

# *International Conference*

## **Maritime Safety and Maritime SAR 2008**

### **Black Sea region**

**Bulgarian Maritime Day**  
A Municipality of Varna Initiative

**02-03 October 2008**  
**Varna, BULGARIA**  
**Conference Center Grand Hotel Varna**

With support of:

Ministry of Transport  
Ministry of Emergency Situations  
Executive Agency Maritime Administration  
Maritime Rescue Coordination Centre Bulgaria

Non Government Organizations:

Bulgarian Chamber of Shipping	Bourgas Maritime Association
Bulgarian Shipowners Association	Naval Academy Bulgaria
Navigation Maritime Bulgaria	Maritime Alliance Varna
Shortsea Promotion Centre Bulgaria	Maritime Cluster Bulgaria
Bulgarian Association of ship brokers and agents	

International Maritime Organization,  
International Maritime Rescue Federation  
International Salvage Union, International Chamber of Shipping

European Commission DG Transport G, DG MARE  
European Maritime Safety Agency, European Shortsea Network  
European Community Shipowners Association

*Never more "Erika"*  
*Never more "Hera"*  
*Never more "Vanessa"*

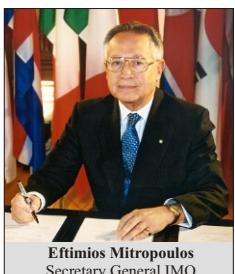


*To improving together Maritime Safety and Maritime SAR Operations Black Sea Region*  
**TIME TO ACTIONS**

Conference Organizer  
Shortsea Promotion Centre Bulgaria

# To improving together Maritime Safety and Maritime SAR Operations

Better regulations, strong measures, rigorous application



Eftimios Mitropoulos  
Secretary General IMO



Jacques Barrot  
Vice President  
of the European Commission  
Ex Commissioner of Transport

As a global regulatory body for the international shipping industry, IMO has been, and continues to be, the focal point for, and the driving force behind, efforts to ensure that shipping becomes safer and cleaner. Maritime Safety and SAR Operations are one of the multi-faceted areas of work in which IMO is engaged.

IMO and European Commission working together within the framework of reinforces co-operation between the two sides, aimed at promoting maritime safety and security.

The two sides, IMO and EC, reiterated their basic agreement

concerning IMO's leading role worldwide in the development and adoption of global technical maritime standards, while recognizing the European Union's efforts aimed at enhanced maritime safety and, in particular, at ensuring a harmonized and controlled implementation of IMO rules in Europe.

The two sides, IMO and EC, expressed satisfaction with the positive and constructive outcome of their deliberations, which provided both with an opportunity to present their views and become aware of each other's position on the issues discussed. They agreed to keep an open dialogue to promote the many areas of common interest in a manner benefiting safety, security and environmental protection and international shipping as a whole.

"I believe in strong co-operation between the European Commission and the International Maritime Organization. Europe can make a meaningful contribution to safe quality shipping worldwide. Regular meetings between Eftimios Mitropoulos and me will allow for mutually reinforcing European maritime transport and IMO policies" Mr. Barrot.

"The two sides IMO and EC work in partnership to enhance safety, security and the protection of the marine environment and I appreciate the leading role that the EU members and the European Commission play in the efforts of IMO to develop and adopt the highest practicable standards affecting shipping engaged in international trade". Mr. Mitropoulos

## Third Maritime Safety Package : 7 legal proposals from the European Commission

A new step forward for maritime safety in Europe. The 3rd set of measures in favor of maritime safety

### **Improvement of the quality of European flags**

The aim of this measure is to ensure that all Member States verify the application of international rules on the ships sailing under their flag.

### **Review of the legislation on port State control**

The aim of this measure is to simplify and improve the quality and effectiveness of visits and inspections carried out by the port State, while concentrating on the more dubious ships.

### **Amendment of the Directive on "Traffic Monitoring"**

The aim of this measure is to define a clear and precise legal framework on refuge zones in order to guarantee the identification of the authority responsible for the designation of refuge zones and that the authorities possess the necessary elements for decision-making.

