THE MEMORIAL TO SEAFARERS
- GRAND UNVEILING APPROACHES

WORLD MARITIME DAY 2001
- IMO, GLOBALIZATION AND THE ROLE OF THE SEAFARER

STCW WHITE LIST EXPANDED

ACTION PLAN FOR “PLACES OF REFUGE” TAKES SHAPE
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the International Maritime
Organization and is
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Pub 484/01
There is no doubt that we are living in a vastly different world from the one which was faced by the fathers of IMO when the Organization was first formed in the late 1940s. In the little more than half century that has followed, the very essence of our social and economic structures has been transformed and the effects of those changes have been felt by almost everyone on the planet.

At that time inter-continental travel was time-consuming and expensive. International telephone communications were costly and therefore their use was constrained. Many people still lived under colonial rule. The revolution on ship sizes had not taken place. Restrictions of various types were in place with respect to the free flow of currencies worldwide. Large national corporations were well established but international mega-corporations were few.

Today, multi-national corporations stride across national boundaries, making strategy and investment decisions that can affect millions of people all over the world; executives can cross oceans in just hours, conducting business via the internet as they do so; financial markets have thrown off the constraints of time zone and distance, as brokers and traders engage the markets all over the world via their computers. The world’s wealthiest people have made their fortunes not from basic resources such as mineral exploitation or heavy industry, which have an obvious geographical dimension, but from computer software, media and fashion – industries which know no physical boundaries.

In short, we now live in a truly global world. We have been channelled there by trends in many different facets of our lives, trends which have combined to form an irresistible tide. In his Millennium Declaration, the Secretary-General of the United Nations summed up the situation when he observed, “Globalization has been made possible by the progressive dismantling of barriers to trade and capital mobility, fundamental technological advances, steadily declining costs of transport, communication and computing.”

If there is one single element of the new global economy that truly distinguishes it from any previous “world order” it is the interdependency and inter-connectivity it has fostered between peoples who would previously have considered themselves completely unconnected. The potential benefits of this global linkage, if properly understood and managed, are clear: growth can be accelerated and prosperity more widespread; skills and technology can be more evenly dispersed, and both individuals and countries can take advantage of previously unimagined economic opportunities.

The United Nations, of which IMO is a specialized agency, has been considering the challenges that globalization poses both for the people of the world and for the UN system itself. The central premise being addressed in this context is how to ensure that globalization becomes a positive force for all the world’s people, and not for just a privileged few.

Twice a year, the heads of all the United Nations agencies meet to discuss the most important issues from a worldwide perspective, and globalization has been high on the agenda for some time. At the meeting in April this year I drew attention to the role played by maritime transport in underpinning the new global economy and to the direct contribution it makes in terms of poverty alleviation and the economic growth of developing countries.

In this connection, IMO’s responsibility to ensure acceptable global standards through its focus on maritime safety and prevention of marine pollution becomes even more important. Of particular significance is the protection of the marine environment, in view of the dependency of many nations on the sea as a source of food, which was also included as one of the key goals in the Millennium Declaration.

The existence of strong transport and communication infrastructures is essential to sustainable development. Moreover, maritime activity provides an important source of
shape of the Seafarer

invisible income to many developing countries. Indeed, developing countries now lead the world in some of shipping’s most important ancillary businesses, including the registration of ships, the supply of sea-going manpower and ship recycling. They also play a significant part in ship owning and operating, shipbuilding and repair and port services, amongst others.

But, seen in a wider context, shipping has an even more important role to play in the new global economy. Sea transport remains by far the most cost-effective way to move goods and raw materials in quantity around our planet, and the vast majority of world trade is carried in ships. It is hard to envisage that changing in the foreseeable future. The pressures of the global market today make the delivery of goods and materials time-dependent. The transportation industry has thus become a key component of a manufacturing sector which now sets its store by providing a complete “door-to-door” service. If the benefits of globalization are to be evenly spread, the developing countries must be knowledgeable of and able to play a full and active part in the distribution system.

All of which makes the mariner, the human factor that operates at the cutting edge of sea transportation, a vital component of globalization. Because safety and efficiency are two sides of the same coin – by which I mean accidents are not only undesirable outcomes in themselves, but also have a negative impact on the supply chain that is the very muscle and sinew of the new global economy – at IMO, we now place human element considerations at the centre of our work to reduce shipping-related accidents and lessen their consequences.

Our goal is to make sure that the people manning the world’s ships today are alert, motivated, educated, trained and qualified to the proper standards and in fact possess the skills necessary to perform properly. We recognize that the challenge to achieve this is a complex and multi-faceted one, but it is one to which we are firmly committed.

At the heart of our work are two measures which cannot be overemphasized. The International Safety Management (ISM) Code and the 1995 Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) rank among the most important pieces of legislation to have passed through IMO in recent years. In keeping with our focus on the human element, both measures are concerned primarily with people rather than with technology. The ISM Code deals with corporate management and sets out how shipping companies must establish effective structures that create and promote a safety culture, while STCW deals with seafarers and the standards to which they must be educated, trained and certified.

Both are approaching key dates in their implementation schedules. In 2002, all seafarers will have to be trained in accordance with the provisions of STCW ’95 and carry certificates to that effect; and the ISM Code, already mandatory for passenger ships, tankers and high-speed craft, will be extended to all cargo ships of 500 gross tonnage and above.

These measures will join a host of other advances in safety at sea which, particularly in relatively recent times, have been clear for all to see. Ships are now designed, built, operated and manned to standards more exacting than ever before.

Yet despite these improvements, it remains a sad fact that several hundred people are injured or lose their lives in maritime accidents every year. Usually their injuries and deaths go largely unrecorded. For some time, I have felt that the courage, dedication and sacrifices of the seafarers who operate the ships on which the world depends deserve to be recognized in some tangible way.

That is why, to mark the 50th anniversary of IMO in 1998, I inaugurated a Trust Fund dedicated to the education and training of seafarers. The Fund would also be used to establish a permanent memorial to seafarers at IMO headquarters, which would act as a constant reminder of the important role they play and of what our work is really all about.

The sculpture which will form the memorial is now progressing and will be formally unveiled on World Maritime Day this year, September 27th. It will be a constant reminder that, although rarely in the limelight, the maritime sector, and particularly the safe movement of goods by sea, is fundamental to this new era of globalization which affects us all and in which we all share. The part played by the seafarer in spreading the benefits of this global revolution as evenly as possible is crucial and, on this World Maritime Day, we at IMO are proud to be able to play our part in ensuring that it is properly recognized.

[Signature]
**“Places of refuge” – action plan takes shape**

IMO’s Member Governments have pledged to tackle the issue of providing places of refuge to vessels in distress as a matter of priority. IMO’s Maritime Safety Committee (MSC) has instructed the Sub-Committee on Safety of Navigation (NAV) to begin considering the issue of places of refuge at its 47th session in July 2001. Over the next two years, the NAV Sub-Committee will work in co-operation with the Sub-Committee on Radiocommunications, Search and Rescue (COMSAR) and the Sub-Committee on Ship Design and Equipment (DE) to develop guidelines to help both States and ships’ masters deal with situations in which a ship in distress seeks a place of refuge.

The decision to tackle the problem comes in the wake of the incident earlier this year in which the salvors of the fully laden tanker *Castor* were unable to find a sheltered place to effect cargo transfer and repairs for some 35 days. The incident sparked a great deal of concern about the provision of refuge for ships in distress.

The *Castor* had sustained considerable structural damage in heavy weather and was deemed to present a serious risk of pollution and explosion. At the time, IMO Secretary-General William O’Neil called for a comprehensive review of the whole question of providing shelter for stricken vessels, suggesting that, in the interests of safety of life and environmental protection, coastal States should review their contingency arrangements so that disabled ships could be provided with assistance and facilities appropriate to the circumstances.

