The Safety of Navigation and Environmental Security in a Transboundary Context in the Black Sea Basin"

National navigation rules and practices in the Black Sea Basin – organization of vessels traffic on maritime waterways Report of Georgia

Introduction

- The Georgia is situated at the East coast of the Black Sea, the length of Georgian coasts from South to North is about 180 nautical miles.
- Port Batumi, Port Supsa, Port Poti, Kulevi situated in the short area between Batumi and Kulevi (distance by sea 37 n.m.)
- From 1994 up to 1997 Maritime Transport Department was subordinated to Ministry of Cabinet of Georgia.
- In 1997 Georgian Parliament adopted Maritime Code of Georgia

VTS Systems

 First VTS has already been installed in Kulevi and in accordance with the draft amendments to Maritime Code of Georgia- VTS will be compulsory for all the ports of Georgia



Pilot services

- Pilot service is still government service, but in accordance with the draft amendments to Maritime Code of Georgia this kind of service is subject to privatization
- About 6000 pilot operations are carried out annually

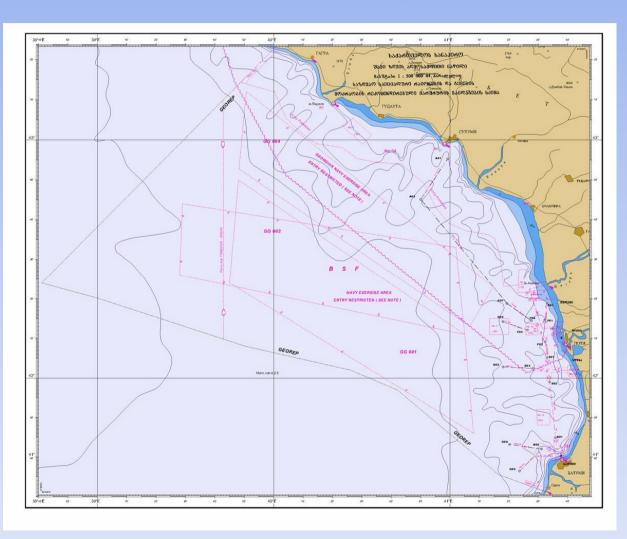
Navigation safety

 Safety of navigation is carried out in many aspects – first of all institutionally :

Maritime Transport Department:

- -Ships Registry (Flag State Control)- annually carry out by Flag Inspectors
- Maritime Safety Inspectorate
- MRCC
- Harbor Master of the ports of Georgia (Port State Control)
- Legist rations : Laws (Maritime Code, Law on Maritime Areas, SAR Law, STCW Law)
- Bay-Law Georgia Port Regulations (MTA Order N53/2003), Port Security Regulation (MTA Order N 51/2003), Maritime Incident Investigation (MTA Order N53/2003), Navigation Regime in Territorial Sea of Georgia (President's Order N380/2007)

SAR Region



AIS Monitoring

- Two independent AIS system :
- 2. first- own AIS system, antenna installed on the our office in Batumi, cover 25 N.M. Sub centre installed in port Kulevi, covers 25 N.M.(antenna H- 45 m)
- 3. second –Lloyds MIU system, covers area from Trabzon up to Sochi (antenna H-380 m.)
- 4. Lloyds MIU system we are using not only for Black Sea area, but also for Georgia Flag Vessel in World wide

Implementation at the national level

- Maritime Code (1997)
- Law of Maritime Areas
- SAR Law
- STCW Law
- Environmental Law
- Port Regulation (N-53/2003)
- Navigation Regime (President Decree N-380/2007)
- MARAD Circulars
- Administrative Fine Law

- General obligation
- General obligation
- General obligation
- Detailed obligation
- Detailed obligation
- Implementation on ship
- 65000 GEL (40000 USD) for the fact of pollution in Territorial Sea and plus damage value in accordance with scale