### **Improve the rules in force regarding classification societies**

The aim of this measure is to bring about a radical improvement in the quality of the work undertaken by those bodies responsible for inspection, visiting and certification tasks onboard ships on behalf of the Member States, known as "classification societies".

### **Proposed Directive on enquiries following accidents**

The aim of this measure is to set up a common European Union framework in order to guarantee the effectiveness, objectivity and transparency of enquiries following maritime accidents.

### **Regulation on responsibility and compensation to passengers in the event of an accident**

The aim of this measure is to incorporate the international provisions of the Athens Convention of 2002 into a European regulation on the responsibility and compensation for damages suffered by passengers in the event of an accident.

### **Directive on the civil liability of ship owners**

The aim of this measure is to make ship owners more responsible in order to ensure improved prevention of accidents and pollution incidents.

### **State of progress of the discussions in the Council of Ministers and in the European Parliament on the 3rd package**

Both institutions started to examine the 3rd package in 2006. Progress was made in 2006 at the level of the Council, under the Austrian and Finnish Presidencies, in particular on the proposal concerning traffic monitoring and on the proposal on port State control. Discussions continue today under the German Presidency, in particular on the proposals concerning passenger compensation in the event of an accident as well as the proposal covering inspections after accidents. The European Parliament also made good progress in examining the 7 proposals and generally supports the guidelines proposed by the Commission. It is due to have given its opinion on the 7 proposals by the end of April. The Commission hopes that the 3rd package will be adopted, at the latest under the French Presidency in the second half of 2008.

# To improving together Maritime Safety and Maritime SAR Operations

*Needs more support, more cooperation, more partnership*



The European Maritime Safety Agency was set up and the organisation has been required, so far, to provide technical support and advice to the European Commission and Member States in certain key safety areas, and to monitor the ways in which different Member States and organisations are implementing EU legislation.

The overall goal is to make a significant contribution to progressively improved safety in EU waters. To achieve this, the Agency fully acknowledges the importance of effective collaboration with many different interests and, in particular, with the European institutions, Member State authorities, international bodies and the maritime industry. Finding solutions to common problems, in continuous dialogue with experts of Member States, the European Commission and industry (where appropriate), is at the very heart of the Agency's activities. This is a very dynamic process, as the number of Member States is expanding and the breadth of subjects that call for a common approach at international and EU level is increasing. In this context, new tasks may be given to the Agency. In particular, where the activities of maritime safety authorities and security services touch upon each other, there is scope for new developments, strengthened cooperation and integration.

EMSA is fully prepared to play its role in the broader move towards safer shipping and cleaner seas in and around the European Union.



ECSA appreciates that the Council of Transport Ministers has reached in June a political agreement on three proposals of the Safety Package III notably dealing with Port State Control, Vessel Traffic Monitoring including places of refuge and Accident Investigation. The Council has rightly left the controversial proposals aside, particularly the proposal on Civil Liability, which would seriously distort the global maritime liability regime as well as the insurance and compensation system.

ECSA, instead, strongly advocates the ratification and application of the relevant international Conventions notably LLMC 1996, the HNS Convention and Bunker Oil Spills Convention, which will give a proper liability and compensation system on a global basis.

ECSA fully recognises the increasingly important role of EMSA in the areas of maritime safety and the environment; notably, it provides valuable technical support and advice to the European Commission and Member States in a number of key safety areas, and monitors the ways in which different Member States and organisations are monitored.



Some 90 % of the goods traffic to and from the European Union is transported by sea. The European Union and Members States has adopted a range of rules on maritime safety and security to ensure quality of European shortsea shipping. Establishment of 'Common European Maritime Area' and implementation of concept of Motorways of the Sea, reinforce European shortsea shipping positions. The EU and its Member States have been at the forefront of improving maritime safety legislation and promoting high-quality standards of European shortsea shipping. The aim is to eliminate substandard shipping, increase the protection of crews and passengers and reduce the risk of environmental pollution. EU actions in the field of maritime transport, and in particular maritime safety and protection of the environment, generates significant added value to the international framework (IMO conventions). The EU plays an important role in improving international standards by adopting stringent requirements for bettering European shortsea shipping at international level.