Welcoming the MSC decision to move forward on the issue, Mr. O’Neil said that while there were political and technical connotations surrounding the sovereignty aspects of the issue, these should not hamper the progress that IMO should make in providing suitable answers to a global problem.

“Taking into account the non-mandatory character of the approach envisaged by IMO, I am confident that any concerns can be alleviated and that the matter will be tackled in IMO’s usual successful manner, to the benefit of safety of life at sea and environmental protection,” Mr. O’Neil said.

**Piracy and armed robbery figures show dramatic increase**

The number of acts of piracy and armed robbery against ships reported to the IMO continues to increase dramatically. During 2000, the figure rose to 471, an increase of more than 50 per cent over the equivalent figure for 1999. Most attacks were reported to have occurred in coastal States’ concerned territorial waters while ships were at anchor or berthed.

The MSC has recognized that the maritime community can no longer tolerate this situation and the serious repercussions it has on the safety of passengers and crews, and has once again invited all Governments (of flag, port and coastal States) and the industry to intensify their efforts to eradicate these unlawful acts. At its most recent meeting, the MSC approved a draft Assembly resolution on Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery Against Ships, for adoption at the twenty-second session of the IMO Assembly in November this year.

Meanwhile, the United Nations Secretariat has begun an ‘open-ended’ Informal Consultative Process on Oceans and Law of the Sea (UNICPOLOS) to consider the issue of maritime piracy. In prospect is the drafting of a text for submission to the UN General Assembly. At a meeting of UNICPOLOS in
New York from 7 to 11 May 2001 two specific questions with regard to maritime piracy were discussed: first, whether there was adequate action at regional level to ensure co-ordination and co-operation among relevant authorities and law-enforcement agencies; and second, how the United Nations could assist States in enacting the necessary legislation establishing effective law-enforcement capabilities.

Among the conclusions of the meeting were that business-sector bodies, such as chambers of shipping, maritime insurance agencies and trade unions, can play a useful role in supporting efforts by IMO in combating piracy and armed robbery at sea. It was proposed that IMO be invited to consider requiring, under STCW, that seafarers receive training on precautions and responses to incidents of piracy and armed robbery at sea.

Furthermore, the meeting agreed that Governments should ensure that their procedures for registering ships guard against fraudulent registrations, can give prompt and accurate responses about the details of ships which may be involved in incidents of piracy and armed robbery at sea, and record details of such involvement. The work of IMO to require ships to be fitted with automatic identification systems was welcomed and any further relevant work was encouraged.

UNICPOLOS recognized that effective responses to piracy and armed robbery at sea must be based on preventive measures, measures for reporting incidents, and enforcement, including the training of enforcement personnel and the provision of enforcement vessels and equipment. It concluded that the ability of States to make such effective responses is substantially enhanced when regional co-operation arrangements are in place. The meeting urged the creation of a network of contacts between the public authorities concerned, based on mutual trust and assistance, the fostering of common approaches to enforcement and capacity-building between States as to enforcement techniques, and investigation and prosecution of offences. Such regional co-operation arrangements may, in suitable cases, be strengthened by the conclusion of formal agreements.

The so-called “White List” of countries assessed to be properly implementing the revised STCW Convention* (STCW 95) has been updated and expanded. The 74th session of the IMO Maritime Safety Committee (MSC), meeting from 30 May to 8 June 2001, (see page 10) received reports confirming that a further 23 Member States had demonstrated that they were giving “full and complete effect” to the relevant provisions of the Convention. The White List, which is contained in an MSC Circular, now comprises 94 States and one IMO Associate Member.

A position on the White List entitles other Parties to the STCW Convention to accept, in principle, that certificates issued by or on behalf of the Parties on the list are in compliance with STCW 95, which entered into force on 1 February 1997. By the same token, a flag State Party that is on the White List may, as a matter of policy, elect not to accept seafarers with certificates issued by countries that are not on the White List for service on its ships. By 1 February 2002, all masters and officers must hold STCW 95 certificates or endorsements issued by the flag State. Flag States and shipowners are being urged to make sure that the appropriate certificates are issued by the deadline.

STCW 95 sets out clearly defined minimum competency requirements for all seafarers and takes into account developments in technology since the original 1978 Convention was adopted. For most countries, preparing the information required for White List assessment represents a demanding and challenging task, requiring not only that they report on national laws, training requirements, standards and systems in place, but also that they ensure that all those elements meet the revised Convention requirements and can pass the scrutiny of independent experts with detailed knowledge of the requirements.

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers

Draft guidelines on voyage data recorders (VDR) ownership and recovery

Draft guidelines on the ownership and recovery of voyage data recorders have been agreed by the IMO Sub-Committee on Safety of Navigation.

According to the draft guidelines, both the VDR and its data would be the property of the shipowner. However, during an investigation, the investigator should have custody of the original VDR data. Responsibility to arrange downloading and read-out of data would be undertaken by the investigator, who would keep the shipowner fully informed. A copy of the data must be provided to the shipowner. Recovery of the VDR is conditional on the accessibility of the unit or the data contained within it. In non-catastrophic incidents, recovery should be straightforward. In catastrophic accidents, a decision would have to be taken on the viability and cost of recovering the VDR against potential use of the information.
The draft guidelines will now go before MSC 75 in spring 2002, pending comments from the Sub-Committee on Flag State Implementation.

Passenger ships and ships other than passenger ships of 3000 gross tonnage and upwards constructed on or after 1 July 2002 will have to carry VDRs under amendments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS) adopted by the MSC at its 73rd session at the end of 2000.

However, the question of whether existing ships should fit the devices has not yet been settled. The MSC has adopted a resolution calling for a feasibility study to be carried out to ascertain the need for mandatory carriage of VDRs on these ships. The feasibility study will take into account such factors as practicability, technical problems relating to the retrofitting of VDRs, adequacy of existing performance standards (including the possible development of simplified standards), experience in the use of VDRs on ships already fitted with them (including data that could not have been obtained without VDRs), and relevant financial implications, including a cost/benefit analysis.

The aim is to finalize the study by January 2004 so that, if the study demonstrates a compelling need for mandatory carriage of VDRs on existing cargo ships, relevant amendments to SOLAS chapter V and the associated performance standards can be drafted. In the meantime, the resolution invites Governments to encourage shipowners to install VDRs on existing cargo ships voluntarily, so that wide experience of their use may be gained.

IMO website gateway to combat certificate fraud

A report confirming the disturbing fact that evidence of fraudulent practice can be found in respect of every type of certificate issued in accordance with the STCW Convention has been previewed by the MSC. The Committee reviewed an abridged version of the IMO-commissioned research into unlawful practices associated with certificates of competency, carried out by the Seafarers International Research Centre at Cardiff University in Wales.

The full version of the report will be submitted to the Sub-Committee on Standards of Training and Watchkeeping at its 33rd session, scheduled for January 2002. The MSC expressed deep concern at the study’s findings and agreed that the Sub-Committee should consider whether the subject should become a permanent item on its work-programme, in view of the seriousness of the problem.

As a first step in its response to the problem, IMO has added a facility to its website to enable users to contact certificate-issuing authorities to check the validity of certificates of competency. The IMO website provides a gateway to those authorities and, at this stage of its development, users can send e-mails via the IMO website to the certificate-issuing authority or, alternatively, obtain telephone, fax or postal contact details. See www.imo.org - Human Element section.

IMO Secretary-General’s contract renewed for a further two years

IMO Secretary-General William O’Neil is to continue to serve the Organization until the end of 2003 following the decision by the IMO Council in June to approve a two-year extension to his contract.

Addressing the Council meeting, Mr O’Neil said “I would like to thank the Council members for honouring me with the renewal of my contract for another two years and I am very pleased to be able to continue to serve the Organization. I also thank the staff of the Secretariat for the assistance and support given to me since my initial appointment in 1990.”