•Regional co-operation

- BS MoU
- SAR Conference
- Istanbul Commission
- Globalist





- From 2001
- From 2003
- From 1994
- From 2001





Impact of navigation on environmental security

- Navigation seriously affects the environment and this bothers us; in particular , the amount of large capacity vessels has dramatically increased. 4 ports / tanker terminals are situated in the zone of 37 n/m with a total capacity of 22 mln. tons; in the next two years increase will be for 15 mln tons more, the amount of tankers of DWT 40000 -150 000 in 2007 has reached 540 and in 2008 222.
- The amount of vessels— 2284, including 540 tankers annually
- The coefficient of intensity 0,0162
- Losses of time due to meteorological conditions -2411 hrs (100,5 days)
- Maritime incidents 14 (4 groundings,
 2 fires, 2 losses of anchor, 2 touches
 with berth, 1-sinking, 1-grounding

Traffic in Georgia ports

Batumi

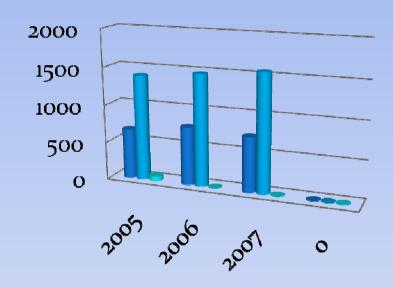
- 2005-664 vessels, included-421 tankers
- 2006-770 vessels,included-398 tankers
- 2007- 727 vessels, included-258 tankers
- 2008- 358 vessels,included-167 Tankers

Poti

- 2005- 1398 vessels, included-142 tankers
- 2006- 1474 vessels, included-173 tankers
- 2007- 1557 vessels,i ncluded-172 tankers
- 2008- 678 (5 mns), included -52 tankers

Supsa

- 2005 56 tankers
- 2006 repering
- 2007 repering
- **Kulevi** entry in force in 16 May 2008, 3 tankers.



	2005	2006	2007	o
■ Batumi	664	770	727	O
■ Poti	1398	1474	1557	O
■ Supsa	56	o	O	O

Tanker traffic

Batumi- 421 398 258

Poti - 142 173 172 52

Supsa - 56

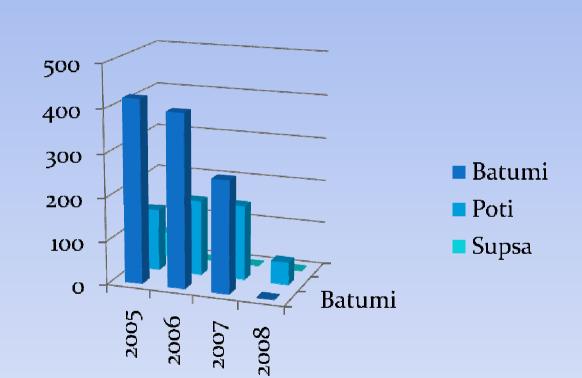
Kulevi – 3

2005 - 619

2006 - 571

2007 - 430

2008- 52+



Port Batumi

727 vessels), 10,7 mln tons, including 9,5 mln tons of Oil



Port Poti

1557 vessels, 7,8 mln. tons gencargo and 2 mln tons Oil

Port Supsa

5 mln. tons Crude Oil, Two years was under reconstruction, well start operation in July 2008

Port Kulevi

Total capacity for first stage - 5 mln tons, expected 20 mln. tons
Start operation 16 May 2008, first tanker "Mars T" arrived in 11 June 2008, all ready loaded 3 tankers by 35 000 MT Fuel Oil each



Georgia needs

- Two VTS for Batumi and Poti
- 2. New coastal GMDSS Station for MRCC- existing station more than 10 years old (no any more produced)
- 3. SARIS and OASIS- soft for MRCC (or similar)
- 4. Wide-ray echo sounder for bathymetric survey in ports
- 5. DGPS Basis Station for correction GPS data
- 6. VTOPIS soft