Seafarers’ memorial for IMO HQ
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Regardless of History (bronze; 1999) by Bill Woodrow

Conversation Piece (bronze; 1998) by Juan Muñoz

The Drummer (bronze; 1987) by Michael Sandle

Front cover: “The Drummer”, “Conversation Piece” and “Regardless of History” – three sculptures inset below a frontal view of IMO’s London headquarters. The pieces are by Michael Sandle, Juan Muñoz and Bill Woodrow; the three leading sculptors short-listed to create a memorial to the world’s seafarers that will adorn the front of the building. The winner will be announced in September. See article on page 3.
IMO plans seafarers’ memorial for London HQ

IMO has announced a short list of three leading sculptors to create a memorial to the world’s seafarers at the Organization’s riverside headquarters on the Albert Embankment in London.

IMO Secretary-General, Mr. William A. O’Neil, said the sculpture would primarily serve as a memorial to all seafarers who had been lost at sea, but it would also be a reminder of the pivotal role seafaring plays in world trade and development. Some 95% of cargo still moves by sea.

Mr. O’Neil said it had been thought for some time that the IMO building, in its prominent position opposite the Houses of Parliament, was an excellent site for such a long overdue and unique memorial. “In our discussions it was decided early on that the sculpture chosen should be figurative in nature and visually striking. The reason for this is that every member of the IMO Assembly, and every visitor to the building, should be immediately aware of the subject matter,” he said.

The memorial project is being financed from a fund established two years ago to mark the IMO’s 50th anniversary. Other projects earmarked for the fund include the establishment of an additional teaching chair at the World Maritime University in Sweden.

A key contributor to the fund is the International Transport Workers Federation, whose General-Secretary, David Cockcroft, said: “We welcome this memorial and hope it will remind people of the hazards faced daily by the world’s seafarers. For example, when the tanker *Erika* sank off the coast of France last December there was no loss of life, but there was extensive oil pollution and corresponding broad coverage in the media. Yet three months later, when the bulk carrier *Leader L* sank in heavy seas off Nova Scotia with the loss of 18 lives, there was barely a mention.”

Models, drawings and other material from the three short-listed sculptors will go on display at the IMO in September, with the final choice being announced by Mr. O’Neil on World Maritime Day, 28 September. The unveiling of the completed work is scheduled for September 2001.

The three sculptors are:

Juan Muñoz
Spain, born 1953
Barcelona-based Juan Muñoz has exhibited widely in Europe and America. He was recently the subject of a retrospective at the Pallacio Velasquez in Madrid, and in 1998 he showed a huge installation at the Dia Center for the Arts in New York.

One of his most recent commissions was *Conversation Piece* for Sunderland, in north-east England. This consists of a group of nearly life-size bronze figures set on the sea front and appearing like the members of a court. One critic spoke of an “Alice in Wonderland feel” hanging over the whole elegant scene.

Michael Sandle
Britain, born 1936
Michael Sandle lives in Germany and is Professor for sculpture at the Akademie der Bildenden Künste in Karlsruhe. He has executed many public sculptures, including *Memorial for the Victims of a Helicopter Disaster* (1985) in Mannheim, *St George and the Dragon* (1988) in London and the *Malta Siege Bell Memorial* (1992) in Malta.

In 1988 he was given a retrospective at the Whitechapel Art Gallery in London. A director of the Tate Gallery described Mr Sandle as: “deliberately something of an outsider; his work nonetheless reaches a wide audience and he is known by impressive, dramatic sculptures.”

Bill Woodrow
Britain, born 1948
Bill Woodrow has exhibited widely since the late 1970s, including major exhibitions in New York, Edinburgh, Cologne and London, the city in which he lives and works. More recently he was one of three artists chosen to create temporary sculptures for the empty plinth in Trafalgar Square and his work, *Regardless of History*, currently occupies the site.

Mr Woodrow’s site-specific work reflects on the nature of the location, as can be seen with his sculptures at the British Council headquarters in Bristol and in the lobby of the new British Library. In the past few years he has moved from the use of recycled materials to cast bronze; he has addressed various political and ecological issues in his sculptures.
Reformatted IMDG Code agreed

The Sub-Committee agreed to a revised and reformed International Maritime Dangerous Goods (IMDG) Code, which is intended to be more user-friendly and understandable.

“Amendment 30” to the IMDG Code involves the complete reformatting of the IMDG Code as well as revisions to various sections of the Code and to transport requirements for specific substances. The new IMDG Code will be submitted to the Maritime Safety Committee’s 72nd session in May 2000 for adoption. The reformed IMDG Code would then enter into force on 1 January 2001, with a 12 month implementation period ending 31 December 2001.

The DSC Editorial and Technical Group, meeting following the Sub-Committee meeting, made minor editorial changes necessary prior to submission to the MSC.

The proposed text of the reformed IMDG Code includes seven parts, two appendices and an index:

- General provisions, definitions and training (Part 1);
- Classification (Part 2);
- Dangerous Goods List (DGL) and limited quantities exceptions (Part 3);
- Packing and tank provisions (Part 4);
- Consignment procedures (Part 5);
- Construction and testing of packagings, intermediate bulk containers (IBCs), large packagings, portable tanks and road tank vehicles (Part 6);
- Requirements concerning transport operations (Part 7);
- Appendix A – List of generic and N.O.S. (not otherwise specified) Proper Shipping Names;
- Appendix B – Glossary of terms;
- Index.

The present Code appears in four volumes, but the reformed Code will appear in two volumes: one covering Parts 1, 2, 4, 5, 6 and 7; the second incorporating Part 3, the two appendices and the index.

IMDG Code – background

The development of the IMDG Code dates back to the 1960 Safety of Life at Sea Conference, which recommended that Governments should adopt a uniform international code for the transport of dangerous goods by sea to supplement the regulations contained in the 1960 International Convention for the Safety of Life at Sea (SOLAS). A resolution adopted by the 1960 Conference said that the proposed code should cover such matters as packing, container traffic and stowage, with particular reference to the segregation of incompatible substances.


Since its adoption by the fourth IMO Assembly in 1965, the IMDG Code has undergone many changes, both in appearance and content, to keep pace with the ever-changing needs of industry. Amendments which do not affect the principles upon which the Code is based may be adopted by the MSC, allowing IMO to respond to transport developments in reasonable time.

