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Raising world standards in the maritime industry

There can be no doubt that, in matters of safety, environmental protection and security, the shipping industry looks to IMO as the leader in creating and raising standards. And in my mind, there is no question that it does get that leadership. IMO’s response to serious accidents has been swift and decisive and its current pro-active policy has created a regulatory infrastructure that covers every ying from measures designed to prevent casualties and accidents and to minimise damage to the environment; through measures aimed at ensuring an effective response when accidents do happen, and on to those activities which have created the compensation regime which ensures that the innocent victims of pollution and other mishaps can receive adequate recompense.

Under IMO’s leadership, standards have been raised to unprecedented levels. The world’s fleet now consists of around 88,000 ships, and the vast majority of these operate for their entire lives safely, cleanly and efficiently within the sound regulatory framework that has been built up over the years by IMO. The casualty rate for all types of vessels has plummeted over successive decades. It is worthwhile reminding ourselves that shipping plays a massive part in our collective well being; millions of tonnes of raw materials, finished products and goods are transported economically, cleanly and without mishap every day of the week, underpinning the global economy and fulfilling international trade. It would astonish most people to discover that, in terms of average annual loss rates per million flight, or voyage, hours at risk, the loss rate for commercial aircraft is three times that for merchant ships, and that, since 1988, the merchant ship loss rate per 1,000 unit years at risk has been consistently lower than the commercial aircr

Whenever a serious shipping accident occurs there is inevitably a clamour to find someone, some body, to place the blame on. But most accidents are the result of a complex chain of events and causes which, individually, would not be catastrophic but, when they do occur together, can have disastrous consequences. When no obvious scapegoat emerges, it is usually the regulatory regime that eventually comes under the spotlight. Of course any lessons to be learned must be identified and acted upon quickly and decisively. But more regulation or even tighter regulation is not the only factor. As the IMO Circular pointed out, thousands of ships ply every day between ports, carrying with them seafarers from all nations. Cruise ships, ferries and passenger liners in particular carry large numbers of passengers and crew on each ship. Should any crew or passenger on board be infected with SARS, the disease could spread quickly on the ship to many persons. This is especially so on a passenger ship. With large number of persons on board, it is also extremely difficult to trace those who have come into contact with the person affected by SARS to control the spread of infection.

The Circular stressed the urgent need for the international shipping community to appreciate the potential danger of the spread of SARS through sea travel and to take the necessary steps to prevent any spread. Countries should be ready to handle incidents of SARS on ships in their ports or arriving in their ports. The bulk of the world seaborne trade is carried by ships and all countries should do what they could to ensure that this is not disrupted because of SARS. As the United Nations specialized agency responsible for maritime affairs, IMO has confirmed its determination to play its role in helping its Member States to fight against the spread of SARS through shipping.

Singapore’s response to the SARS challenge

Singapore has been affected by SARS and has mounted strenuous efforts nationally to deal with the crisis. The Government has been quick to recognize the problem posed by SARS and acted swiftly to introduce measures to contain the spread of the disease. It has deployed a three-pronged strategy in this regard. First, detect and isolate SARS cases as early as possible. Second, ring-fence and contain infection to deal with the SARS problem. This is done in close co-operation with other government agencies in Singapore to educate and provide advice on preventive measures to the shipping community.

The MFA has issued a Health Advisory on SARS containing information on the outbreak, SARS symptoms and preventive measures to the local shipping community, including foreign ships calling at Singapore. Shipmasters are also required to report to Singapore’s Port Health Office prior to the arrival of their ships, whether any crew or passenger is unwell or is experiencing SARS symptoms, so that he can be attended to by a medical doctor at our designated quarantine anchorage. All crew and passengers on board ships are to fill up and submit Health Declaration Cards on arrival in Singapore. The Authority has met with the shipping community to encourage cooperation in stemming the spread of SARS through shipping activities.

Access to the IMO and WHO advice on SARS can be obtained through the IMO website at www.imo.org.
EU countries propose MARPOL amendments in Prestige response

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he Secretary-General of IMO, Mr William O’Neil, has received from all fifteen Member States of the European Union, each of which is a Party to the MARPOL Convention, a set of formal proposals to change certain provisions of the MARPOL Convention.

In essence, the proposals call for further acceleration of the phas-out timetable for single-hull tankers, an immediate ban on the carriage of heavy grades of oil in single-hull tankers and for the Condition Assessment Scheme (adopted in 2001 in the wake of the 1999 Erika incident) to be applied to tankers of 15 years of age and above.

The proposals will be circulated among all IMO Member States and Parties to MARPOL prior to their consideration at the 49th session of the MEPC, to be held at IMO’s London Headquarters in July. In June, the IMO Council will be asked to sanction an additional meeting of the MEPC to be held this year, so that MEPC 49 could decide on holding an extra meeting in December, at which any measures arising from the proposals will be considered for formal adoption. Such an arrangement would give IMO Members the minimum six month period, stipulated in the Convention, in which to consider any proposed amendments and allow MARPOL Parties to consider introducing new international measures at the earliest date.

To ensure IMO Member States have as much relevant information as possible to hand when they consider the proposals, IMO Secretary-General William O’Neil has reactivated the Informal Group of Experts, which was commissioned in 2000 to assess the likely effect of post-Erika proposals, to study the impact of the new proposals now submitted. The group will take into account criteria such as the volume of oil and oil products carried by oil tankers worldwide and by region; the number of single-hull tankers to be affected by the proposals; the capacity of shipyards needed to replace the single-hull tankers that would be withdrawn from service and the capacity available worldwide; and the scrapping capacity of ship-recycling facilities on an annual basis.

The study has to be completed within a very short period of time and will be undertaken by the IMO Secretariat, assisted by independent experts nominated by industry organizations.

The work will be coordinated by the IMO’s Marine Environment Division. The Informal Group is expected to draw on expertise and experience from any available source, including Member Governments and international organizations.

The study was expected to be finalized by the end of May 2003, for dissemination as soon as possible thereafter for consideration by MEPC 49.

IMO Secretary-General O’Neil expressed satisfaction at the submission of the proposals to amend the MARPOL Convention. In the aftermath of the Prestige sinking, Mr O’Neil repeatedly expressed the 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.

During meetings earlier this year with the President of the European Union Maritime Transport Ministers’ Council, Mr. Yiorgos Amanartos, and the Vice-President of the European Union, Mrs. Loyola de Palacio, Mr O’Neil urged Member Governments to bring any safety and environmental issues relating to the Prestige incident to IMO for consideration and appropriate action.