Looking ahead to what will be a period in which significant long-term efforts to improve maritime safety and reduce the risk of pollution will take effect, Mr O’Neil said, “The next two years are important for the Organization and I look forward to putting in place measures that will ensure world shipping has the best possible service. By dealing with issues at IMO and providing the
The safety of large passenger ships is one of IMO’s highest priorities.

PORT STATE CONTROL
RESIDENTIAL COURSE, LONDON, 18 - 27 MARCH 2002

This widely recognised and practical intensive course is now in its 12th successive year. The course is designed especially for officials in national marine departments, port or terminal operators, ship managers and shipowners.

The course covers in detail the major IMO conventions and codes along with other relevant international regulations and conventions, inspection systems and documentation. The Course is taught by an experienced team of practitioners from the UK, USA and Europe.

The course fees are sterling £2,950 and cover tuition, meals and student type accommodation in central London for the duration of the course. The course fees without the accommodation and meals are £2,700.

The course is conducted by the Centre for Maritime Co-operation of the International Chamber of Commerce.

Further details can be obtained from:
Mr Ben Roberts, Course Co-ordinator
ICC Centre for Maritime Co-operation
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leadership the world is looking for, we will be able to maintain IMO’s position in the shipping sector, and to enhance it.”

Among the major landmarks for IMO and world shipping during the next two years will be the final implementation date of the revised STCW Convention, which is concerned with the training and certification of seafarers, and the extension of the International Safety Management (ISM) Code to all cargo ships of 500 gross tonnage and above. These two measures form the cornerstone of IMO’s drive to focus on the human element in shipping during the 21st Century. Other key initiatives expected to produce significant results during Mr O’Neil’s term in office include large-scale reviews of the safety of passenger ships and bulk carriers, in both of which Mr O’Neil has undertaken a strong personal role.
STCW update - 95 parties on updated White List

The MSC met for its 74th session at IMO Headquarters in London from May 30th to June 8th, 2001, under the chairmanship of Mr Tom Allan from the United Kingdom. Key issues on a packed agenda included the Organization’s initial response to the question of places of refuge for ships in distress, raised by the Castor incident earlier this year, the updating of the STCW “White List” and the latest reports on incidents of piracy and armed robbery against ships.

The so-called “White List” of countries deemed to be properly implementing the revised STCW Convention (STCW 95) was updated after the MSC received reports confirming that a further 23 Member States had communicated information demonstrating that they were giving “full and complete effect” to the relevant provisions of the Convention. The “White List” now comprises 94 Member States and one Associate Member.

A proposal to hold an extraordinary session of the MSC during the Assembly in November, to deal with STCW matters, was subsequently approved by the IMO Council in June. The extraordinary MSC session will consider reports by the Secretary-General on evaluations of information communicated which may have been completed in the period between MSC 74 and the Assembly.

An MSC circular, giving guidance on the preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code, was also approved.

The requirements of regulation I/8 entered into force on 1 February 1997 and section A-I/8 of the STCW Code requires an independent evaluation of the quality standards system to be conducted at intervals of not more than 5 years. Under the provisions of section A-I/7, paragraph 4, the report of such evaluation shall be made within 6 months of its completion and, as required by paragraph 8, shall be considered by competent persons. Therefore, the reports of such evaluations should be made by 1 August 2002 or, for Parties with an entry-into-force date after 1 February 1992, within 5 years and 6 months from that date. The circular gives guidance on preparation of this report.

Places of refuge - response to Castor

The MSC agreed to instruct the Sub-Committee on Safety of Navigation (NAV) to begin considering the issue of places of refuge at its 47th session in July 2001.

Over the next two years, the NAV Sub-Committee will work in co-operation with the Sub-Committee on Radiocommunications, Search and Rescue (COMSAR) and the Sub-Committee on Ship Design and Equipment (DE) on guidelines to help States and masters deal with a situation in which a ship in distress seeks a place of refuge. The proposed guidelines might cover the following aspects:

1. action expected from coastal States providing “places of refuge” to ships in distress;
2. the evaluation of risks associated with the provision of places of refuge; and
3. action that masters of ships in distress should take when in need of “places of refuge” (including action on board and action required by other ships in their vicinity, salvage operators and coastal States).

The issue of places of refuge was highlighted as one of many issues for further action in the wake of the Erika incident in December 1999, but it was the Castor incident early this year that brought the issue to the fore.

The MSC noted that the Marine Environment Protection Committee (MEPC) had already discussed the issue and agreed to also bring the issue to the attention of the Legal Committee for consideration of any matters relating to international law, jurisdiction, rights of coastal States, liability, insurance, bonds, etc.

Large passenger ship safety

The Working Group on Large Passenger Ship Safety met during the session and developed an updated work plan, which was approved by the Committee.

The Committee reaffirmed that efforts affecting existing large passenger ships should continue to focus primarily on matters related to the human element, such as operations, management and training, taking into account that this would not preclude consideration of equipment and arrangements issues for such ships if deemed appropriate.
The intersessional Correspondence Group on Large Passenger Ship Safety was re-established to review the work plan and indicate which tasks should be accomplished by the Committee/Sub-Committees.

**Review of requirements for fast rescue boats and means of rescue**

It was agreed that a study of fast rescue boats and means-of-rescue requirements should be undertaken, following reports of several accidents and near accidents as a result of trials and drills involving the launching and recovery of fast rescue boats and means-of-rescue aboard ro-ro passenger ships.

The Ship Design and Equipment (DE) and the Standards of Training and Watchkeeping (STW) Sub-Committees will undertake a review of the arrangement, specification, testing and operation of fast rescue boats and means of rescue, and the training of the relevant crew members. The study may result in revised requirements and recommendations relating to SOLAS chapter III, the LSA (Life-Saving Appliances) Code and the Revised Recommendation on testing of life-saving appliances.

In the interim, an MSC Circular on the application of SOLAS regulation III/26 concerning fast rescue boats and means-of-rescue systems on ro-ro passenger ships was approved.

Regulation III/26 of the 1996 SOLAS amendments, which entered into force on 1 July 1998, requires all ro-ro passenger ships to be fitted with a fast rescue boat and a means of rescue not later than the first periodical survey after 1 July 2000. As the study to review fast rescue boats and means of rescue will take at least two years to complete, the Circular recommends that, in the meantime, due caution is exercised when installing, testing, launching and operating fast rescue boats and means of rescue.

**Bulk carrier safety**

The Committee approved an MSC Circular giving advice on the dangers of flooding of forward compartments of bulk carriers. The Circular refers to the recommendations of the United Kingdom Report of the re-opened formal investigation into the loss of the MV Derbyshire and is aimed at making sure that masters are fully aware of the possible dangerous consequences of entry of water into forward spaces and consequent reduction of freeboard.

The MSC was updated on formal safety assessment (FSA) studies on bulk carrier safety being conducted by Members and international organizations and agreed that, once all the current FSA studies have been completed, the resulting recommendations for implementation should be collated for comparative analysis and validation prior to initiating the necessary regulatory action.

**Radiocommunications and search and rescue**

Amendments to resolution A.810(19) – Performance standards for float-free satellite emergency position-indicating radio beacons (EPIRBs) operating on 406 – MHz were adopted.

Proposed draft amendments to SOLAS Regulation V/21 to make the carriage of Volume III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual aboard ships mandatory were approved, with a view to adoption at MSC 75.

The MSC also adopted amendments to the IAMSAR Manual, jointly developed by IMO and the International Civil Aviation Organization (ICAO). The amendments had already been approved by ICAO.

An MSC Circular on Guidelines for the preparation of plans for co-operation between search and rescue services and passenger ships, to revoke MSC/Circ.864, was approved, as was COMSAR/Circ.28 on the International NAVTEX Service relating to the increasing instances of interference between stations in the International NAVTEX Service with adjoining time slots, due to over-running.
Amendments adopted

• Amendments to SOLAS chapter VII – Carriage of Dangerous Goods – and to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code) to align them with Amendment 30:00 to the International Maritime Dangerous Goods (IMDG) Code.
• Amendments to the International Code of Safety for High-Speed Craft (1994 HSC Code) to bring the provisions for navigational equipment of the 1994 HSC Code in line with the relevant provisions of the 2000 HSC Code (which enters into force on 1 July 2002 for ships built after that date). In particular, the amendments relate to carriage of voyage data recorders and carriage of automatic identification systems (AIS).