Amendments to the IMDG Code originate from two sources: proposals submitted directly to IMO by Member States and amendments required to take account of changes to the United Nations Recommendations on the Transport of Dangerous Goods, which sets the basic requirements for all of the transport modes. Amendments to the provisions of the United Nations Recommendations are made on a two-yearly cycle, and approximately two years after their adoption they are adopted by the authorities responsible for regulating the various transport modes. In that way a basic set of requirements applicable to all modes of transport is established and implemented, thus ensuring that difficulties are not encountered at inter-modal interfaces.

Although designed primarily for mariners, the provisions of the IMDG Code affect a number of industries as well as storage, handling and transport services from manufacturers to consumers. Chemical and packaging manufacturers, packers, shippers, forwarders, carriers and terminal operators are guided by its provisions on classification, terminology, identification, packing and packagings, marking, labelling and placarding, documentation and marine pollution aspects. Feeder services, such as road, rail, harbour and inland water craft, are guided by its provisions. Port authorities and terminal and warehousing companies consult the IMDG Code to segregate and separate dangerous cargoes in loading, discharge and storage areas.

Making the IMDG Code mandatory

The Sub-Committee agreed that most provisions of the IMDG Code could be made mandatory, other than the following provisions under Part 1 of the reformed Code, should a decision be taken by the MSC to make the Code mandatory in the future:

- chapter 1.3 (Training);
- chapter 2.1 (Explosives; Notes 1 to 4);
- 2.3.3 of chapter 2.3 (determination of flashpoint);
- chapter 3.2 (columns 15 and 17 of the Dangerous Goods List and transport schedules);
- chapter 3.3 (Transport schedules for class 7 radioactive material);
- 5.4.5 of chapter 5.4 (Multimodal Dangerous Goods Form) – the format of the Form should be recommendatory in nature while the information required in the form should be mandatory; and
- chapter 7.3 (Special requirements in the event of an incident and fire precautions involving dangerous goods).

The Sub-Committee had, at its last session, prepared draft amendments to make the Code mandatory under the International Convention for the Safety of Life at Sea (SOLAS) chapter VII (Carriage of Dangerous Goods) and the International Convention for the Prevention of Pollution from Ships.
1973, as modified by the Protocol of 1978 (MARPOL 73/78), Annex III (Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form).

However, the MSC in May 1999 and the MEPC in June/July 1999 agreed to reconsider the issue of whether or not to make the IMDG Code mandatory at their sessions during 2000. Some delegations have suggested there is no need to make the IMDG Code mandatory.

The IMDG Code was originally adopted by the fourth IMO Assembly in 1965.

Under SOLAS chapter VII (Carriage of Dangerous Goods), the International Bulk Chemical Code (IBC Code) and the International Gas Carrier Code (IGC Code) are mandatory, and are referred to in the regulations of the chapter, but the IMDG Code is only referred to in a footnote.

In MARPOL Annex III, the IMDG Code is also referred to.

Amendments to BC Code agreed

The Sub-Committee agreed draft amendments to the Code of Safe Practice for Solid Bulk Cargoes (BC Code) for submission to the MSC in May 2000 for approval.

The amendments relate to: segregation and stowage requirements for ammonium nitrate; segregation and classification for materials possessing chemical hazards (specifically relating to seed cake); description of the test of resistance to detonation; and ventilation requirements for solid bulk cargoes.

The Sub-Committee also agreed a proposed format for a revised BC Code, which would be published in loose-leaf format for ease of use and easy updating. A correspondence group will work on developing a complete draft revised BC Code for submission to the next Sub-Committee session in February 2001.

The BC Code was first adopted in 1965 and its primary aim is to promote safe stowage and shipment by:

- highlighting the dangers associated with the shipment of certain types of bulk cargoes;
- giving guidance on the procedures to be adopted when the shipment of bulk cargoes is contemplated;
- listing typical materials currently shipped in bulk, together with advice on their properties, handling, etc.; and
- describing test procedures to be employed to determine various characteristics of the materials to be carried.

The BC Code deals with three basic types of cargoes:

- those cargoes which may liquefy (appendix A);
- materials possessing chemical hazards (appendix B); and
- other materials not falling within these two categories (appendix C).

Amendment to CSS Code agreed

The Sub-Committee agreed to amendments to annex 13 of the Code of Safe Practice for Cargo Stowage and Securing (CSS Code). Annex 13 deals with methods to assess the efficiency of securing arrangements for non-standardized cargo. The amendment is essentially a refinement to the Advanced Calculation Method included in annex 13 to determine the forces in a lashing arrangement.

The amendment will be submitted to the MSC’s 72nd session in May 2000 for issuance as an MSC circular.

Transport of calcium hypochlorite – draft circular agreed

The Sub-Committee agreed, for submission to the 72nd session of MSC in May for approval, a draft MSC circular on the transport of calcium hypochlorite by sea, to include amended IMDG Code provisions relating to packaging, stowage and segregation requirements for calcium hypochlorite as well as amendments to the description of properties and observations in the IMDG Code for this product.

The draft circular was developed following concern of the maritime industry about the safety problems related to the transport of calcium hypochlorite by sea after a number of incidents had occurred involving this product.

The problems that led to incidents involving calcium hypochlorite may be related to operational matters or to substance properties, or to impurities, or to a combination of these, or there may be causes that are unrelated to calcium hypochlorite. However, in view of these, as yet unexplained, incidents and ongoing research, the Sub-Committee agreed that there was a need for guidance on the transport provisions of the IMDG Code for this product.

Books received

_Bibliography of Nautical Books, 2000_, edited by Alan Obin. Published by Warsash Nautical Bookshop, 6 Dibles Road, Warsash, Southampton, SO31 9HZ, U.K.

_Maritime Co-operation in the Asia–Pacific Region_, edited by Sam Bateman. Published by the Strategic and Defence Studies Centre, Research School of Pacific and Asian Studies, Australian National University, Building 6, Fellows Road, Canberra, ACT 0200, Australia. Price A$23, including postage.

10th International Maritime Exhibition

BALTEXPO - 2000

Olivia Hall, Gdańsk, Poland
5-8 September 2000

The 10th edition of one of the largest events devoted to the maritime sector.