Better deal for oil pollution victims as IMO adopts third tier of compensation

Increased levels of compensation will in future be available for victims of oil pollution from oil tanker accidents, following the adoption of a Protocol establishing an International Oil Pollution Compensation Supplementary Fund by a diplomatic conference held at IMO Headquarters in London.

The aim of the established Fund is to supplement the compensation available under the 1992 Civil Liability and Fund Conventions with an additional, third tier of compensation. The Protocol is optional and participation is open to all States Parties to the 1992 Fund Convention.

The total amount of compensation payable for any one incident will be limited to a combined total of 750 million Special Drawing Rights (SDR) (just over US$1 billion) including the amount of compensation paid under the existing CLC/Fund Convention.

With the adoption of this Protocol the Organization has succeeded in substantially enhancing the compensation available under the 1992 Convention. The supplementary scheme introduced by the Protocol should therefore ensure, for the foreseeable future, that victims of oil pollution damage will be fully compensated for their losses.

It is also envisaged that the increased compensation should put an end to the practice of pro-rating of payment of claims, which, although it has been unavoidable, has led to criticisms of the 1992 Convention.

The supplementary fund will apply to damage in the territory, including the territorial sea, of a Contracting State and in the exclusive economic zone of a Contracting State.

Annual contributions to the Fund will be made in respect of each Contracting State by any person who; in any calendar year; has received total quantities of oil exceeding 150,000 tons. However, for the purposes of the Protocol, there is a minimum aggregate receipt of 1,000,000 tons of contributing oil in each Contracting State.

The Assembly of the Supplementary Fund will assess the level of contributions based on estimates of expenditure (including administrative costs and payments to be made under the Fund as a result of claims) and income (including surplus funds from previous years, annual contributions and any other income).

The new Fund will come into existence three months after at least eight States have ratified the Protocol, who have received a combined total of 450 million tons of contributing oil. The Protocol will be opened for signature from 31 July 2003.

In the wake of the Brahim oil tanker incident in 1997 of 8,522 gross tonnage in the Mediterranean, the IMO Legal Committee in October 2000 adopted amendments to the 1992 Protocol to the CLC and Fund Convention which will raise the limits of compensation payable by some 50 per cent to 89.77 million Special Drawing Rights (SDR) for a ship over 140,000 gross tonnage under the CLC and 203 million SDR payable by the IOPC Fund. These amendments will enter into force on 1 November 2003.

Eftihios Mitropoulos elected new IMO Secretary-General

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s this issue of IMO News went to press, Mr Eftihios Mitropoulos of Greece was elected as the new Secretary-General of the International Maritime Organization, to succeed the incumbent Mr William O’Neil of Canada when he steps down from the post at the end of this year.

Mr Mitropoulos was elected to the post by IMO’s 40-member Council. Other candidates were Mr Magnus Johannesson of Iceland and Mrs Monica Mbanefo of Nigeria.

Speaking after his election, Mr Mitropoulos said: "I am delighted with today’s decision of the Council to appoint me as IMO’s new Secretary-General to succeed Mr. O’Neil as from next year. I look forward to the Assembly approving the decision of the Council."

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IMO urges early implementation of maritime security measures

Implementation of security measures adopted by the December 2002 Conference on Maritime Security should begin as soon as possible, IMO has urged, in a Maritime Safety Committee (MSC) Circular issued following consultations between IMO Secretary-General, Mr. William A. O’Neil, and the MSC Chairman, Mr. Tom Allan.

MSC/Circ.1067 notes that the new SOLAS chapter XI-2 on Special measures to enhance maritime security and the International Ship and Port Facility Security (ISPS) Code, adopted by the Conference, are expected to enter into force on 1 July 2004. It would therefore be prudent, given the high number of ships and ports which will have to implement the decisions of the Conference, that all parties concerned start putting in place, methodically, systematically and as soon as possible, all the necessary infrastructure, including legislative, administrative and operational, needed to give effect to the decisions of the Conference. It is important that parties do not await the entry into force date before consideration of these important issues so as to avoid the need to have to take hasty action at the last minute and also to avoid the need for control action against ships found not in compliance with the applicable requirements of SOLAS and the ISPS Code.

SOLAS Contracting Governments and Member Governments having difficulty in implementing the decisions of the Conference are encouraged to seek assistance under IMO’s Integrated Technical Co-operation Programme (which is currently implementing a global programme on maritime port security).

In the meantime, Member Governments are invited to consider advising companies and ships operating under the flag of their State, to take steps, dependent on the degree of perceived risk, in their ships’ areas of operation, to increase awareness of potential dangers. This is considered very important so that the crews of the ships concerned may be extremely vigilant and alert to any security threat they may encounter or be suspicious of, whether they are in port, at offshore terminals, or underway.

Panama contribution received

M. Bertilda Garcia Escalona, Administrator of the Panama Maritime Authority, hands IMO Secretary-General Mr. O’Neil a cheque in respect of Panama’s contribution to the IMO budget for 2003, in accordance with the agreed schedule. Panama’s contribution to IMO represents 20 per cent of the Organization’s budget.

Correction

The references to new SOLAS regulations in chapter XI-2 on page 10 of issue 1 - 2003 of the IMO News should read as follows:

regulation XI-2/3 to read regulation XI-2/4 (Requirements for Companies and ships)
regulation XI-2/4 to read regulation XI-2/4 (Ship security alert system)
regulation XI-2/5 to read regulation XI-2/6 (Ship security alert system)
regulation XI-2/6 to read regulation XI-2/6 (Ship security alert system)
regulation XI-2/10 to read regulation XI-2/10 (Requirements for port facilities)

C-MAP – Distributor of Electronic Navigational Charts (ENCs)

C-MAP, the world’s leading provider of electronic nautical charts, has announced that it is now available in the UK. C-MAP is a leading provider of electronic nautical charts, providing the highest quality, most up-to-date charts available. The company’s charts are used by mariners around the world to navigate safely and efficiently. C-MAP is committed to providing accurate and reliable information to help sailors make the best decisions on the water.

As part of its global electronic navigation product portfolio, C-MAP offers a comprehensive range of products, including ENC (Electronic Nautical Chart), which allows users to access up-to-date information on the latest marine conditions. C-MAP’s ENC products are designed to meet the needs of professional mariners and recreational sailors alike.

For more information, please visit our website: www.c-map.com

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ROPME / MEMAC celebrate silver jubilee

The Regional Organization for the Protection of the Marine Environment (ROPME) and the Marine Emergency Mutual Aid Centre (MEMAC) are celebrating their Silver Jubilee this year.