Draft amendments approved

• The MSC approved draft revisions to amended SOLAS regulation II-1/12-2, on access to and within spaces in the cargo area of oil tankers and bulk carriers, for submission to MSC 75 for consideration with a view to adoption.

Draft resolutions approved

For submission to the 22nd Assembly in November 2001 for adoption:
• Draft Assembly resolution on Standard Marine Communication Phrases. The resolution adopts the SMCP and recommends a wide circulation to all prospective users.
• Draft Assembly resolution on self-assessment of flag State performance (to revoke resolution A.881(21)).
• Draft Assembly resolution on Revised guidelines on the implementation of the ISM Code by Administrations, for submission to the 22nd Assembly in November 2001 for adoption.
• Draft Assembly resolution on acceptance and implementation of the International Convention on Maritime Search and Rescue, 1979, as amended.
• Draft Assembly resolution on measures to further strengthen flag State implementation.

The MSC also approved amendments to the Joint IMO/International Hydrographic Organization (IHO)/World Meteorological Organization (WMO) Manual on MSI (Maritime Safety Information) and instructed the Secretariat to issue the amended Manual as an IMO publication.

A draft Assembly resolution on acceptance and implementation of the International Convention on Maritime Search and Rescue, 1979, was approved for submission to the 22nd Assembly in November for adoption. The resolution urges States that have not yet become Parties to the SAR Convention to do so at the earliest possible time. It also urges Governments to establish the basic elements of a SAR service.

Role of the human element – Formal safety assessment

Against a background of increasing concern about the part played by human factors in maritime casualties, the Joint MSC/M EPC Working Group on the Human Element and Formal Safety Assessment considered the reports of correspondence groups on Fatigue and on Formal Safety Assessment.

Fatigue Guidance approved

The MSC approved Guidance on Fatigue Mitigation and Management, which had been developed by the correspondence group on Fatigue and finalized by the working group during the session. The Guidance – over 104 detailed pages – includes Guidelines on Fatigue, divided into modules, each addressing the different parties that have a direct impact on vessel safety – naval architects/ship designers, owners/operators, Masters, officers, other crew members and training institutions.

FS A Guidelines approved

A draft MSC/M EPC circular on Guidelines for formal safety assessment (FSA) for use in the IMO rule-making process was approved. The circular is expected to be given final approval by the Marine Environment Protection Committee (MEPC) at its forty-seventh session, scheduled for 4 to 8 March 2002.

Interim guidelines on the use of FSA were previously approved in 1997 and issued as MSC/Circ.829-M EPC/Circ.335.

Guidance on HEAP and FSA approved

The meeting also approved a draft MSC/M EPC circular on Guidance on the use of the Human Element Analysing Process (HEAP) and Formal Safety Assessment (FSA) in the IMO rule-making process. The circular includes a section explaining the difference between HEAP and FSA and Guidance for practical application of HEAP and FSA in the IMO rule-making process. Interim Guidelines on the use of HEAP were previously issued as MSC/Circ.878-M EPC/Circ.346 in 1998.

HEAP is a practical tool, designed to address the human element, to be used for consideration of maritime safety and environmental protection issues at IMO. It consists of a practical and non-scientific checklist to assist regulators in ensuring that human element aspects related to the ship and its equipment, the master and crew, training, management ashore and on board, and work environment conditions have been taken into consideration when introducing or amending IMO instruments.

Reporting near misses – Circular approved

The MSC approved a Circular on reporting near misses, which encourages Member Governments to promote a no-blame culture and to encourage the reporting of near misses so that remedial measures can be taken to avoid recurrence.

Piracy and armed robbery against ships

The number of acts of piracy and armed robbery against ships reported to the IMO during 2000 was up by more than 50% over the equivalent figure for 1999, the MSC was told.

The Committee recognized that the maritime community could no longer tolerate this situation and the serious repercussions it has on the safety of passengers and crews and therefore, once again, invited all Governments (of flag, port and coastal States) and the industry to intensify their efforts to eradicat e these unlawful acts.

Draft Assembly resolutions on the Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery Against Ships and on measures to prevent the registration of “phantom ships” were approved for submission to the Assembly in November of this year.

The Committee received a report on the second phase of the IMO anti-piracy project to evaluate and assess the situation in piracy-infested areas of the world and was informed that the United Nations Secretariat had begun an ‘open-ended’ Informal Consultative Process on Oceans and Law of the Sea (UNICPOLOS) to consider the issue of maritime piracy, with the prospect of drafting appropriate text for submission to the UN General Assembly.
List of Circulars approved by MSC 74

MSC Circulars
MSC/Circ.995 Advice on the dangers of flooding of forward compartments
MSC/Circ.996 Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention
MSC/Circ.997 Guidance on preparation and review of independent evaluations required by STCW regulation I/8 and section A-I/7 of the STCW Code
MSC/Circ.998 IACS Unified Interpretation regarding timber deck cargo in the context of damage stability requirements
MSC/Circ.999 Amendments to the IAMSAR Manual
MSC/Circ.1000 Guidelines for the preparation of plans for co-operation between search and rescue services and passenger ships
MSC/Circ.1001 Interim Guidelines for a simplified evaluation analysis of high-speed passenger craft
MSC/Circ.1002 Guidelines on alternative design and arrangements for fire safety
MSC/Circ.1003 Guidelines on a simplified calculation for the total amount of combustible materials per unit area in accommodation and service spaces
MSC/Circ.1004 Unified interpretations of the International Code for Application of Fire Test Procedures (FTP Code) and fire test procedures referred to in the Code
MSC/Circ.1005 Unified interpretations of vague expressions and other vague wording of SOLAS chapter II-2
MSC/Circ.1006 Guidelines on fire test procedures for acceptance of fire-retardant materials for the construction of lifeboats
MSC/Circ.1007 Guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces
MSC/Circ.1008 Revisions to interpretations of the International Code for Application of Fire Test Procedures (FTP Code) and fire test procedures referred to in the Code (MSC/Circ.916)
MSC/Circ.1009 Amendments to the Revised Standards for the design, testing and locating of devices to prevent the passage of flame into cargo tanks in tankers
(MSC/Circ.677)
MSC/Circ.1010- Communication of information on authorization of recognized organizations (ROs)
MSC/Circ.1011-M EPC/Circ.383 Endorsement of certificates with the date of completion of the survey on which they are based
MSC/Circ.1012- M EPC/Circ.384 Interim application of paragraphs 4.6.1.1, 4.6.2.2 and 15.7 of the Survey Guidelines under the Harmonized System of Survey and Certification (resolution A.746(18))
MSC/Circ.1013-M EPC/Circ.385 Guidance on fatigue mitigation and management
MSC/Circ.1014-M EPC/Circ.386 Reporting near misses
MSC/Circ.1015 Application of SOLAS regulation III/26 concerning fast rescue boats and means of rescue systems on ro-ro passenger ships
MSC/Circ.1016 Participation in the World Meteorological Organization Voluntary Observing Ships’ (VOS) Scheme
MSC/Circ.1017
Other circulars
STCW.7/Circ.10 Interim Guidance on training and assessment in the operational use of the electronic chart display and information systems (ECDIS) simulators
STCW.7/Circ.11 Guidance to Parties on the application of the Standard Marine Communication Phrases, as required by section A-II/1 of the STCW Code
COMSAR/Circ.28 International NAVTEX Service

 Trafficking or transport of illegal migrants by sea
The MSC approved amendments to MSC/Circ.896 on interim measures for combating unsafe practices associated with the trafficking or transport of illegal migrants by sea. The editorial amendments include a footnote indicating clearly that it constitutes an automatic infringement of the SOLAS Convention to carry a large number of migrants on board a cargo ship, (usually limited to 12 passengers) and then operate voyages that are substantially international voyages. The amendments also note that it is not contrary to UNCLOS to request a flag State to authorize a warship of another State to visit a vessel. The Committee also invited Member Governments to sign and ratify the 2000 United Nations Protocol Against the Smuggling of Migrants by Land, Sea and Air at their earliest convenience, to achieve its earliest possible entry into force.
Africa success leads to regional

The success of IMO’s trial project to establish a regional presence in Africa has led the Technical Co-operation Committee to approve the extension of the project to the 2002-2003 biennium.