On the 5th September the sound of a ship’s bell will announce the start of another Baltpoxy Exhibition in Gdańsk. Baltpoxy is one of the largest trade events in Poland and one of the largest and most important exhibition events in Europe. This year Baltpoxy is celebrating its jubilee - the first week of September will see the tenth edition of this maritime exhibition.

The Baltpoxy International Maritime Exhibition is an event not to be missed. It is the third largest event in Europe, and the largest in Central and Eastern Europe, devoted to shipbuilding and the maritime sector. Baltpoxy 2000 covers shipbuilding and refitting, deck fittings, marine engines, marine coatings, communications and navigation equipment, computer software and hardware for shipping: ports and terminals. There will be a presentation of cargo handling facilities and port services.

National pavilions are being prepared by Denmark, Finland, Germany, Norway and Great Britain. Besides these countries, companies from Albania, Belgium, Belize, the Czech Republic, France, Holland, Japan, Lithuania, Russia, Spain, Sweden, Switzerland, Italy, Ukraine, the USA and of course Poland will be represented. In all there will be over 450 exhibitors from 21 countries.

The exhibition’s slogan, which has accompanied it almost from the start, “Where East meets West”, is an accurate representation of the event. It has truly become a forum for the exchange of knowledge and experience between the East and West as far as the shipbuilding industry is concerned.

The Baltpoxy Exhibition has a sound economic backing and is attractive not only with respect to the range of the goods and services presented but also its rich and varied programme of accompanying events. Recently, as a result of the economic changes that have taken place in the nineties, Polish industry has gained additional benefits. As an example, one can point out the restructuring and resulting privatisation of companies. The high quality of products from the Polish shipbuilding industry has gained even more thanks to the introduction of ISO-compliant quality management systems. The unheralded rate of growth, which can be called a boom, at Polish shipyards is a superb opportunity for suppliers to familiarise themselves with the requirements of our industry. The Baltpoxy exhibition is the best opportunity for this.

Above all Baltpoxy is an occasion to look over the products and services offered for export by Polish companies and it gives foreign trading partners a chance to select the most attractive offers.

As in previous years exhibitors will try to win the exhibition’s “Golden Anchor” award. Distinctions and awards are very important for companies as they confirm their competitive position in the market and are a mark of prestige.

Baltpoxy is situated in the heart of Gdańsk - a fascinating blend of young, dynamic cosmopolitan city and the traditional, Hanseatic lifestyle.

Share our success at BALTEXPO 2000

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MEPC adopts MARPOL amendments to delete tainting as a criterion for marine pollutants

The Committee adopted amendments to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) Annex III (Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form). The purpose of the amendments is to delete tainting as a criterion for marine pollutants from the Guidelines for the identification of harmful substances in packaged form.

Tainting refers to the ability of a product to be taken up by an organism and thereby affect the taste or smell of seafood, making it unpalatable. A substance is defined as tainting when it has been found to taint seafood.

The amendments were approved at the last MEPC session in June-July 1999.

The amendments will mean that products identified as being marine pollutants solely on the basis of their tainting properties will no longer be classified as marine pollutants.

Annex III of MARPOL applies to all ships carrying harmful substances in packaged form, or in freight containers, portable tanks or road and rail tank wagons. The regulations require the issuing of detailed standards on packaging, marking, labelling, documentation, stowage, quantity limitations, exceptions and notifications for preventing or minimizing pollution by harmful substances.

“Harmful substances” covered by Annex III are those substances which are identified as marine pollutants in the IMO International Maritime Dangerous Goods (IMDG) Code.

Anti-fouling systems

The MEPC’s anti-fouling working group continued work on developing a legal instrument to regulate the use of shipboard anti-fouling systems, in particular to phase out those containing organotins such as tributyltin (TBT). It will be further considered at the Committee’s next session (2–6 October 2000), when the draft text will be considered on an article-by-article basis.

The IMO Assembly in November 1999 approved the holding of a diplomatic conference in 2001 to adopt the proposed instrument. It is tentatively scheduled to be held from 22 to 26 October.

The working group has already developed the basic structure of a proposed legal instrument to effect the phasing out of organotin compounds which act as biocides in anti-fouling systems on ships, while the Assembly adopted resolution A.895(21) “Anti-fouling systems used on ships”.

The resolution states that the MEPC should develop a global legally binding instrument to address the harmful effects of anti-fouling systems used on ships.

It adds that the global instrument should ensure a global prohibition on the application of organotin compounds which act as biocides in anti-fouling systems on ships by 1 January 2003, and a complete prohibition on the presence of organotin compounds which act as biocides in anti-fouling systems on ships by 1 January 2008.

Anti-fouling paints are used to coat the bottoms of ships to prevent seafish such as algae and molluscs attaching themselves to the hull – thereby slowing down the ship and increasing fuel consumption. In the early days of sailing ships, lime and later arsenic was used to coat ships’ hulls, until the modern chemicals industry developed effective anti-fouling paints using metallic compounds.

The compounds slowly “leach” into the seawater, killing barnacles and other marine life that have attached to the ship – but studies have shown that these compounds persist in the water, killing seafish, harming the environment and possibly entering the food chain. One of the most effective anti-fouling paints, developed in the 1960s to 1970s, contains the organotin tributyltin (TBT), which has been proven to cause deformations in oyster shells and sex changes in whelks.

The harmful environmental effects of organotin compounds were recognized by IMO in 1990, when the MEPC adopted a resolution which recommended that Governments adopt measures to eliminate the use of anti-fouling paint containing TBT on non-aluminium-hulled vessels of less than 25 metres in length and to eliminate the use of anti-fouling paints with a leaching rate of more than 4 micrograms of TBT per day.

Alternatives to TBT paint include copper-based coatings and silicon-based paints, which make the surface of the ship slippery so that seafish will be easily washed off as the ship moves through water. Further development of alternative anti-fouling systems is being carried out. Underwater cleaning systems avoid the ship having to be put into dry dock for ridding the hull of seafish, while ultrasonic or electrolytic devices may also work to rid the ship of fouling.

Harmful aquatic organisms in ballast water

Another MEPC working group continued developing draft new regulations for ballast water management.

The proposed new regulations are intended to address the environmental damage caused by the introduction of harmful aquatic organisms in ballast water, which is used to stabilize vessels at sea. Globally, it is estimated that about 10 billion tonnes of ballast water is transferred each year.