Realizing that pollution of the marine environment by oil and other harmful substances arising from human activities present a growing threat to marine life, fisheries, human health, recreational uses of beaches and other amenities, the governments of the eight Gulf countries - Bahrain, Iran, Iraq, Kuwait, Oman, Qatar, Saudi Arabia and UAE - in cooperation with the United Nations Environment Programme (UNEP) convened the Kuwait Regional Conference of Plenipotentiaries on the Protection and Development of the Marine Environment and the Coastal Areas in Kuwait from 25 to 24 April 1979, which resulted in the Kuwait Regional Convention for Cooperation on the Protection of the Marine Environment from Pollution and its Protocol Concerning Regional Cooperation in Combating Pollution by Oil and Other Harmful Substance in Case of Emergency, giving rise to the establishment of the Regional Organization for the Protection of the Marine Environment (ROPME) in 1979.

The role of ROPME can be summarized as follows:
- To assist Contracting States in the preparation of Laws and Regulations on National and Regional Levels.
- To enhance Public Awareness towards the importance of protection of the marine environment from pollution.
- To undertake Capacity Building by providing training to Member States Experts.
- To support Environmental Scientific Research.
- To support Sea and Coastal Survey.
- To establish a Database Centre of information.
- To establish a GIS Centre for continuous evaluation of Marine Environment status and make different data and information available.
- To establish a Satellite system receiving station for continuous monitoring.

Article III of the Protocol urges the establishment of the Marine Emergency Mutual Aid Centre (MEMAC) with the following objectives:
- To cooperate in taking measures to protect the coasts and related interests of the Contracting Parties.
- To maintain and promote the Contingency Plans and means of combating marine pollution.
- Furthermore, the Protocol gives MEMAC an area to move forward to the following operational functions:
- To collect and disseminate information regarding national laws, regulations, methods, techniques, researches and experts.
- To assist the Contracting States in the preparation of laws and regulations and marine emergency contingency plans, transportation of personnel and equipment and material, transmission of reports concerning marine emergency and promoting and developing training programmes.
- To prepare anti-pollution manuals.
- To develop a communication information system.
- To establish liaison with regional and international organizations.
- To prepare periodic reports on marine emergencies.
- To perform any additional necessary function.

The obligations of the Member States are to provide MEMAC with the following:
- National contingency plans.
- National laws and regulations.
- Information regarding new methods, techniques, materials, procedures, planned researches and developments.
- To take appropriate action to combat pollution in case of emergency.
- To inform the other Contracting States either directly or through MEMAC of the emergency situation and the actions taken.
- To call for assistance, if required, directly from other Contracting States or through MEMAC.

Oil pollution in the ROPME sea area

The ROPME Sea Area (RSA), which starts from the South of Mina Reyas in Qum\'i\'s Arabian Sea up to the North of the Gulf, is one of the highest oil pollution risks in the world. This is mainly due to the concentration of offshore installations, tanker loading terminals, 26 loading points, and huge volume and density of marine transportation of oil. It is estimated that about 40% of oil entering the Sea Area is caused by marine transportation activities, which result in a total average input of 1,100,000 barrels a year or approximately 155,000 tons.

According to the Oil Spill Intelligence Report, out of 20 cases of oil spills which are greater than ten million gallons (about 34,000 MT) worldwide, six cases have been related to the ROPME Sea Area.

Furthermore, smaller scales of oil pollution incidents are also numerous in the ROPME Sea Area. These incidents are resulted from offshore installations, sub marine pipelines, tanker tanks wash and sub-standard vessel incidents.

It is estimated that about 879,339 MT of oil was spilled into ROPME Sea Area during the period between 1965 to 2000. The greater quantity of oil slicks was due to the 1991 war where 1,260,000 MT of oil was spilled in the north part of ROPME Sea Area.

The member States have given MEMAC the green light to go ahead in dealing with this problem. MEMAC, in cooperation with the UN Minilite Interception Force, has carried out several oil spill salvage operations whereby some 46,329,794 MT of oil were salvaged during the period between 1997 to 2003. This amount of oil was definitely going to ROPME Sea Area and it would have added a lot to the existing pollution resulted from tankers’ tank wash.

Co-operation between MEMAC/ROPME and IMO

MEMAC/ROPME and IMO was signed in 1985. The Agreement states that the secretariat of ROPME and IMO may consult, where appropriate, on the use of personnel, material, services, equipment and facilities for joint undertakings in fields of common interest to them. Since then, MEMAC/ROPME and IMO have undertaken several joint activities in different relevant fields including:
- ratification and implementation of MARPOL 73/78 in the ROPME Sea Area.
- consideration of Special Area Status for ROPME Sea Area.
- ratification and implementation of OPRC.
- investigation on the current status of national oil spill contingency planning for each of the ROPME Member States.
- investigation on the current status of regional Plan on co-operation in case of major oil spill in the ROPME Sea Area.
- preparation of the Port State Control Manual.

In accordance with IMO standards and the region’s requirement, MEMAC/ROPME has organized a number of courses such as: the Equipment Operation and Maintenance Training Course (November 1999) and the Theoretical/Practical Oil Spill Response Course.

All the practical training courses and drills are carried out at MEMAC Regional Training Centre (MRTC) which located at Mina Sulman seaport in the Kingdom of Bahrain. MRTC consists of two lecture rooms with the capacity of 25 - 30 seats. It is equipped with the necessary oil spill combating equipment. MEMAC/ROPME and IMO are in day to day communication with each other on issues of mutual interest.
A number of draft resolutions and guidelines relating to bulk carrier safety were agreed during the 46th session of the Sub-Committee on Ship Design and Equipment. The Sub-Committee also agreed draft amendments to extend the requirements for carriage of immersion suits on cargo ships, including bulk carriers, and progressed work on a host of other ship design and equipment issues.

The Sub-Committee agreed a draft MSC resolution on performance standards for water level detectors on bulk carriers, together with draft guidelines on their installation and testing, for submission to the Maritime Safety Committee’s next session (MSC 77, in May-June 2003) for adoption. In December 2002, the MSC adopted a new SOLAS regulation XII/12, expected to enter into force on 1 July 2004, requiring the fitting of high level alarms and level monitoring systems on all bulk carriers.

The Sub-Committee also agreed a draft MSC circular attaching an interpretation addressing spaces where availability of pumping systems prescribed in paragraph 1 of SOLAS regulation XII/13 is required, for submission to MSC 77 for approval. New SOLAS regulation XII/13, also adopted in December 2002, will require the means for draining and pumping dry space bilges and ballast tanks, any part of which is located forward of the collision bulkhead, to be capable of being brought into operation from a readily accessible enclosed space.