The Committee agreed that the presence of three regional co-ordinators, in Kenya, for Eastern and Southern Africa subregion, in Ghana, for West and Central Africa (Anglophone) subregion, and in Abidjan, for West and Central Africa (Francophone) sub-region, was having a positive impact. Delegations expressed their wish to see the trial scheme made a permanent feature and to see the scheme extended to other regions.

Based on the success of the regional co-ordination scheme in Africa, the possibility of expanding it to other developing regions was considered. A number of delegations expressed interest in offering hostship facilities to support the scheme under conditions similar to those already existing.

A formal survey and review of the Ghana and Kenya offices conducted during the first quarter of 2001 has illustrated the success of the regional presence scheme, with a noticeable positive impact and a strong desire from the beneficiary countries for the scheme to continue.

The Regional Co-ordinators had established and maintained strong contacts with Member States, the donor community and numerous regional/subregional organizations involved in the maritime transport sector. Additionally, they had represented IMO at 14 meetings organized by those institutions, where it would not have been possible, due to funding constraints, for IMO to have been represented at the meetings by staff from Headquarters.

Following successful negotiations with donor agencies, the Regional Co-ordinators had been able to mobilize US$203,825 for the implementation of the Integrated Technical Co-operation Programme (ITCP) activities. Discussions with other donors for additional support were still in progress. As a result of these contacts, the UNDP Resident Representatives had become even more aware of IMO’s activities in Africa and the Organization was actively participating in the formulation of national Common Country Assessment/United Nations Development Assistance Framework (CCA/UNDAF) documents.

This had led to the CCA/UNDAF document for Mauritius now including national maritime activities as part of that country’s development plans. The Regional Co-ordinators also participated earlier in 2001 in the formulation of CCA documents for Eritrea and Ethiopia.

Annual report and status of TC activities

The principal achievements in the technical co-operation programme since June 2000 had included the following:

- The process already undertaken by many developing countries to promote effective flag State implementation by upgrading their maritime Administrations and updating their national legislation.
- Training of some 1,500 people in seminars/workshops/training courses on maritime safety and marine environment protection, including Flag State Implementation, port State control, STCW, oil pollution preparedness, response and co-operation and MARPOL. Promoting of safety of non-convention-sized ships and port safety management.
- Enhancement of regional co-operation through

Survey and review reveal success of project
A formal survey and review of the Ghana and Kenya offices conducted during the first quarter of 2001 has illustrated the success of the regional presence scheme, with a noticeable positive impact and a strong desire from the beneficiary countries for the scheme to continue.

The Regional Co-ordinators had established and maintained strong contacts with Member States,

A busy port scene in Nigeria. IMO’s regional co-ordination scheme for Africa is to be extended following its positive impact on the region.
extension

developing regional actions such as the strategic action plan for the implementation of MARPOL and OPRC, regional contingency plan for combating oil pollution, environmental management guidelines for port operation and regional model shipping acts.

The status report on developments since the last TC Committee session in June 2000 shows a combined total of 117 TC programmes, of which 81 are currently operational, 14 are pending and 22 have been completed. The total includes operational programmes carried over from the previous biennium; new programmes scheduled for execution during 2000–2001; and three GEF (Global Environment Facility) funded programmes being executed in South-East Asia and at the global level.

The total funding requirement for all programmes amounts to some US$77 million, of which some US$54.5 million has now been secured. Although the secured funding represents 71% of the requirement, a significant proportion of secured funding (some US$32.7 million) applies exclusively to the GEF programmes. There has also been continued and increased in-kind support for the ITCP implementation through partnership arrangements and through provision of experts/lecturers, publications and other facilities.

**TC Fund support for 2002-2003 ITCP**

The Committee approved a biennial allocation of £5 million from the Technical Co-operation (TC) Fund, to support the 2002–2003 ITCP. The sum represents some 51% of the total funding required to implement the ITCP in its entirety. It is hoped that this significant level of contribution from IMO will attract the necessary cost-sharing from development partners to meet the growing demand for technical assistance from developing countries.

**Funding welcomed**

The Committee welcomed additional funding for the ITCP, including:

- Under the IMO/France Protocol, the Government of France will provide 2.5 million French Francs to enhance marine environment and maritime safety projects for the four-year period 2002–2004, and a further amount of €160,500 (1,052,811 FF approx.) to enhance maritime safety on Lake Victoria during the same period.
- The Government of the Republic of Korea has provided US$50,000 to support the delivery of an ITCP project titled “Implementation of the revised STCW Convention in Sub-Saharan Africa”. The Republic of Korea will make a further donation of US$50,000 during the course of 2001.
- The United Kingdom has advised that, with effect from the financial year 2001/2002, a further amount of £40,000 will be made available over a 3-year period to support activities within the framework of the ITCP, following on from the MOU signed between the UK Government and IMO under which the Government provided £30,000 (US$47,910) to support a Flag State Implementation (FSI) activity.
- The People’s Republic of China has recently donated US$30,000 to the IMO TC Fund for the purpose of implementing the ISM Code in the Asia region.
- MOWCA (Ministerial Conference of West and Central African States on Maritime Transport) in January 2000 established a Regional Maritime Fund to support the implementation of technical co-operation activities in association with IMO in the sub-region.
- The African Development Bank (ADB) expressed interest in promoting IMO standards in the field of the maritime environment, including the funding of surveys of waste reception facilities in the West and Central Africa sub-region.
- Nigeria has co-operated in technical co-operation activities by hosting a PSC Secretariat.

**Enhancing ITCP delivery through new funding**

IMO Secretary-General Mr. William A. O’Neil indicated his intention to launch an effort for the specific purpose of encouraging the private sector (principally the oil and shipping industries) to participate in the implementation of the Integrated Technical Co-operation Programme (ITCP) through matching financial contributions. IMO would make funds available from existing unprogrammed allocations to provide the catalyst for this initiative. This would strengthen the ITCP resource base as a premise for enhancing an expanded delivery of the ITCP.

**“TCDC” initiative**

In a parallel initiative, the Secretary-General stated that the United Nations system was increasingly interested in forging partnerships with the private sector and in promoting Technical Co-operation among Developing Countries (TCDC).

Mr. O’Neil said he intended to focus more action on promoting and facilitating co-operation between developing countries. He also considered that IMO could act more effectively than in the past, in promoting the transfer of maritime expertise and experience between the developing Member States.
**Women in Development Programme**

The achievements of IMO’s Women in Development Programme are described as “of pivotal importance” in the report of an Impact Assessment Exercise carried out in December 2000 to evaluate a number of specific components of the IMO/Norway Co-operation Programme, including the Women in Development projects.

The WID programme, launched in 1991, has been supported by Norway to a total of some US$265,000. The allocation, described by Norway as “seed money”, financed a background study on the role of women in the maritime sector, which had provided valuable baseline data on the level of participation by women in the shipping industry, two strategic plans of action, two in-house gender training seminars, one regional seminar in the East and Southern Africa region, two national seminars in Malawi and 39 gender-specific fellowships.

The Impact Assessment report notes that tangible results of the programme include four IMO WID resolutions, two action plans and an allocation of $100,000 (for the period 2000–2001) from the TC Fund to promote women’s integration in the maritime sector.