The water taken on board for ballasting a vessel may contain aquatic organisms, including dormant stages of microscopic toxic aquatic organisms – such as dinoflagellates, which may cause harmful algal blooms after their release. In addition, pathogens such as the bacterium Vibrio cholerae (cholera) have been transported with ballast water. As ships travel faster and faster, the survival rates of species carried in ballast tanks have increased. As a
result, many introductions of non-indigenous organisms in new locations have occurred, often with disastrous consequences for the local ecosystem—which may include important fish stocks or rare species.

The overall outline of a draft legal instrument has been prepared, though a number of issues remain open for further consideration, including:

- the preferred approach to application—whether globalized, via the designation of Ballast Water Management Areas, or other approaches;
- development of a range of standards, e.g., for evaluation and acceptance of new ballast-water management and control options;
- development of a regionalization concept; and
- the extent of application of the provisions to some categories of vessels, such as fishing vessels, pleasure boats, etc.

Options for introducing the proposed regulations include:

- a new Annex to MARPOL 73/78; and
- a completely new convention on ballast water management, under which the terms for entry into force would be determined by a Conference, instead of having to comply with existing terms established by MARPOL 73/78.

Current options for preventing the spread of harmful aquatic organisms in ballast water include exchanging the ballast water in deep ocean, where there is less marine life and where organisms are less likely to survive. Other options include various (filtration, thermal, chemical, and radiation) treatments of the ballast water en route to kill the living organisms.

**Recycling of ships**

The MEPC decided to consider the matter further at the 46th session next year and established a correspondence group, chaired by Bangladesh, whose tasks would be to:

1. Gather information on current practices concerning the recycling of ships.
2. Identify relevant information from documents already submitted to MEPC and discussions that have taken place in the Committee on the issue.
3. Identify the safety and environmental hazards and risks associated with current practices.
4. Collect information regarding procedures introduced by Governments and industry to reduce the environmental and safety risks associated with the recycling of ships.
5. Collate information to be received from the Secretariats of ILO, the Basel Convention, the London Convention and industry, on their activities and perceived responsibilities associated with the recycling of ships.
6. Gather views on areas where IMO may usefully contribute to the reduction of safety risks and environmental risks associated with the recycling of ships.
7. Provide a report for discussion to MEPC 46.

**Inadequacy of reception facilities**

The Committee adopted Guidelines for ensuring the adequacy of port waste reception facilities. They contain information for the provision and improvement of port waste reception facilities and provide information relating to the ongoing management of existing facilities, as well as for the planning and establishment of new facilities.

Reception facilities for wastes are required by MARPOL 73/78, but the lack of facilities for dirty ballast water, waste oil and garbage is still a major problem in some areas for the shipping industry and represents the main reason for pollution of the marine environment. IMO Assembly resolution A.896(21) "Provision and use of port waste reception facilities", adopted in November 1999, requested the MEPC to develop guidelines on the provision and use of port waste reception facilities.

The resolution notes that while the IMO Comprehensive Manual on Port Reception Facilities provides guidance and technical advice, there is a need for guidelines on how best to plan the
provision and utilization of port waste reception facilities that meet the needs of their users.

The provision of reception facilities is particularly important when countries wish their coastal areas to be designated as special areas.

Information, provided by Member States, on provision of reception facilities is available on the IMO web site (at http://www.imo.org/imo/circs/mepc/listrec.htm).

**Revision of MARPOL Annex IV**

The Committee approved a draft revised text of MARPOL Annex IV (Regulations for the Prevention of Pollution by Sewage from Ships). The Secretariat was instructed to prepare a draft MEPC resolution on notification from Annex IV Parties to IMO about regulations of discharge in waters under their jurisdiction and available reception facilities in their ports.

An MEPC resolution on implementation of Annex IV was adopted.

**The Erika incident**

There was considerable discussion about the sinking of the tanker *Erika* off the coast of France in December 1999. In his opening remarks to the Committee, the Secretary-General, Mr. William A. O’Neill, reiterated his firm position that IMO should always and without exception be regarded as the only forum where safety and pollution-prevention standards affecting international shipping should be considered and adopted. He emphasized that regional, and not alone unilateral, application to foreign flag ships of national requirements which go beyond IMO standards will be detrimental to international shipping and to the functioning of IMO itself – and should, therefore, be avoided.

A large number of delegates spoke on the issue and all agreed that any regulatory action taken must be at the international rather than at the regional or national level.

An informal meeting of members of the Working Group on Oil Pollution Prevention, Response and Co-operation (OPRC) agreed that the incident showed that there were still technical problems in certain areas.

- **Oil behaviour.** The *Erika* cargo was an oil with a specific gravity close to that of seawater, and it became submerged below the water surface. Detection and tracking of oil in this state presents considerable difficulties. The development of practical methods for detection and tracking of submerged oil is needed.

- **Oil viscosity.** When emulsified, this oil remained in thick patches and was highly viscous. As a result, available recovery pumps and skimmers had great difficulty in handling it. Recovery systems incorporating pumps, skimmers and related equipment capable of handling highly viscous oils are required.

- **Recovery of oil in rough seas.** This incident occurred in rough seas, and there was difficulty in recovering oil. The performance of oil recovery equipment at sea in rough conditions needs to be investigated and improved.

The implications of the *Erika* incident will be further discussed at the MEPC’s 45th session in October.

**Prevention of air pollution from ships**

The Committee approved a proposed amendment to regulation 14(3)(a) of Annex VI to MARPOL 73/78 to include the North Sea as a SO₂ Emission Control Area. It will take effect after the entry into force of the 1997 Protocol to MARPOL 73/78.

The Committee recognized that, for the measures to reduce the air pollution from ships in SO₂ Emission Control Areas to be effective, the (bunker) fuel oil used must contain a lower sulphur percentage, as prescribed in the above regulation, rather than the maximum permitted by regulation 14(1) of Annex VI of MARPOL 73/78.

The Committee called on Governments, particularly those in SO₂ Emission Control Areas, to ensure the availability of low-sulphur (bunker) fuel oil within the area of their jurisdiction. It also called on the oil and shipping industries to facilitate the availability and use of such fuel.
Legal Committee agrees draft convention on bunker oil liability

The Committee completed its consideration of the draft international convention on civil liability for bunker oil pollution damage. It agreed that the draft convention should be forwarded to a diplomatic conference for adoption. The Committee requested Council that the diplomatic conference be convened for a period of one week, preferably to take place during the first half of 2001.