The Sub-Committee agreed a draft MSC resolution, for submission to MSC 77 for adoption, which urges Governments to ensure that the IACS Unified Requirements S26, S27, S30 and S31 or subsequent revisions are applied to ships flying their flags, whether or not they are classed by a classification society being a member of IACS.

IACS URs S26, S27, S30 and S31 address, respectively, strength and securing of small hatches on the exposed foredeck; strength requirements for fore deck fittings and equipment; cargo hatch securing arrangements for bulk carriers not built in accordance with UR S21 (Rev.2); and renewal criteria for side shell frames in single side skin bulk carriers not built in accordance with UR S12 Rev.1.

Bulk carrier safety – draft resolutions, guidelines agreed by Sub-Committee

To be kept up to date on the latest professional publications, join our professional mailing list - simply send an email to mailinglists@nauticalbooks.co.uk with “subscribe professional” in the subject line.
maintenance, in compliance with applicable SOLAS and Load Lines requirements. The Sub-Committee also agreed draft SOLAS amendments to be subject to intersessional work.

A draft MSC circular on guidelines for bulk carrier hatch cover surveys and owners’ inspections and maintenance was also agreed, making shipowners and operators aware of the need to implement regular maintenance and inspection procedures for closing mechanisms in existing bulk carriers in order to ensure proper operation and efficiency at all times.

The Sub-Committee agreed on a preliminary option in relation to proposals to ban alternate hold loading of heavy cargoes in the full load condition. Loading homogeneously in all holds results in a reduction in shear forces and bending moments.

The proposal, for future discussion at DE 47, is for the banning of alternate hold loading, including saling with any hold empty, in the full load condition (agreed at 90% of the ship’s deadweight at the relevant freeboard) for bulk carriers of single skin construction at 120 m in length and over, constructed before 1 July 1999 (date of entry into force of SOLAS chapter XII), after reaching 10 years of age, or constructed after 1 July 1999 if not in compliance with SOLAS chapter XII and IACS UR S12 Rev 2.1. The ban would not apply to ships constructed before 1 July 1999 if they comply with SOLAS chapter XII and IACS UR S12 Rev 2.1, neither to ships constructed after the date of entry into force of the forthcoming amendments making double side skin construction mandatory.

Double-side-skin construction

The Sub-Committee agreed in principle to a preliminary definition of “double side skin construction”, with a view to further consideration at MSC 77 in order to arrive at a working definition which may be practicably used by owners that are considering ordering, or have recently ordered, bulk carriers. The preliminary definition stipulates a minimum internal transverse clearance within the double side skin space of 600 mm and a distance between outer and inner shell of not less than 1000 mm.

The Sub-Committee agreed to bring to the attention of the MSC the potential problem of compatibility between various life-saving appliances, as illustrated by the development of measures to prevent accidents with lifeboats. The Sub-Committee also agreed to introduce carriage requirements for one immersion suit per person on board all cargo ships, including bulk carriers. At present, the regulation requires carriage of at least three immersion suits for each lifeboat on a cargo ship, as well as thermal protective aids for persons not provided with immersion suits.

With the adoption of the proposed amendments, immersion suits will become, as lifejackets, a personal life-saving appliance for each person on board and thus a better thermal protection and chance of survival and rescue will be offered.

The Sub-Committee also agreed to draft MSC circulars on guidelines for periodic testing of immersion suit and anti-exposure suit seams and closures, for submission to MSC 78 for approval.

The Sub-Committee agreed to draft amendments to SOLAS regulation III/32.3, relating to the carriage of immersion suits, applicable to all cargo ships, including bulk carriers, for submission to MSC 77 for approval with a view to adoption.

The amendments are intended to introduce carriage requirements for one immersion suit per person on board all cargo ships, including bulk carriers. At present, the regulation requires carriage of at least three immersion suits for each lifeboat on a cargo ship, as well as thermal protective aids for persons not provided with immersion suits.

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The Sub-Committee also agreed draft amendments to SOLAS regulation III/3, relating to the carriage of immersion suits, applicable to all cargo ships, including bulk carriers, for submission to MSC 77 for approval with a view to adoption.

The amendments are intended to introduce carriage requirements for one immersion suit per person on board all cargo ships, including bulk carriers. At present, the regulation requires carriage of at least three immersion suits for each lifeboat on a cargo ship, as well as thermal protective aids for persons not provided with immersion suits.

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With the adoption of the proposed amendments, immersion suits will become, as lifejackets, a personal life-saving appliance for each person on board and thus a better thermal protection and chance of survival and rescue will be offered.

The Sub-Committee also agreed draft amendments to SOLAS regulation III/32.3, relating to the carriage of immersion suits, applicable to all cargo ships, including bulk carriers, for submission to MSC 77 for approval with a view to adoption.

The amendments are intended to introduce carriage requirements for one immersion suit per person on board all cargo ships, including bulk carriers. At present, the regulation requires carriage of at least three immersion suits for each lifeboat on a cargo ship, as well as thermal protective aids for persons not provided with immersion suits.

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Revision of the Fishing Vessel Safety Code and Voluntary Guidelines

The Sub-Committee finalized its revision of relevant chapters and sections of the draft revised Fishing Vessel Safety Code (part B) and Voluntary Guidelines referred to it by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF), which is co-ordinating the revision.

The final draft text should be ready for submission to the MSC for approval in 2004.

The revised Code and Guidelines will contain 11 comprehensive chapters, covering: general provisions; construction, watertight integrity and equipment; stability and associated seaworthiness; machinery and electrical installations and periodically unattended machinery spaces; fire protection, fire detection, fire extinction and fire fighting; protection of the crew; life-saving appliances and arrangements; emergency procedures, musters and drills; radiocommunications; shipborne navigational equipment; and crew accommodation.

Development of draft Guidelines for on-board NOx monitoring and recording devices

The Sub-Committee agreed draft Guidelines for on-board NOx verification procedure – Direct measurement and monitoring method. The draft Guidelines and an associated draft MEPC resolution will be submitted to the Marine Environment Protection Committee (MEPC) at its 49th session in July 2003 for adoption. The aims of the guidelines are to help demonstrate compliance with MARPOL Annex VI on Prevention of Air Pollution from Ships, Regulation 13.

It is anticipated that enough ratification of Annex VI of MARPOL 73/78 will be received during 2003, so that it may enter into force during 2004.