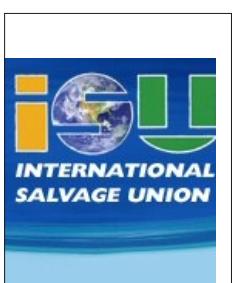


Maritime search and rescue is not a competitive business. IMRF member organisations realise the enormous benefits to all in freely exchanging ideas, technologies and experiences, in pursuit of their common humanitarian objective - saving lives. This co-operation clearly reduces development costs for individual member organisations, but more importantly, ensures that the world's rescue expertise can properly harnessed to deliver the best available rescue capability to all of those in trouble on the water. IMRF member organisations face life-threatening incidents at sea on a daily basis, and are keenly aware of the practical difficulties in overcoming the challenges.

IMRF member organisations have their experiences and have worked closely with specialist suppliers and equipment manufacturers to toward the development of better and safer systems, not just for rescuers, but for all seafarers.

Working Together - for together we are stronger. Working Together - Saving Lives

IMRF's primary function is to assist the development of all maritime rescue organisations. For over eighty years, IMRF members have provided essential developmental assistance and have a very credible record of success. Working together, we can help one another and share our precious resources and expertise. All we need to make this dream a reality is the essential funding for our programmes



The principles of salvage and salvage law have evolved over many centuries. A fundamental concept is that the salvor should be encouraged by the prospect of an appropriate salvage award to intervene in any casualty situation to salve the ship, property and, in particular, to save life and prevent pollution. International Salvage Union (ISU) member salvors provide essential services for the world's maritime and insurance communities. The International Salvage Union (ISU) is an association representing the interests of 55 salvors worldwide. Membership of the ISU is restricted to those companies with a record of successful salvage and pollution prevention. Members are required to have the high level of expertise expected of the professional salvor. In addition, Associate Membership of the ISU is open to all organisations and professionals with an interest in salvage, including P&I Clubs, other insurers, law firms, ports, national response organisations, shipowners and managers, coastal local authorities, environmental organisations, clean-up specialists and others. The ISU has 47 Associate Members.

One of the ISU's primary objectives is to foster a wider understanding of the salvage industry's contribution to environmental protection and the recovery of property. The ISU also plays an active role in encouraging inter-industry debate concerning the many legal and commercial issues influencing the efficient performance of salvage and pollution prevention services.

# To improving together Maritime Safety and Maritime SAR Operations



Mrs. Emel Etem, Vice Premier



Mr. Peter Mutafchiev, Minister



Mr. Kiril Yordanov, Mayor of Varna

## Time to Actions

### BULGARIAN MARITIME DAY

Main Accent: Maritime Safety and Maritime SAR  
2008 Conference Black Sea Region

#### Programme

2 October Conference Center Grand Hotel Varna, 12.00 Welcome speeches of the Officials:  
Mr. P. Mutafchiev Minister, Mr. E. Mitropoulos Secretary General IMO, Mr. J. Borg Commissioner  
Mr. K. Yordanov Mayor of Varna, Mr. A. Evtimov Chairman BMC, Mr. V. Todorov Chairman BMA

#### 12.20 - 15.00 First Session

##### International and European Integrated Policy on Maritime Safety and Maritime SAR

##### Recommendations for better regulations and measures. Support for Black Sea Region

12.20 - 12.40 Mr. Eftimios Mitropoulos, Secretary General International Maritime Organization

12.40 - 13.00 Mr. Andreas Boschen, Unit G1 Maritime Transport Policy DG TREN

13.00 - 13.20 Mr. Emilio Martin Bauza, Adviser Maritime Affairs European Maritime Safety Agency

13.20 - 13.40 Mr. Alfons Guinier, Secretary General European Community Ship owners Association

13.40 - 14.00 Mr. David Shepherd, RNLI Business Operations Head, IMRF Chairman Delegate

14.00 - 14.20 Mr. Leendert Muller, Member Executive Committee International Salvage Union