In his opening remarks, the IMO Secretary-General, Mr. William A. O'Neil, said that the adoption of international rules on liability and compensation for pollution damage caused by bunker fuel oil was not before time. He reminded the Committee that when the HNS Convention was drafted, a proposal to include bunker fuel oils was rejected on the understanding that the loophole left by this omission would be filled as soon as possible by a separate treaty instrument. A bunkers convention would complete the task initiated by the Committee more than thirty years ago, namely, the adoption of a comprehensive set of unified international rules governing the award of prompt and effective compensation to all victims of pollution from ships.

Mr. O'Neil emphasized that the task was probably more important now than ever before. Incidents such as the _Erika_ would test the ability of the 1992 Civil Liability and Fund Conventions to provide adequate compensation, as it seemed quite possible that these limits could prove to be too low. In this connection, he noted how inadequate the limits provided for in the parent Conventions of 1969 and 1971 would be to provide compensation for damage occurring in the waters of those States which are still Party to these treaties. In this connection, he called upon States to denounce these instruments at the earliest opportunity and to become Parties to the 1992 Protocols. This call he held to be even more important, given that a conference to be convened by IMO in September this year was expected to adopt rules which will accelerate the winding up of the 1971 Fund Convention in the very near future.

### Provision of financial security

The Committee considered a submission – prepared by Norway at the Committee’s earlier request – for a protocol to the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974. The protocol is intended to provide for enhanced compensation, to establish a simplified procedure for updating limitation amounts, and to make insurance for the benefit of passengers compulsory.

A key issue is whether the limitation amount in respect of compulsory insurance should be calculated on a per-ship or per-capita basis.

Besides the basic text prepared by Norway, the Committee considered alternatives proposed by Japan and the International Group of P&I Clubs. The P&I Clubs proposed that limitation should be per ship rather than per capita. Their argument centred on the example of modern cruise ships: they were able to carry so many passengers that it was unlikely that the P&I Clubs would be able to provide insurance or other financial security for such vessels on a per-capita basis. Yet if the P&I Clubs withdrew, there was no other alternative in the marketplace to provide such cover.

The delegation of Japan introduced a document containing a proposal based on the Montreal Convention on air transport for a two-tier system for death or personal injury of passengers. Under the first tier, the carrier’s liability would be strict but limited; while under the second tier the carrier’s liability would be unlimited but dependent upon proof of fault.

The basic draft stated that a carrier’s compulsory insurance or other form of financial security should be limited to [so many] units of account per passenger per carriage. The P&I Clubs proposed it should be limited in aggregate in respect of each ship.

The Committee discussed the issue at length, with no conclusion being reached. However, several delegates made the point that it would be unacceptable to have a system where a passenger on a vessel carrying, say, 3000 people was at a disadvantage – in terms of making a claim in the event of death or injury – to a passenger on a vessel carrying substantially fewer people.

Most delegates were in favour of the basic text, but some were prepared to consider alternatives. The Committee decided that the issue should be further considered, bearing in mind a number of points that were made, including:

- all ships should carry insurance sufficient to provide an adequate level of compensation;
- claimants should have the right to pursue the insurer directly;
- passengers should not suffer simply because of the size of the ship;
- the industry view was that two caps on liability were required (that is, per passenger and per ship), and that direct action should be available up to a certain limit but not beyond;
- it was desirable to achieve a solution within the mutuality system of current P&I insurance arrangements;
- insurance is only as good as the security behind it;
- there is a need to construct a realistic compensation system which could be implemented and which at the same time provides adequate compensation levels.
The Committee recognized the need for further informal discussions to try to narrow the gap between different positions. It also called for greater participation by other interested delegations and observer delegations if progress was to be made.

**Joint IMO/ILO Working Group**

The Committee considered the findings of the Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers, which met from 11 to 15 October 1999, and approved continuation of its work. In his opening remarks the Secretary-General had commended the Working Group’s progress. He said he could not think of a more relevant and worthy subject in the legal field requiring co-operation between IMO and the International Labour Organization.

**Draft convention on wreck removal**

A paper (LEG 81/6) reported on the intersessional work of the correspondence group on wreck removal.

The co-ordinator of the correspondence group highlighted progress on matters such as the definitions of “wreck”, preventive measures and hazard, rights and obligations to remove hazardous wrecks, reporting and locating of wrecks, financial liability for locating, marking and removing wrecks and contribution from cargo. He hoped the Committee could progress speedily in considering the draft convention and would soon be in a position to recommend the convening of a diplomatic conference during the 2002-2003 biennium.

One delegation, supported by other delegations, expressed concern about the proposal to include in the definition of wreck the notion of “uncontrolled ships”. In this connection, the delegation pointed out that, as part of normal operations, a vessel could be, for technical reasons, “under no command” for a limited period of time. That vessel, concluded the delegation, should not fall under the definition of “wreck”.

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**Youngsters tell MEPC of environmental work**

Two Greek schoolchildren made a little piece of history when they became the first youngsters to address an IMO meeting.

Despina Nikolaidou, aged 14, and Stathis Costacopoulos, aged 13, were invited to tell the Marine Environment Protection Committee’s 44th session, between 6 and 13 April 2000, about the work of the junior branch of the Hellenic Marine Environment Protection Association.

Their invitation came after the MEPC agreed at its previous session on the need to raise young people’s awareness of the marine environment. The two youngsters informed the Committee of the activities undertaken by HELMEPA’s JUNIOR programme to protect the marine environment in Greece. Delegates were so impressed by the presentations that many expressed their intention to incorporate similar activities into their own national youth environmental education programmes.

**Stathis and Despina are presented with Little ‘mo books by French translator Mrs Annie Kean to mark their visit to IMO.**
Revision of High-Speed Craft Code completed

The Sub-Committee approved a new International Code for High-Speed Craft, 2000 and submitted it to the 72nd session of the Maritime Safety Committee with a view to adoption. It is intended that the Code will apply to all high-speed craft built after the date of entry into force, possibly on 1 July 2002. This will be decided by the MSC.

The original HSC Code was adopted by IMO in May 1994, but the rapid pace of development in this sector of shipping has meant an early revision of the Code. The original Code will continue to apply to existing HSC.