Revision of resolution MEPC.60(33) on pollution prevention equipment in machinery spaces

The Sub-Committee agreed draft revised Guidelines and specifications for pollution prevention equipment for machinery space bilges of ships and a covering draft MEPC resolution, for submission to MEPC 49 for adoption. The revision would update resolution MEPC.60(33) on Guidelines and specifications for pollution prevention equipment for machinery space bilges.

The Sub-Committee also agreed draft Revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers and a covering MEPC resolution, for submission to MEPC 49 for adoption.

Large passenger ship safety

The Sub-Committee discussed issues relating to large passenger ship safety, referred to it by the MSC. The three objectives of the large passenger ship safety work plan to be tackled by the DE Sub-Committee are:

1. To review life-saving appliances and arrangements with a view to improving evacuation and recovery measures;
2. To develop measures to assess alternative designs and arrangements so that new concepts and technologies may be permitted in lieu of the prescriptive regulation, provided that an equivalent level of safety is achieved; and
3. To consider measures to ensure ships can safely proceed to port after a fire or flooding casualty.

These are accompanied by 16 “tasks”. The Sub-Committee reviewed work by a correspondence group on the tasks assigned to it and identified a number of tasks requiring further consideration. The Sub-Committee agreed to invite the Committee to extend the target completion date of the item to 2004 and earmarked a working group on the issue for DE 47, following continued work by the correspondence group.

The Sub-Committee agreed to a draft MSC circular on Interpretations of the 2000 HSC (High-Speed Craft) Code and SOLAS chapter X, for submission to the MSC. The provisions of the 2000 HSC Code took effect on 1 July 2002. The interpretations of the Code have also received input from the Sub-Committees on Fire Protection (FP) and Stability and Load Lines and Fishing Vessels Safety (SLF).

Amendments to SOLAS requirements on electrical installations

The Sub-Committee agreed draft amendments to SOLAS regulation II-1/45.10, relating to electrical installations in hazardous areas on board tankers, for submission to MSC 78 for approval with a view to adoption. The amendments update a reference to the standards published by the International Electrotechnical Commission, by referring to the new standard IEC 60092-502 ‘Electrical installations in ships – Tankers’.
The Sub-Committee on Bulk Liquids and Gases agreed to the draft revised Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), as well as the draft revised Oil Record Book, IPPC Certificate and the Unified Interpretations, for submission to the Marine Environment Protection Committee at its next session (MEPC 49, in July 2003) for approval.

The aim of the revision is to produce a user-friendly, simplified Annex I, on regulations for the prevention of pollution by oil, incorporating the various amendments adopted since MARPOL entered into force in 1983. The proposed new draft Annex separates hardware from operational requirements and makes clear the distinctions between requirements for new ships and for existing ships (such as the phasing-in of double hull requirements for oil tankers).

Application of MARPOL Annex I requirements to FPSOs and FSUs

The Sub-Committee agreed a draft MEPC circular on Guidelines on the application of MARPOL Annex I requirements to Floating Production, Storage and Offloading (FPSOs) and Floating Storage Units (FSUs), for submission to MEPC 49 for approval.

The purpose of the Guidelines is to provide for uniform application of MARPOL Annex I to FPSOs and FSUs that are used for the offshore production and storage or for offshore storage of produced oil.

Draft guidelines for approval of alternative design methods agreed

The Sub-Committee agreed draft guidelines for the approval of alternative methods of design of oil tankers under regulation 13(5) of Annex I of MARPOL 73/78, for submission to MEPC 49 for approval.

Probabilistic methodology for oil outflow - explanatory notes agreed

The Sub-Committee agreed draft Explanatory Notes to the matters related to the probabilistic methodology for oil outflow analysis, relating to the requirements prescribed in draft regulation 21 on accidental oil outflow performance of the revised MARPOL Annex I, for submission to MEPC 49 for approval.

Review of Annex II of MARPOL 73/78

The basis for the final text of the draft revised MARPOL Annex II, on regulations for the control of pollution by noxious liquid substances, was agreed.

However, the decision on the choice of pollution categorization system (i.e. 3Category or 5Category System) will still have to be decided by the MEPC before the final draft revised MARPOL Annex II can be prepared. The system chosen will affect final regulations on shipping limits (referring to the amount of product that might be left in tanks after emptying) and discharge criteria.

MEPC 49 is expected to debate this matter, taking into account the potential impacts of the proposed systems to the trade in vegetable oil and domestic trade.

Amendments to requirements on electrical installations in the IBC and IGC Codes

The Sub-Committee agreed draft amendments to requirements on electrical installations in the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) for submission to the Marine Safety Committee (MSC) at its 78th session in 2004 for approval.

Evaluation of the safety and pollution hazards of chemicals

The Sub-Committee finalized text on the safety criteria for assigning carriage requirements, together with the criteria for defining pollution categories and ship types on pollution grounds, for inclusion in the IBC Code.

IACS unified interpretations of IBC and IGC Codes

The Sub-Committee agreed draft unified interpretations of the IBC and IGC Codes for submission to MSC 78 for approval.

Protection of personnel in transport of cargoes containing toxic substances in all tankers

The Sub-Committee agreed a draft MSC circular on minimum safety standards for ships carrying liquids in bulk containing benzene, intended to update MSC/Circ.762 on Minimum safety standards for ships carrying mixtures the benzene content of which is 0.5 percent or more. The revised draft circular recognizes that chronic exposure to very low concentrations of benzene vapours in air, of the order of a few parts per million, may cause leukaemia.

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The Sub-Committee also agreed a draft MSC resolution on Recommendation for safety data sheets for MARPOL Annex I cargoes and marine fuel oils, which urges States to ensure the supply and carriage of material safety data sheets. The drafts will be submitted to MSC 77 in May/June 2003.

The Sub-Committee also agreed to further consider other tasks related to occupational health at BGL 5 taking into account the contributions of the International Labour Organization (ILO) and the World Health Organization (WHO).
PORT STATE CONTROL
LONDON, 29 March - 8 April 2004

This widely recognised and practical intensive course is now in its 15th successive year. The course is designed especially for officials in national maritime 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. Special sections of the course concentrate on ISPS Code. The Course is taught by an experienced team of academics and practitioners from the UK, USA and Europe.