14.20 - 14.40 Mr. Jens-Uve Schroder, Director Research SAR E&T World Maritime University

14.40 - 15.00 Mr. Emilio Mastracchio, Director Directorate D, DG MARE

#### 15.00 - 15.30 Coffee break & buffet. Business network

#### 15.30 - 18.00 Second Session

##### International best practices regarding Maritime Safety and Maritime Rescue

##### Exchange of good experience and best practice. Common projects

15.30 - 16.00 Mr. Peter Dymond, Chief Coast Guard UK Maritime & Coast Guard Agency

16.00 - 16.20 Mr. Hans-Heinrich Noll, General Director German Shipowners Association (tbc)

16.20 - 16.40 Mr. Ulf Hallstrom, Director SAR Swedish Maritime Administration,

16.40 - 17.00 Mr. John Winn, MD, International Maritime Safety & Security Consultancy

17.00 - 17.20 Mr. Boyan Mednicarov, Deputy Head Naval Academy, Bulgaria

17.20 - 17.40 Mr. Jurgen Hammer Hansen, Member BoD Maritime Development Center of Europe (tbc)

17.40 - 18.00 Mr. Jonathan Pace, Senior Officer SAFEMED Project

#### 20.00 Cocktail on behalf of

Vice Premier Mrs. Emel Etem, Minister Peter Mutafchiev, Mayor Kiril Yordanov

#### 3 th October 9.30 - 12.00 Third Session

##### State Measures- legislatives, organizational, financial for Improving of Maritime Safety and Maritime SAR Operations

9.30 - 9.45 Mrs. Emel Etem, Vice Premier, Minister Ministry of Emergency Situations

9.45 - 10.00 Mr. Peter Mutafchiev, Minister of Transport

10.00 - 10.20 Mr. Nicolay Apostolov, ED Bulgarian Maritime Administration,

10.20 - 10.40 Mr. Bertrand Apperry, IIMS MS Officer Black Sea Maritime Links Project

10.40 - 11.00 Mr. Christo Donev, Chairman Bulgarian Ship owners Association

11.00 - 11.20 Mr. Andrey Khaustov, Director SMPCSRA Ministry of Transport of Russian Federation

11.20 - 11.40 Mr. Volodymyr Rabotnyov, Deputy Minister of Transport of Ukraine (tbn)

11.40 - 12.00 Mr. Salih Orakci, Director General Coastal Safety of Turkey (tbc)

#### 12.00 - 14.00 Coffee break /buffet h-l Dolphin Marina. Demonstration of SAR Operations

#### 14.00 Forth session Better Regulation for Common Rescue System of Bulgaria. Moderators:

Mr. Andrey Ivanov, GD CP, Mr. Kiril Mishev, Commisar BP, Mr. Nikolay Apostolov ED MA

Discussion and Proposals: Participation of Officials from Ministries; Regional Authority; Mayors  
Executives of Government Agencies; NG Organizations; Voluntaries SAR organizations.

#### Bulgarian Maritime Day Official Guests from:

IMO, EMSA, ECSA, BIMCO, FONASBA, INTERTANKO, ESN, ISU, WMU, IMRF, BSEC



*Time to Actions - To be Always Ready  
Working Together - Together we are stronger*



To improve together Maritime Safety and SAR Operations in Black Sea Region

**Who Should Attend**

Maritime Authorities, Coastguard Agencies, Quality and Safety Managers,  
Port State Control Officers, Flag State Representatives, Port & Harbor Authorities  
Ship Owners, Ship Managers, Ship Master, Charterers, Ship Brokers, Technical Managers,  
Class Society Representatives, Ship Register Services, Marine Surveyors, Suppliers,  
MRCCs, SAR Organizations, SAR Professionals, SAR Volunteers, SAR Experts  
Government Administrators, Regional and Local Authority, Mayors, NG Organizations



More information and registration: Shortsea Promotion Centre, Bulgaria  
9000 Varna, Bulgaria, P.O.Box; tel/fax: +359 52 60 10 11, e-mail: shortseabg@yahoo.com