The draft amendments are intended to update the Code to bring it into line with amendments to SOLAS and new recommendations that have been adopted in the past four years – for example, requirements covering public address systems and helicopter pick-up areas. The draft amendments also address specific safety concerns on high-speed craft.

To ensure that the new Code is kept up to date, a requirement has been included for it to be reviewed at least once every four years.

Fuel sampling guidelines

The Sub-Committee approved draft guidelines for the sampling of residual fuel oils supplied for use on board ships. The basis for the guidelines is regulation 18(3) of Annex VI of MARPOL 73/78, which requires that details of bunker oil shall be recorded in a delivery note, accompanied by a representative sample of the oil. The Sub-Committee invited the Marine Environment Protection Committee to adopt the guidelines.

International approval procedures for life-saving appliances

The Sub-Committee finalized draft standardized evaluation and test report forms for life-saving appliances, contained in an 850-page document. The text was submitted to the MSC for adoption at its 73rd session in November. The forms will be an important tool in facilitating and harmonizing international approval procedures for these appliances, particularly since the entry into force on 1 July 1998 of the revised chapter III (Life-Saving Appliances and Arrangements) of SOLAS and its associated International Life-Saving Appliance (LSA) Code.

NOx monitoring guidelines

The Sub-Committee considered the proposal to develop guidelines for the monitoring and recording of on-board nitrogen oxide (NOx) emissions, but agreed that it would be premature to establish a correspondence group at this stage. Instead, it accepted the offer of Germany to continue to act as the focal point for the collection of information on the subject. A consoli-dated document will be submitted to the next session for consideration.

Improved thermal protection

The Sub-Committee considered a proposal by Norway concerning thermal protection, but decided not to prepare amendments to SOLAS and the LSA Code. The United Kingdom, supported by other delegations, said that the proposed type of thermal protective aid could cost up to 30 times more than the existing products and could be difficult to manufacture. The Sub-Committee welcomed a statement that Denmark was preparing a formal safety assessment on the feasibility of thermal protective aids and would report to the next meeting. Norway was invited to reformulate its proposals as guidelines and performance standards.

Draft guidelines for ships operating in ice-covered waters

A working group prepared guidelines, but after some discussion the Sub-Committee agreed that the report should be referred to the next session for consideration.

The draft guidelines are aimed at ensuring safe navigation of ships and the prevention of pollution in Arctic waters. They take into account the sea and glacial ice which can represent serious structural hazards to all ships navigating in polar waters, and this is reflected in many provisions of the draft, including the application of
Higher levels of strengthening for ships operating in those waters. The draft guidelines cover design, outfitting and operation of relevant ships, including crewing by adequate numbers of suitably trained personnel.

Guidelines on the enhanced programme of inspections during surveys of oil tankers

The Sub-Committee approved draft guidelines which are concerned with evaluating the longitudinal strength of the hull girder of oil tankers. The draft guidelines amend Assembly resolution A.744(18) and were submitted to the MSC for adoption. It was recommended that they should enter into force on 1 July 2002.

Passenger submersibles

The Sub-Committee approved draft guidelines for the design, construction and operation of passenger submersible craft for submission to the MSC’s 73rd session in November. The guidelines have been developed to provide international standards for passenger submersible craft, thereby facilitating the international movement, acceptance and safe operation of such craft and to provide a minimum acceptable standard of safety for passengers.

It is recognized that designs and operational parameters of submersible craft may depend on the geographical area of operation, environmental conditions, intended passenger-carrying capability of the craft, and on the degree of surface support provided.

The guidelines do not, therefore, attempt to specify which particular type of passenger submersible craft should be employed and recommend that operators examine and identify the most suitable option for the area and type of operation in which they are engaged.

Other issues, such as surface support and dive sites, which may be critical to safe operations, are not addressed by the guidelines.

IMO has 158 Member States

Membership of IMO now stands at 158. The latest Member is Tonga, whose instrument accepting the IMO Convention was deposited with the United Nations on 23 February 2000.
IMO adopts OPRC-HNS Protocol

An IMO conference has adopted a new protocol aimed at providing a global framework for international co-operation in combating major incidents or threats of marine pollution from ships carrying hazardous and noxious substances, such as chemicals.

The Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol) was adopted following a Diplomatic Conference held from 9 to 15 March at IMO’s London headquarters.

The Protocol follows the principles of the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC).

Like the OPRC Convention, Parties to the Protocol will be required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries. Ships will be required to carry a shipboard pollution emergency plan to deal specifically with incidents involving hazardous and noxious substances.

Hazardous and noxious substances are defined by reference to lists of substances included in various IMO conventions and codes. These include oils; other liquid substances defined as noxious or dangerous; liquefied gases; liquid substances with a flashpoint not exceeding 60°C; dangerous, hazardous and harmful materials and substances carried in packaged form; and solid bulk materials defined as possessing chemical hazards.

The HNS Protocol was formally adopted by States already Party to the OPRC Convention and will enter into force twelve months after ratification by not less than fifteen States which are Party to the OPRC Convention.

The HNS Protocol, when it comes into force, will ensure that ships carrying hazardous and noxious liquid substances are covered, or will be covered, by regimes similar to those already in existence for oil incidents.

In 1996, IMO adopted the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS) by Sea, which provides for a compensation and liability regime for incidents involving these substances (it has not yet entered into force).


The Conference further adopted the following resolutions:

Resolution 1: Accession to the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention) and ratification and early implementation of the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (HNS Protocol).


Resolution 3: Promotion of technical assistance.

Resolution 4: Development and implementation of a training programme for preparedness and response to pollution incidents by hazardous and noxious substances.

Resolution 5: Technical co-operation.

Resolution 6: Early implementation of the provisions of article 10 of the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000.
First students join WMU’s new programme

In May, the first students enrolled on WMU’s completely redesigned postgraduate programme in Maritime Affairs. The University now offers three different qualifications: Master of Science, Postgraduate Diploma and Postgraduate Certificate.

The new programme has been developed to provide much greater flexibility in response to the needs of students and their employers. It is structured so that all students follow a common first semester, and then enter their chosen pre-specialization in the second semester. In the third semester, students follow one of five specializations, and in the fourth and final semester they have a wide choice of elective subjects, which can be followed in any combination.