Venue: Senate House, University of London
Fees: Sterling £2,500
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
Maritime House, 1 Linton Road, Barking, Essex IG11 8HG, United Kingdom
Tel: ++ 44 020 8591 3000  Fax: ++ 44 020 8594 2833
E-mail cmc@icc-ccs.org.uk  Web www.icc-ccs.org.uk

Code for implementation of IMO instruments a step closer

The ultimate effectiveness of instruments adopted by IMO depends on them being implemented widely and effectively and being enforced rigorously. IMO is eager to ensure that standards it has developed through its various conventions are properly applied and put in place on all ships. To this end, the Sub-Committee on Flag State Implementation (FSI), which met for its 11th session in April 2003, has agreed that the new proposed draft Code for the implementation of IMO instruments - which would outline how this should be achieved by all parties involved - would play an important role in ensuring complete and uniform implementation of IMO standards.

The proposed Code could be adopted by the 24th session of the IMO Assembly in 2005 following its further development by the FSI Sub-Committee and approval by the senior technical Committees, the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC).

The work on the development of the Code follows a proposal to develop amendments to resolution A.847(20) on Guidelines to assist Flag States in the implementation of IMO instruments (adopted by the IMO Assembly in 1997) to update the Guidelines, introduce transparent criteria for proper implementation of IMO instruments by Flag States, and to transform the Guidelines into a Flag State Implementation Code, to be made, at a later stage, mandatory.

The Sub-Committee agreed that the proposed Code for the implementation of (mandatory) IMO instruments should cover the responsibilities of Member States in their roles as Flag States, port States and coastal States. It should be comprised of five parts, including a first part dealing with common issues concerning all stakeholders and three subsequent parts relating to the flag, coastal and port States. The Sub-Committee also recognized that there might be a need at a later stage, to differentiate between mandatory and recommendatory provisions of the Code, if so decided by the MSC and MEPC.

The working title of the Code is “Code for the implementation of [mandatory] IMO instruments”, with the word mandatory in square brackets for further consideration, as the Sub-Committee did not agree at this stage on whether or not to include it in the title.

The section on Flag States is based on the original resolution A.847(20). The Sub-Committee identified six areas in need of further reflection and review: security, safe manning; communications and reporting; transfer of ships between flag States; definitions; and obligations for States to restore the environment following a pollution incident. The Sub-Committee agreed to establish a correspondent group with the primary task of developing the parts relating to coastal and port States as well as to further consider the part on flag States. The group will submit its report to the next FSI session in 2004.

It is intended that the draft Code will be compatible with the proposed voluntary IMO Model Audit Scheme being developed, which is due to be considered by the Joint MSC/MEPC/TCC (Technical Co-operation Committee) Working Group to be established at MSC 77 in May/June 2003.

Anti-fouling Convention - draft guidelines finalized

The Sub-Committee finalized the remaining two sets of draft guidelines relating to the 2001 International Convention on the Control of Harmful Anti-fouling Systems on Ships: draft Guidelines for brief sampling of anti-fouling systems and draft Guidelines for inspections of ships anti-fouling systems. They will be submitted to MEPC 46 in July 2003 for adoption by MEPC resolutions.

The Sub-Committee also agreed related draft amendments to resolution A.787(19), as amended by resolution A.882(21), on procedures for port States for submission to MEPC 49, with the understanding that the MEPC approves these at a future session, when the AFS Convention has entered into force, for submission to the Assembly for adoption.

Security issues

The Sub-Committee discussed issues relating to the implementation of the security measures adopted by IMO in December 2002 and agreed to develop global guidelines to assist port State control (PSC) authorities in the conduct of PSC inspections relating to the ISPS Code before the entry into force of the Code. The work will begin at the next session.
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From the meetings

IMOs Sub-Committee on Flag State Implementation

13th session

7-12 April 2003

Legal Committee (LEG)

86th session

28 April – 2 May 2003

Wreck removal convention, revised SUA treaties nearing completion

Unique IDs for shipowning and shipmanagement companies

The Sub-Committee agreed on the benefits of developing unique IDs for companies and registered owners (similar to the IMO number scheme for ships) for maritime safety and security purposes and requested the MSC to put this subject on the FSI Sub-Committee’s work programme.

IMO ship number on documents

The Sub-Committee also agreed on the benefits for maritime safety and security purposes of marking ships’ plans, manuals and other documents with the IMO ship identification number and requested the MSC to put this subject on the FSI Sub-Committee’s work programme.

Draft revised HSSC survey guidelines finalized

The Sub-Committee finalized its work on the revision of resolution A.746(18) on Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), for submission to the MSC and MEPC, for subsequent adoption by the Assembly in November 2003.

Parties urged to complete MARPOL 73/78 reports

The Sub-Committee strongly urged Parties to MARPOL 73/78 to fulfill their reporting requirements under the Convention. If reported properly, data from the reports would be useful in assessing the effectiveness of the application of the MARPOL Convention and also in promoting the implementation of the Convention.

Mandatory reports for 2002 were submitted by 29 Parties to MARPOL 73/78 and one Associate Member. This shows some improvement over previous years.

The reports identified: 21 spillages of 50 tonnes or more of oil; 276 spillages of less than 50 tonnes; 88 reports about alleged discharge violations; two reports of alleged inadequacy of reception facilities; and two reports of action taken on alleged inadequacy of reception facilities.

In the compliance rate of certification and equipment requirements of MARPOL, 73/78 may be regarded as good (between 86% and 100% with total average above 91%), 73 ships were reported to have no IOPP Certificate or equivalency, 629 ships were reported to have IOPP Certificate or equivalency, 1,384 ships were reported to have NO Oil Record Book or equivalency, 1,846 ships were reported to have Oil Record Book or equivalency, 313 ships lacked the required pollution prevention equipment on board and 1,099 ships had required equipment not functioning.

The total number of ships boarded for port State control was, according to the received reports, 63,518 for 2001, while the total number of ships detained in port or denied entry was 671, or 1.1% of those boarded.

Self-assessment of flag State performance

The Sub-Committee continued its work in developing the database on information from the self-assessment of flag State performance forms.

However, Member States which had not already done so were urged to submit their completed Self-Assessment Forms or supply updates as soon as possible. Out of IMOs 162 Member States and three Associate Members, only 50 have so far submitted their SAFs and only 16 of them have provided updated information on their previously submitted SAFs.

Illegal, unregulated and unreported (IUU) fishing

The Sub-Committee noted progress made by the Food and Agriculture Organization of the United Nations (FAO), in collaboration with IMO, on port State measures to combat illegal, unreported and unregulated (IUU) fishing.

The Sub-Committee also strongly urged Member States to consider becoming Parties to the 1993 Torremolinos Protocol and the 1995 STCW-F Convention at the earliest opportunity and called for submissions relating to the self-assessment of flag State performance.