The report notes that, in the field, the WID programme is considered too small, stretched out in time and not sufficiently focused to make any measurable impact. The modesty of the Norwegian input, reinforced by the absence of any other donor support, prevented any economy of scale and the development of anything approaching the critical mass needed to make a difference.

The report also states that the historic role of the maritime sector as a male arena, not only at sea but also as regards auxiliary services, explains why IMO, and more so its Member States, have hesitated to prioritise WID.

However, what has been achieved, due to the commitment of the WID Focal Point and a few of her colleagues and to the Norwegian support, is of pivotal importance: IMO has been prepared for a new and more active role when it comes to women’s integration; an institutional framework is in place, built up from scratch, and WID is a regular component of the TC Committee and the TCC programme.

**WMU financial challenges to be addressed**

The Committee approved a draft Assembly resolution, for submission to IMO’s 22nd Assembly in November 2001, aimed at encouraging all sectors of the maritime community to support actively the World Maritime University (WMU), which was established by IMO in Malmö, Sweden in 1983.

The resolution encourages the shipping and related maritime industries in their countries to effectively use and financially support the WMU programme and to support initiatives to seek the establishment of multilateral funding support for WMU.

It also urges the direct beneficiaries of the education and training provided by the World Maritime University to act as a catalyst within their own countries to achieving the funding objectives and invites all sectors of the maritime industry to support the WMU through core operational funding and through the provision of fellowships.

**New Professor Zade fellowship**

IMO Secretary-General Mr. William A. O’Neil announced that a new annual student fellowship in the name of the Vice-Rector and Academic Dean of the University, Professor Günther Zade, has been established. Professor Zade, who has been associated with the WMU since its inception, retired from the University in July.

The shipping industry remains male-dominated but gradually the barriers to women are coming down.
Framework for IMO work on places of refuge developed

IMO’s Sub-Committee on Safety of Navigation has agreed a plan of work to address the issue of places of refuge for vessels in need.

The work in the Sub-Committee followed instructions from IMO’s senior technical body, the Maritime Safety Committee (MSC), which agreed at its 74th session to look at the problem of places of refuge for ships in distress.

The Sub-Committee agreed draft terms of reference for future work, placing high priority on the safety of all involved in any operation concerning the provision of places of refuge, with due attention to all environmental aspects associated with these operations. Future work should include the preparation of guidelines for:

- actions a master of a ship should take when in need of a place of refuge (including actions on board and actions required in seeking assistance from other ships in the vicinity, salvage operators, flag State and coastal States).
- the evaluation of risks, including the methodology involved, associated with the provision of places of refuge and relevant operations in both a general and a case-by-case basis; and
- actions expected of coastal States for the identification, designation and provision of such suitable places together with any relevant facilities.

It was agreed that the Sub-Committee on Safety of Navigation would co-ordinate the work, as instructed by the MSC, while input should also come from the Sub-Committee on Radiocommunications, Search and Rescue (COMSAR) and the Marine Environment Protection Committee (MEPC).

Draft PSSA guidelines approved

The Sub-Committee endorsed a revised draft Assembly resolution on Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas, for submission to the 22nd Assembly in November for adoption. The revised resolution will replace resolutions A.885(21) and A.720(17).

Draft AIS guidelines finalized

Draft guidelines for the onboard operational use of shipborne Automatic Identification Systems (AIS) were finalized, for submission to the Assembly in November for adoption.

Interim AIS display guidelines

A Safety of Navigation Circular on Interim guidelines for the presentation and display of AIS target information was agreed. The Circular is intended to provide information to allow manufacturers to develop the relevant equipment and functions and to allow mariners to acquaint themselves with the use of intelligent combination of information from the first date of AIS implementation.

Draft guidelines for the recording of events related to navigation

Draft guidelines for the recording of events related to navigation were finalized prior to submission to the Assembly for adoption.

Draft guidelines for voyage data recorders (VDR) ownership and recovery

The Sub-Committee agreed draft guidelines on voyage data recorder (VDR) ownership and recovery for submission to MSC 75 in Spring 2002, pending comments from the Sub-Committee on Flag State Implementation.

The draft guidelines cover:

- Ownership of the VDR - The shipowner owns the VDR and its data.
- Recovery of the VDR - Recovery of the VDR is conditional on the accessibility of the VDR or the data contained within. In a non-catastrophic incident, recovery should be straightforward. In catastrophic accidents, a decision must be taken on the viability and cost of recovering a VDR against the potential use of the information.
- Custody of VDR/data - In all circumstances, during an investigation, the investigator should have custody of the original VDR data.
- Read-out of VDR/data - Responsibility to arrange downloading and read-out of data would be undertaken by an investigator, who would keep the shipowner fully informed.
- Access to data - A copy of the data must be provided to the shipowner.

Feasibility study of mandatory carriage of VDRs on existing cargo ships

The Sub-Committee’s Technical Working Group reviewed submissions relating to a feasibility study of mandatory carriage of VDRs on existing cargo ships, and the Sub-Committee agreed that the outcome of the discussions would be forwarded to the next session of the Sub-Committee, NAV 48, scheduled for July 2002.

The aim is to finalize the study by January 2004 so that, if the study demonstrates a compelling need for mandatory carriage of VDRs on existing cargo ships, relevant amendments to SOLAS chapter V and the associated performance standards can be drafted. In the meantime, the resolution invites Governments to encourage shipowners to install VDRs on existing cargo ships voluntarily, so that wide experience of their use may be gained.
Measures aimed at eliminating sub-standard oil tankers

The Sub-Committee discussed specific measures aimed at eliminating sub-standard oil tankers referred to it by the MSC and M EPC in the wake of the Erika incident.

It agreed that, for the time being, there was no need to develop additional measures relating to the proper handling of ships in adverse weather conditions.

It also felt that parts of the safety measures for ships navigating in narrow waterways and/or areas of dense traffic were already being addressed by the Ships’ Routeing Working Group, which met at each session of the Sub-Committee to discuss ships’ routing issues. Nonetheless, work being carried out by the International Association of Lighthouse Authorities (IALA) on operational procedures, risk analysis, pilotage, VTS and AIS issues for confined waterways could provide a basis for future work, and IALA was invited to inform the Sub-Committee accordingly.

Revision of resolution A.815(19) on World-Wide radionavigation system

The Sub-Committee agreed to a draft revised resolution A.815(19) on World-Wide radionavigation system, including changes to its Appendix, introducing updates to the operational requirements for radionavigation systems for ocean, coastal and harbour approach and entrance phases of a ship’s voyage.

The aim is submission to M SC 75 for approval and subsequent adoption at the twenty-third session of the Assembly in 2003.

Performance standards for bridge navigational watch alarms agreed

Draft Performance standards for a bridge navigational watch alarm system (BNWAS) were agreed, for submission to M SC 75 for approval and adoption.

Maritime pilots – resolution revised

The Sub-Committee agreed to a revised annex 2 of resolution A.485(XII) adopted in 1981 on Training, qualifications and operational procedures for maritime pilots other than deep-sea pilots. The revised annex 2 will be forwarded to the Sub-Committee on Standards of Training and Watchkeeping (STW) to enable the STW Sub-Committee to complete the task of revising annex 1 of the resolution.

New and amended ships’ routing measures

The Sub-Committee approved the following new and amended ships’ routing measures, for submission to M SC 75 in spring 2002 for adoption (and entry into force six months after adoption):

New Traffic Separation Schemes (TSSs)
- Establishment of new Traffic Separation Schemes off the Mediterranean coast of Egypt.