Students are eligible for the award of a Postgraduate Certificate if they successfully complete the first two semesters. If they continue for the third semester, they may graduate with a Postgraduate Diploma, and successful completion of the fourth semester leads to the award of the degree of Master of Science.

This generic Maritime Affairs programme was developed in response to research carried out by the University which showed that students, their employers and their sending Governments were in need of graduates with combinations of expertise which equipped them precisely for the vital roles they will undertake after graduation. For example, the new programme structure allows combinations such as Maritime Administration with Port Management, or Maritime Education and Training with Shipping Management. The new structure will also allow the University to respond more easily and quickly to developments in the maritime world and to the changing demands of students’ employers.

The redesigned programme was fully endorsed by the review panel from the Association of European Universities (see IMO News Number 1: 2000). The Report commented: “This redesign seems to the panel to be sensible and consistent with good practice elsewhere.” The Report also noted that this credit-based modular structure provided a firm foundation for any future developments in the areas of distance learning, part-time study and co-operative developments with other institutions.

Full details of the new programme in Maritime Affairs are available from the University’s web site (www.wmu.se) or by sending for the WMU Academic Handbook from the Academic Registry, WMU, PO Box 500, S-201 24 Malmö, Sweden.
Women at WMU

The number of women enrolling at WMU has been rising steadily in recent years. In 1996, the University initiated a programme to promote the enrolment of well-qualified women. The success of this programme is clear: from an enrolment of 5 women in 1996, 21 female students enrolled in 1999, and 28 are expected to begin their studies in 2000.

“We would like to thank our fellowship donors for their active collaboration in this programme,” said Dr Karl Laubstein, WMU’s Rector. “Their active support for women in non-traditional roles was essential to help us to achieve our goal, which is in line with the IMO objective of promoting female participation in the maritime sector.”

The current WMU Student Council also clearly demonstrates the impact that women are now making in the maritime world. For the first time, female students were elected to all four executive posts, including that of President.

Donation from the People’s Republic of China

Vice-Minister Zhang Chunxian presented a donation of RMB 1 million from the Ministry of Communications to WMU’s Rector, Dr Karl Laubstein, in Beijing in March. The donation will provide state-of-the-art computers for WMU’s students.
The proliferation of ship inspections and the difficulties they create for mariners has become a major issue in the shipping industry. In an initiative to resolve the problem, IMO Secretary-General, Mr. William A. O’Neil, brought together the international organizations concerned for a meeting at IMO headquarters in London on 9 February 2000.

When addressing the twenty-first session of the IMO Assembly in November 1999, the Secretary-General said he was increasingly concerned about the proliferation of inspections by representatives of various interests within the industry. He said it appeared they were not only causing problems and inconveniences to shipmasters and ship officers, but were affecting the smooth running of ships in ports.

The main concern was that the large number of inspectors boarding a ship on arrival and during its stay in port might distract the master and officers from important duties often relating to difficult loading and unloading operations. Mr. O’Neil considered that, apart from the safety risk this might cause, it might well be the reason for masters and officers not resting sufficiently before resuming their duties on the departure of the ship or when undertaking the first watch thereafter.

The Secretary-General told the Assembly he had contacted the heads of international organizations concerned to ask whether they shared his concerns and to provide any comments or proposals they might have about how to improve the situation. They were then invited to February’s London meeting to try to collectively agree on the most appropriate and practical approach to the problem.

Representatives of the following non-governmental organizations attended the meeting:

- International Chamber of Shipping / International Shipping Federation (ICS/ISF)
- International Union of Marine Insurance (IUMI)
- The Baltic and International Maritime Council (BIMCO)
- International Association of Classification Societies (IACS)
- European Chemical Industry Council (CEFIC/CDI)
- Oil Companies International Marine Forum (OCIMF)
- International Federation of Shipmasters’ Associations (IFSMA)
- International Association of Independent Tanker Owners (INTERTANKO)
- International Group of P and I Associations (P&I)
- Society of International Gas Tanker and Terminal Operators Limited (SIGTTO)
- International Association of Dry Cargo Shipowners (INTERCARGO)
- International Ship Managers’ Association (ISMA)
- International Parcel Tankers Association (IPTA)

At the proposal of the Secretary-General, the main objectives of the meeting were:

- to provide a forum where parties whose members are involved in the process of ship inspections and surveys could present their current practices and offer their views on how to deal with the problems caused by the excessive number of inspections;
- to agree that, for safety and environmental protection reasons, it is desirable to alleviate the workload imposed on shipmasters and officers, possibly through a reduction in the number and scope of on-board inspections while in port;
- to agree on a collective course of action to remedy the situation.

Comprehensive discussion took place about various aspects of surveys and inspections. These include statutory surveys and inspections, port State control inspections, class inspections,
commercial inspections and condition surveys, and miscellaneous inspections such as those related to labour matters, customs, immigration, and health. The meeting agreed on a number of conclusions and recommendations concerning:

**Flag State Administrations:**

- statutory surveys are unavoidable and cannot be reduced in number;
- in view of the beneficial impact on safety and environmental protection currently experienced and expected to be further achieved following full implementation of the International Safety Management (ISM) Code, measures should be taken to promote greater awareness of the role of the Code as an indicator of an accepted level of safe operation;
- the Maritime Safety Committee should be invited to consider issuing an MSC circular to this effect;

**Port State control authorities:**

- port State control interventions could be simplified through improved procedures and cooperation among the various MoUs and PSC regional authorities;
- efforts to establish a better exchange of information among MoUs and regional PSC agreements, along with the United States Coast Guard, together with an international database, updated regularly, containing all PSC inspection reports made available to all PSC regimes should be accelerated, with a view to improving targeting of inspections and eliminating duplicate or unnecessary inspections;
- action should be taken by IMO aiming at encouraging MoUs and regional PSC agreements to improve their policies and performance in line with the proposals of the industry, with a view to reducing the number of inspections;
- IMO’s efforts to assist in establishing an effective global network of control systems consisting of MoUs and regional PSC agreements should continue;

*Inspections are essential to ensure that ships meet IMO and other standards. But there are now so many of them that they can disrupt the regular work of seafarers. (Photo courtesy Cable & Wireless (Marine))*

**Industry partners:**

- a greater co-operation between charterers/shippers in the mutual recognition of inspection records should be established;

**Class and IACS**

- efforts should be made to increase the perception of, and confidence in, the qualifications and competence of IACS surveyors, and to enhance the quality of classification society surveys, thereby strengthening trust in classification society inspections;
- the Transfer of Class Agreement should be strengthened and its provisions implemented effectively;
- the services rendered by classification societies had been beneficial to shipping; and
- the industry needed strong and effective classification societies as well as a strong IACS.