The Sub-Committee provided advice on ship recycling-related matters to MEPC, in regard to the de-registration of ships before recycling, the issue of lost voyages and port State control.


Wreck removal

The Committee reviewed the current draft text of the proposed draft Wreck Removal Convention (WRC), as developed by a Correspondence Group, focusing in particular on jurisdiction and financial security issues.

A submission on the mandate of IMO to regulate coastal State intervention powers in the EEZ, prepared by the IMO Secretariat, in consultation with the Division of Ocean Affairs and the Law of the Sea, Office of Legal Affairs, UN (DOALOS), notes that:

- IMO’s competence to consider and adopt a treaty regulating coastal State intervention in the EEZ for the purposes of wreck removal coincides with IMOs universal mandate to adopt global regulations for the safety of navigation and the prevention of marine pollution;
- the United Nations Convention on the Law of the Sea (UNCLOS) does not inhibit the development of new treaty instruments, which IMO may develop even if the UNCLOS is silent on this matter, provided only that any such instruments are not inconsistent with the provisions of UNCLOS.

The Working Group on Wreck Removal looked in detail at the draft text and its report will be circulated ahead of the next session (LEG 87) scheduled for October 2003. In the meantime, the Correspondence Group was instructed to further develop the draft text.

The WRC is intended to provide international rules on the rights and obligations of States and shipowners in dealing with wrecks and drifting or sunken cargo which may pose a hazard to navigation and/or pose a threat to the marine environment. The draft Convention currently being considered by the Legal Committee is intended to clarify rights and obligations regarding the identification, marking, and removal of hazardous wrecks, in particular those located beyond territorial waters, and the possible need for financial security arrangements to cover liability for costs of removal of such wrecks.

Review of SUA Convention and Protocol

Following detailed discussion of the proposed text of draft amendments to the SUA Convention and Protocol, based on the work of a Correspondence Group, the Committee asked the Correspondence Group to continue the work, with the objective of having draft texts ready for consideration by a diplomatic conference in 2004 or 2005.

The review of the SUA Convention and its related Protocol followed the unanimous adoption in November 2002 by the IMO Assembly of resolution A.1648 (17), calling for a review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crew and the safety of ships.

The main purpose of the SUA Convention and its related Protocol is to ensure that appropriate action is taken against persons committing unlawful acts against ships. In the present Convention, these acts include the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy or damage it. The present amendments would significantly broaden the range of offences and make it more relevant to modern conditions.

The current Convention obliges Contracting Governments either to extradite or prosecute alleged offenders thereby ensuring that those responsible for committing acts of violence against or on board ships, will be brought to justice, wherever in the world they seek to hide.

It was agreed by the Committee that there was a need to amend the SUA treaties in the light of the new situation arising from the increase in international terrorism. It was
acknowledged that in this new situation, maritime interests are widely exposed to risks such as the use of ships as weapons and the transportation of material that might lead to the proliferation of weapons of mass destruction. The need to develop new SUA instruments seemed overdue on account of the dramatic change of circumstances since the adoption of the original treaties in 1988.

During discussion on specific issues in the proposed draft amendments, the Committee agreed to insert a reference to the protection of rights and freedoms of seafarers in the proposed texts.

There was extensive discussion on the implications of how the inclusion of new offences in article 5 of the draft protocol would impact on the original scope of the SUA treaties, while the Committee recognized that there was a need to include offences against security of navigation alongside with the existing offences against the safety of navigation.

A number of other issues, including possible inclusion of a provision for boarding of vessels, were discussed on a preliminary basis.

The re-established Correspondence Group has been charged with continuing the work, including taking into consideration other conventions and protocols relating to terrorism; continuing the review of the offences in article 3 of the 1988 SUA Convention and article 2 of the 1988 SUA Protocol to ensure that a wide range of unlawful acts, including terrorist acts, are sufficiently covered by those two instruments in light of the experience of 11 September, 2001; and addressing the revision of the offence provisions and the further development of the provisions relating to boarding.

The SUA Convention has been ratified at end March 2003 by 87 States, representing 75.74 per cent of world merchant shipping tonnage and the SUA Protocol has been ratified by 79 States, representing 75.41 per cent of world merchant shipping tonnage.

Regional Economic Integration Organizations becoming Parties to Treaties

The Committee discussed a resolution adopted by the 2002 Conference (which adopted the 2002 Protocol to the Athens Convention) which called for the Organization to carry out a study of regional economic integration organizations becoming parties to treaties and, if found necessary, to develop appropriate provisions which may be considered for inclusion in new treaties.

This follows the inclusion in the 2002 Protocol to the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974 of an article which states that a Regional Economic Integration Organization, which is constituted by sovereign States that have transferred competence over certain matters governed by this Protocol to that Organization, may sign, ratify, accept, approve or accede to the Protocol.

The Committee agreed to request the Secretariat to determine what provisions on regional economic integration organizations have been introduced into other conventions.

Implementation of the HNS Convention

The Correspondence Group on Implementation of the HNS Convention (International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS) by Sea, 1996) informed the Committee of a meeting of interested States to take place in Ottawa, 3-5 June 2003. The meeting will mark an important step in the work of the Legal Committee to promote implementation of the HNS Convention and will provide the opportunity to finalize the core work on the arrangements and options for implementation of this key IMO Convention prior to the report of the Correspondence Group to the eighty-seventh session of the Legal Committee in October 2003.

An overview of the HNS Convention, including a link to the Correspondence Group’s website, is included on the IMO website at http://www.imo.org/home.asp?topic_id=4073

The HNS Convention is intended to add a vital link in the international compensatory regime for pollution damage at sea. At end March 2003, the HNS Convention has been ratified by three States, representing 1.87 per cent of world merchant shipping tonnage.

From the meetings

• Legal Committee (LEG)
  • 86th session
  • 28 April - 2 May 2003
merchant shipping tonnage. A further eight States have reported that they are in the process of taking steps to implement the Convention.

For entry into force, the HNS Convention requires ratification by 12 States, four of which have not less than two million units of gross tonnage, provided that persons in these States who would be responsible to pay contributions to the general account have received a total quantity of at least 40 million tonnes of contributing cargo in the preceding calendar year.

Seafarer claims
The work 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 held its fourth session from 30 September to 4 October 2002 was reviewed. The Committee agreed on the importance of the implementation of resolutions A.830(22) Guidelines on Provision of Financial Security in Cases of Abandonment of Seafarers and A.831(22) Guidelines on Shipowners’ Responsibilities in respect of Contractual Claims for Personal Injury to or Death of Seafarers.