Amendments to existing Traffic Separation Schemes (TSSs)
- Extension of the Deep-Water Route “DW 17 m” southward into the Traffic Separation Scheme (TSS) “South of Gedser”, proposed by Denmark and Germany. Due to a number of recent groundings and collisions in the area and because of the expected deep-rafted traffic through this route, the Sub-Committee agreed that this measure constituted an urgent case. Denmark and Germany will therefore implement the extended deep-water route as an interim measure to become effective 6 January 2002, in advance of final adoption by the M SC in spring 2002.
- Modifications to the Ouessant traffic separation scheme to enhance maritime safety in the Bay of Biscay and the English Channel, proposed by France.
- Amendments to the existing traffic separation scheme “In the Approaches to Los Angeles – Long Beach”, proposed by the United States.
- Amendments to the existing traffic separation schemes “In the Strait of Juan de Fuca and its Approaches” and “In Puget Sound and its Approaches”, and addition of TSSs and other routing measures “In Haro Strait, Boundary Pass, and in the Strait of Georgia”, proposed by the United States and Canada. The TSSs “In the Strait of Juan de Fuca and its Approaches” were adopted by IM O on 3 April 1981, and implemented on 1 January 1982. The TSSs “In Puget Sound and its Approaches” were adopted by IM O in December 1992, and implemented on 10 June 1993.
- Amendments to the existing Traffic Separation Scheme in the Gulf of Finfand which is located in the territorial waters of the Russian Federation (adopted by resolution A.284(VIII)) on 20 November 1973 and the establishment of a new deep-water route in connection with the coming into operation of the new oil port of Primorsk, as proposed by the Russian Federation. The Sub-Committee agreed this was also an urgent measure which justified an interim measure. The Russian Federation stated that it would implement the measure from 1 November 2001, pending final adoption by the MSC in spring 2002.

Routing measures other than TSSs
- Establishment of three mandatory no-anchoiring areas in the area of Tortugas. This forms part of a proposal to identify the marine area around the Florida Keys as a Particularly Sensitive Sea Area (PSSA), proposed by the United States.
- Amendment of the northernmost Area to be Avoided (ATBA) off the Florida Coast, which is also part of the proposal to identify the marine area around the Florida Keys as a PSSA, proposed by the United States.
- Amendment to the Area to be Avoided (ATBA) “Off the Washington Coast” to increase its size and extend its applicability to commercial ships of 1,600 gross tonnage and above, proposed by the United States.
- New routing measures for an Area to be Avoided around M alpelo Island, proposed by Colombia. This forms part of a proposal to designate the area around M alpelo Island as a PSSA.
- A new recommended two-way route in the Strait of Juan de Fuca, proposed by the United States.
- New “precautionary area” around the Terra Nova Floating Production Storage and Offloading (FPSO) vessel located on the Grand Banks of Newfoundland, proposed by Canada.
- Amendments to the notes in the description of the two existing Areas to be Avoided (ATBAs) in the region of the Shetland Islands, proposed by the United Kingdom. The new wording extends the application of the area to be avoided to tankers in ballast, stating “… all vessels over 5,000 gross tonnage, carrying, or capable of carrying oil or other hazardous cargoes in bulk should avoid the area…”

Mandatory ship reporting systems
- Establishment of a mandatory ship reporting system in Greenland waters in accordance with the provisions of SOLAS regulation V/8-1, proposed by Denmark.
- Amendment to the existing mandatory ship reporting system “Off Ushant”, proposed by France.
IMDG Code to become mandatory

The Sub-Committee agreed draft amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974 to make the IMDG Code mandatory. The draft amendments will be put forward for adoption at MSC 75 in April 2002. MSC would also adopt the IMDG Code as a mandatory instrument. However, as MSC has agreed that only parts of the Code should be mandatory, the MSC would also adopt a new paragraph to the IMDG Code which would note that the provisions of some parts of the Code (see table) would remain recommendatory.

The Sub-Committee instructed the Editorial and Technical Group to finalize the proposed Amendment 31-02 to the IMDG Code, for submission to the MSC’s 75th session in April 2002 for adoption.

The proposed amendments incorporate proposals by Member States for certain changes relating to specific products, agreed by the Sub-Committee, as well as relevant elements of the amendments to the UN Recommendations on the Transport of Dangerous Goods, Model Regulations adopted by the UN Committee of Experts on the Transport of Dangerous Goods at its twenty-first session in Geneva from 4 to 13 December 2000.

The Sub-Committee agreed a table of training needs for shore-side personnel involved in the transport of dangerous goods under the IMDG Code for incorporation into the proposed Amendment 31-02 to the IMDG Code, in chapter 1.3.

It was also agreed that a fourth set of errata and corrigenda to the IMDG Code Amendment 30-00 would be developed and made available on the IMO home page and as a hard copy.

Revision of BC Code

A Working Group of the Sub-Committee developed a finalized draft revised Code of Safe Practice for Solid Bulk Cargoes (BC Code), which is recommended to Administrations, shipowners, shippers and masters as a guide on the standards to be applied in the safe stowage and shipment of solid bulk cargoes (excluding grain).

The draft revised Code will be reviewed at the next session of the Sub-Committee, scheduled for September 2002, for submission to MSC 76 in December 2002 for adoption.

Draft amendments to CSS Code

Draft amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), annex 13, relating to Methods to assess the efficiency of securing arrangements for non-standardized cargo, were agreed. These amendments will be put forward to MSC 75 for approval.

The Sub-Committee agreed to establish a Correspondence Group to review issues relating to stowage and segregation requirements for freight containers on containerships with partially weatherproof hatchway covers.

The Correspondence Group will identify any hazards due to the stowage of freight containers packed with dangerous goods on containerships fitted with partially weatherproof hatchway covers, look at other related issues and advise on any need for amendments to the IMDG Code or new guidelines.

New draft EmS guide

A draft new revised Emergency Procedures for Ships Carrying Dangerous Goods (EmS Guide), was agreed. The guide is intended to be more concise and user-friendly than the existing Emergency Schedules section that is issued as a supplement to the International Maritime Dangerous Goods Code (IMDG Code). It is intended to associate the Guide with Amendment 31-02 of the supplement to the IMDG Code.

The Sub-Committee agreed, for submission to MSC 75 for approval, draft amendments to CSC/Circ.100 on the “Recommendations on Harmonized Interpretation and Implementation of the International Convention for Safe Containers, 1972”. The draft amendments relate to the harmonized interpretation of the longitudinal restraint (static) texts in annex II, paragraph 5 of the CSC Convention.

IMDG Code – sections to remain recommendatory

- Chapter 1.3 (Training)
- Chapter 2.1 ( Explosives, Introductory Notes 1 to 4 only)
- Chapter 2.3, section 2.3.3 ( Determination of flashpoint only)
- Chapter 3.2 (columns 15 and 17 of the Dangerous Goods List only)
- Chapter 3.5 (Transport schedule for Class 7 radioactive material only)
- Chapter 5.4, section 5.4.5 (Multimodal Dangerous Goods Form), insofar as layout of the form is concerned
- Chapter 7.3 (Special requirements in the event of an incident and fire precautions involving dangerous goods only)

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Major ceremony planned for memorial unveiling

Plans are now firmly in place for what promises to be a major event when the International Memorial to Seafarers is unveiled at IMO Headquarters in London on World Maritime Day, September 27th.

As IMO News went to press, the 7-metre high, 10-tonne sculpture was in the final stages of preparation. Behind a makeshift barrier the structure, swathed in scaffolding, was undergoing last-minute work by a team of workers in preparation for the formal ceremony. Sculptor Michael Sandle has been overseeing the work and on a recent visit said he was very happy with the progress being made.

The United Kingdom Deputy Prime Minister, John Prescott, is expected to join Mr David Cockroft, General Secretary of the International Transport Workers’ Federation, Mr Rolf Westfals-Larsen, Chairman of the International Chamber of Shipping and President of the International Shipping Federation, and the Rev. Bill Christianson, Secretary-General of the Mission to Seafarers, as IMO’s guests of honour at the ceremony.

Latin-American course on prevention and control of illicit drug trafficking

Mexico has hosted the latest IMO model course on prevention and control of illicit drug trafficking on board ships, designed to promote a better understanding and the effective implementation of resolution A.872(20) (Guidelines for the prevention and suppression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic).