The meeting agreed that, if a meaningful reduction of inspections is to be achieved, the initial focus should be on commercial inspections, including class inspections. This is because they not only account for more than two-thirds of the total number of inspections, but also form the prevailing group of duplications, overlappings and redundancies.

The reasons behind some commercial organizations feeling the need to have their own ship vetting systems are understandable. However, what is required is a way to reduce or simplify them so that they will not pose a safety threat to ships and their crews. Meanwhile, miscellaneous inspections are seen as unavoidable, but their impact on ships in port is considered marginal.

Further work on the problem should consider:

- grouping inspections with common ground and purpose;
- rationalizing and/or amalgamating such inspections;
- determining which types of inspections are assumed to be redundant;
- ascertaining the possibility of accepting the results of inspections carried out by other organizations and identifying which inspections are either duplicates of class inspections (and therefore could be waived) and which inspections outside class requirements could nevertheless be covered by classification society surveyors;
- agreeing on a timetable for inspections using the same inspectors, if possible;
- determining whether, and which, inspections can be carried out during the voyage;
- devising other alternatives, such as increasing the ship’s human resource complement while at port to assist with the surveys workload.

The 72nd session of the Maritime Safety Committee, meeting in London between 17 and 26 May, was expected to consider the Secretary-General’s initiative – particularly within the context of the ISM Code – one of the benefits of which is the reduction of the need for the number and scope of non-statutory inspections.
GESAMP has its own website

The Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP) now has its own website, which is linked to IMO's own home page (http://www.imo.org).

In the late 1960s marine pollution problems were of particular concern to several organizations within the United Nations family. Following consideration by the Administrative Committee on Co-ordination, a number of Agencies agreed in 1967 to establish a joint group of experts to advise them and Member States on scientific aspects of marine pollution.

In 1993 the sponsoring organizations agreed to extend the role of GESAMP to cover all scientific aspects on the prevention, reduction and control of the degradation of the marine environment to sustain its life-support systems, resources and amenities.

The functions of the Joint Group are to provide advice relating to the scientific aspects of marine environmental protection to:

- the sponsoring organizations on specific questions referred to it;
- the other organizations of the United Nations system and to Member States of the United Nations organizations on particular problems referred to it through a sponsoring organization

and to prepare periodic reviews and assessments of the state of the marine environment and to identify problems and areas requiring special attention.

Such advice is given on the scientific aspects of pollution of the sea as a result of the operation of ships; of seabed exploration and exploitation; of waste disposal at sea; of discharges of wastes through rivers, land run-off and pipelines; and the pollution of the sea through the atmosphere.

IMO provides the secretariat for GESAMP. Other members include the United Nations, the United Nations Environment Programme (UNEP), the United Nations Educational, Scientific and Cultural Organization (UNESCO), the Food and Agricultural Organization (FAO), the International Oceanographic Commission, the World Health Organization and the World Meteorological Organization (WMO).

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IMO has welcomed the signing of a Memorandum of Understanding on Port State Control for the Black Sea region by six Maritime Authorities of the littoral States as a further step towards ensuring the effective implementation of IMO international conventions and treaties.

At the invitation of the Government of Turkey, which provided host facilities, the Maritime Authorities of Bulgaria, Georgia, Romania, Russian Federation, Turkey and Ukraine signed the Memorandum of Understanding on Port State Control for the Black Sea (Black Sea MoU) in Istanbul, Turkey on Friday, 7 April 2000.

Observers and representatives from the IMO, the International Labour Organization (ILO), the Danish Environment Protection Agency (DEPA), the Activity Centre for Environmental and Safety Aspects of Shipping (ERAC) and the United Nations Black Sea Environmental Programme (BSEP) witnessed the signing of the Agreement. An observer from Nigeria also attended the meeting on behalf of the West and Central African MoU.

The meeting heard opening addresses by Dr. Mustafa Korçak, Undersecretary for Maritime Affairs of Turkey, and by Mr. Fernando Plaza, on behalf of Mr. W.A. O’Neill, Secretary-General of IMO. The meeting was successfully chaired by Mr. H. Berk, Deputy Director General for Maritime and Aviation Affairs, Ministry of Foreign Affairs of Turkey.

The Agreement was signed at the end of a final meeting held in Istanbul from 4 to 7 April 2000 following a preparatory meeting held in Varna, Bulgaria in September 1999.

The Black Sea MoU is aimed at ensuring effective action by the port States concerned to prevent the operation of substandard ships while harmonizing inspections and strengthening co-operation and the exchange of information.

The signing of the Black Sea MoU follows the signing of other similar regional agreements in Europe, Latin America, Asia and the Pacific, the Caribbean, the Mediterranean, the Indian Ocean and West and Central Africa. IMO has been fully involved in encouraging the establishment of these agreements, which are based on the rights of all countries to survey foreign ships visiting their ports to ensure they meet international requirements.

The meeting heard closing statements by a number of Maritime Authority representatives, by the host representatives and by the representative of IMO, signalling the transcendence of this regional agreement as well as the importance of compliance by the Maritime Authorities involved in their international obligations as Flag States prior to embarking on port State control activities.

Bearing in mind the need for an efficient system of inspections, the Black Sea MoU allows for an interim period of two years prior to its full functioning and implementation.

The Secretariat of the Black Sea MoU will be based in Istanbul, Turkey and the Interim Information Centre for the MoU will be provided by the Russian Federation and located in Novorossiysk.

The first session of the Port State Control Committee, established by the Agreement, has been scheduled for the month of October 2000 in Istanbul, Turkey.

Port State control – background

All countries have the right to inspect ships visiting their ports to ensure they meet IMO requirements regarding safety and marine pollution-prevention standards, and experience has shown that port State control works better when it is organized on a regional basis.

The first such regional port State control agreement, covering Europe and the North Atlantic, was signed in 1982 and is known as the Paris Memorandum of Understanding (Paris MoU). The Latin-American Agree-