the desired level. The tragic accidents with the ships happened in last year's clearly show that there is still much to be done to secure the safety of navigation and the protection of life at sea. While every country takes care for these activities, they are and will be expensive and, therefore, it would be perhaps more appropriate for the different states to proceed to even greater integration of the available forces and resources to further improve its efficiency and effectiveness.
95. Taking into account that the Black Sea is a "closed" type sea, even a small oil spill will destroy the nevertheless limited opportunities for underwater life in the Black Sea. In that light, it would be advisable to have an Integrated Financial Fund and establishing Integrated Coordination Center for search and rescue and fight against oil spills.