The event was organized by IMO in collaboration with the Inter-American Committee on Ports (CIP) of the Organization of American States. It was attended by 79 participants, representing

Drug interdiction provides a major role for small, fast patrol boats today

Sculptor Michael Sandle (left) and IMO Secretary-General William O’Neil inspect the work at close quarters – and seem pleased with what they see.

IMO Administration Director Roger Jones joins the Secretary-General and Michael Sandle to add a sense of scale to the structure.

Despite the shroud of scaffolding and tarpaulin, a true sense of the magnificence of the Memorial to Seafarers is now emerging.
customs, maritime and port authorities, shipping agencies and companies as well as other concerned bodies such as attorney-generals’ offices, navies and police.

The course was very well received and served to raise awareness of IMO’s work in combating illicit drug trafficking to a very wide audience. Both IMO and CIP are examining follow-up activities, possibly through the replication of the course at national and sub-regional levels.

Among the event’s conclusions and recommendations, the early updating of the Guidelines contained in resolution A.872(20) was viewed as especially important, in order to take account of, among other factors, the growing production of illicit drugs (especially synthetic ones), the consequent changing patterns of consumption and illicit traffic, and the new modalities used by traffickers to transport those substance to the consumer markets (for example, the use of submarine craft).

In addition to the support of the two organizers, significant in-kind contributions were provided, in the form of instructors on a no-fee basis, by the Governments of Colombia and Venezuela, the Port of M i ami, the United Nations International Drug Control Programme, and the US Customs Service.

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Hong Kong, China, continues technical co-operation support

A Memorandum of Understanding on Maritime Technical Co-operation has been signed between IMO and the Hong Kong Special Administrative Region Government (HKSARG) of the People’s Republic of China. Under the terms of the MoU, HKSARG provides experts free of charge to undertake IMO technical assistance missions and shares half of the cost for training courses to be held in Hong Kong.

Since the signing of the MoU, the Hong Kong Marine Department has provided two experts for a regional training course for port State control inspectors, held in November/December 2000 in China, and a needs assessment/advisory mission on flag State implementation to Cambodia in March 2001. A regional training course on marine casualty investigation was organized in Hong Kong in May 2001 with 24 participants from 17 Asian countries.

Kenya hosts regional workshop on MARPOL

IMO has organized a five-day regional workshop on promoting the ratification and implementation of the MARPOL 73/78 Convention in Eastern and Southern Africa. The workshop, organized within the framework of IMO-Singapore Third Country Training Programme (TCTP) and hosted by the Kenya Government, was attended by thirty four participants from Comores, Kenya, Madagascar, Mauritius, Seychelles and Tanzania. Lecturers were made available from Singapore, the USA, and France.

The participants made a tour of the port of Mombasa on the invitation of the Kenya Ports Authority to see the oil and container terminals, oil spill depot and oil pollution control vessel. The workshop resolved to involve regional bodies such as the East African Community (EAC) in sensitizing the need to ratify MARPOL 73/78 and to establish regional and national policies for the protection of the marine environment.

Oil-spill response in spotlight at IMO Forum

March 2002 has been set as the date for the 3rd International Research and Development Forum on High-Density Oil Spill Response organized by IMO. To be held in Brest, France, and hosted by the French Government, the event will take an in-depth look at the “state of the art” of at-sea response to pollution by high-density oils.

A number of accidents – including the Nakholka in 1997, the Erika in 1999 and, more recently, the Baltic Carrier – have highlighted the need for the international maritime community to look in depth at how coastal States can respond effectively to spills of high-density oil.

The 3rd Forum will provide a further opportunity for researchers, scientists, manufacturers, operations’ managers and decision makers to enhance co-operation towards better research and development programmes and measures to improve preparedness and response to oil spills. The focus will be on the technologies and techniques that can offer an efficient at-sea response to high-density oil spill. In particular, the Forum will examine the following key topics: detection and drift modelling at sea, behaviour and weathering of oil in the water, at-sea response (particularly containment and recovery) and transport, storage and disposal of the waste collected.

The Forum, which will be held from 11 to 13 March 2002 in Brest, France, will be hosted by the French Government and organized by the IMO Secretariat, in co-operation with French authorities. It will take place as part of international maritime events hosted by the city of Brest during this period. In addition to the R&D Forum, two conferences will be organized on “Maritime safety: history and evolution” and on “Erika and other spills technical lessons” as well as the “Interspill 2002” Exhibition.

The Forum is being mounted in accordance with article 8 of the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC), which states that international symposia on relevant subjects should be organized on a regular basis by IMO. Previous events were held in 1992 and 1995.

Co-operation with ROCRAM

A new MoU between IMO and the Secretariat of the Operative Network of Regional Co-operation among Maritime Authorities of South America, Mexico and Panama (ROCRAM) has been signed for the organization of three regional activities during the current year, supporting sustainable maritime development in the 13 members of ROCRAM. The first activity was a legal seminar held in Lima, Peru, in July 2001, which was extended to cover the participation of ROCRAM-CAR countries also, in order that they too might benefit from the seminar’s training. This same pattern will be followed for the second activity, which is a regional meeting on marine environment protection to be held in Ecuador in October.

The final activity of the current work programme will be a regional course on marine accident and incident investigation, currently scheduled for November. Based on the needs of the region, a work programme for 2002 will be developed by IMO and the new ROCRAM Secretariat – the maritime authority of Brazil - before the end of the year.
Training the trainers

From 20 to 31 August 2001, a regional training course on assessment, examination and certification of seafarers (revised IMO Model Course 3.12) was held in Hanoi, Vietnam. This is one of the many regional training courses organized under a regional project for Asia on upgrading of maritime training institutes and updating of maritime training programmes.

Asia is the biggest seafarers’ supplying region. To ensure that the standards required by STCW ’95 are attained by the maritime training institutes in the region, IMO developed the above-mentioned regional project in 1998. Since then, six regional training courses for maritime instructors, examiners and assessors have been held in the Philippines, Singapore, Sri Lanka and Vietnam. A total of some 140 participants attended those training courses. The Government of Singapore, through its Third Country Training Programme, supported all six training courses. The OPEC Fund for International Development also contributed US$100,000 to the training activities. In addition, preparatory work has started in order to provide technical assistance on maritime education quality standards and maritime English training.

SIP bibliography list updated

The Ship/Port Interface (SPI) Working Group of the IMO, which meets concurrently with the Facilitation Committee and reports to the MSC, the MEPC and the Facilitation Committee, acts as a forum for promoting co-ordination between relevant intergovernmental and non-governmental international organizations on matters arising from the ship/port interface.

In this respect, it identifies and considers subject areas and topics concerning both ships and ports with the aim of ensuring the availability of appropriate standards, codes, recommendations and guidelines in order to enable ships and ports to interface harmoniously in ensuring safety, preventing pollution and enhancing facilitation of maritime traffic.

To avoid duplication, it takes into account all work previously done and/or presently under consideration in other fora within or outside IMO. For that reason, a list of existing publications relevant to the subject areas and topics relating to the ship/port interface was prepared at the first meeting and issued as FAL 6/Circ.9. The list provides quick reference to port and terminal authorities as well as other personnel connected with the ship/port interface. The bibliography list has been and will be constantly updated by the SPI Working Group.

The Facilitation Committee, at its 28th session (30 October to 3 November 2000), approved the latest amendments to the existing list, which has been re-issued as FAL 6/Circ.9/Rev.1, which can be accessed via the IMO website (www.imo.org).

The Committee requested all organizations listed in FAL 6/Circ.9 to provide the Secretariat with an update on their publications, including those publications considered obsolete, and to provide information in which languages they have been published.

Member Governments and international organizations were also invited to bring this list to the attention of all parties concerned and, in particular, port and terminal authorities.
For further details, please contact the IMO Publishing Service

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