The Committee agreed in principle to the establishment of a database on incidents of abandonment reported to the IMO/ILO, subject to funding considerations by the IMO Council and ILO Governing Body. It welcomed the offer of the International Ship Suppliers Association (ISSA) to help with funding.

Places of refuge
The Committee reviewed the draft Assembly resolution on Guidelines on places of refuge for ships in need of assistance and draft Assembly Resolution on Guidelines on a Maritime Assistance Service (MAS), prepared by the Sub-Committee on Safety of Navigation (NAV). The Committee agreed on the need for urgent guidelines on places of refuge.

There was wide agreement in the Committee that ships in distress situations are covered by the current liability and compensation regime, i.e., those conventions which are in force such as the 1992 CLC and the 1992 IOPC Fund Convention, along with those which have been adopted but have not yet entered into force (HNS, Bunkers, and the 1996 LLMC Protocol), as well as those under development such as Wreck Removal and the Supplementary Fund to the IOPC Fund Convention, scheduled to be adopted at a conference in mid-May. It was recognized that there might be gaps since not all ships were subject to compulsory insurance requirements and not all States were party to the relevant instruments. The Committee agreed that a comprehensive examination of this matter would be conducted once the results of the CM1 study were available.

The Committee agreed to suggest the draft resolution on Guidelines on places of refuge include a paragraph requesting the Legal Committee to consider the Guidelines from a legal perspective.

A list of potential legal issues arising from the draft guidelines will be forwarded to the NAV Sub-Committee for its review. The Legal Committee intends to review the finalized draft resolutions emanating from the MSC in May/June and the NAV Sub-Committee in July. If so requested by the MSC, and it could make its final comments on the draft resolutions at its next session in October and submit them directly to the Assembly in November-December 2003.

The Committee noted that it was awaiting the results of a study on places of refuge being conducted by the IMO Secretariat, in cooperation with the International Maritime Committee (CMI). The Committee urged Member States, which had not already done so, to respond to the questionnaire on places of refuge that had been issued.

The responses to the questionnaire will allow for a comprehensive review of the provisions of existing international instruments and of national law dealing with the liability and compensation and their application to places of refuge.

Measures to protect crews and passengers against crimes on vessels
The Committee agreed to include an agenda item on Measures to protect crews and passengers against crimes on vessels for future sessions, following a submission from Japan which highlighted the problems arising from the lack of a current maritime regime to deal with offences committed on board a vessel travelling far away from its flag State.

The submission noted two possible solutions to the problem: firstly, the establishment of a legal scheme to enable the captain of the vessel to act at his discretion in the same way as the captain of an aircraft under the Convention on Offences and Certain Other Acts Committed on Board Aircraft, 1963 (Tokyo Convention); and secondly, the adoption of a resolution regarding cooperation between relevant States to facilitate a prompt solution.

Several delegations noted that the problem of how to oblige coastal States to accept alleged criminals into custody was both serious and complex. Administrations were urged to complete a questionnaire issued by the CMI on criminal offences committed on board foreign flagged vessels in order to enable a more detailed discussion to take place at the next session of the Committee.
IMO supports 2003 East Asian Seas Congress

Five international organizations, including IMO, are co-sponsors of a series of concurrent workshops during the International Conference on the Sustainable Development of the East Asian Seas. The conference is scheduled to take place from 11 to 13 December 2003 in Kuala Lumpur, Malaysia. It is one of the main features of the East Asian Seas Congress 2003, a regional implementation of the commitments for the Seas of East Asia at the World Summit for Sustainable Development.

As well as IMO, the five sponsoring organizations include the United Nations Environment Programme/Global Programme of Action for the Protection of the Marine Environment from Land-Based Activities (UNEP-GPA), UNDP-GEF Regional Service Centre, the WorldFish Centre, and the Ship and Ocean Foundation (SOF).

The international conference is focused on two themes: a review of international and national efforts towards addressing the main sectoral concerns regarding the seas of east asia, and a study of essential cross-sectoral linkages among existing regional and global programmes, and work towards achieving sustainable coastal and ocean development in the East Asian region.

IMO will co-organize the workshop on maritime transport, covering shipping and port management, implementation of IMO instruments, and new regional initiatives.

The UNEP-GPA will co-organize a workshop on land-based pollution which covers land-based sources of pollution, physical alterations and destruction of coastal habitats, and implementation of the GPA, while the WorldFish Centre will co-organize the workshop on fisheries and aquaculture. A workshop on biodiversity will be co-organized by the UNDP-GEF Regional Service Center in Kuala Lumpur and the SOF to co-organize the workshop on national coastal policies and regional collaborative arrangements. Workshops on local governance and alliances; skills and expertise; and finance, investments, and corporate responsibility will be organized by PEMSEA.

The international conference will bring together concerned stakeholders - policymakers, economists, environment and natural resource managers, NGO representatives, media practitioners, the academic and other members of civil society and the private sector to discuss the ways and means to strengthen regional collaboration, promote synergies and linkages among existing regional and global programmes, and work towards achieving sustainable coastal and ocean development in the East Asian region.

"It will be particularly relevant to the current global focus on sustainable development and the emphasis on the need to chart future courses of action among countries in the East Asian region," said PEMSEA Regional Programme Director Dr. Chua ThaiEmp.

IMO and the Tokyo MOU join hands in PSC training

To promote harmonization of Port State Control activities in Asia and the Pacific Island countries, IMO and the Tokyo MOU jointly organized a three-week regional training course on port state control in Yokohama, Japan, from 24 September to 13 October 2002. The course was attended by 18 trainees from 14 countries, ten from the Tokyo MOU Member Authorities and eight selected by IMO from countries outside the Tokyo MOU scheme. A second such training course is planned for November 2003.

Canada and IMO sign agreement

Director General Marine Safety of Transport Canada Mr. Gerard McDonald and IMO Secretary-General William O'Neill complete the signing of a Memorandum of Understanding between Canada and IMO. Under the terms of the Memorandum, Canada and IMO agree to establish a working relationship for technical co-operation in which Transport Canada will provide experts on a no-fee basis or recommend other Canadian sources of expertise where appropriate.

Seatrade gives special award

IMO Secretary-General Mr. William O'Neill has received a special Award from The ML Hon. Alastair Darling, MP, UK Secretary of State for Transport, in recognition of the valuable contribution he has made to the Seatrade Awards over the years, and to mark his retirement from the role of Chairman of the judging panel.

The Seatrade Awards programme was introduced to highlight and recognise the industry’s efforts in improving maritime standards, and to award those at the forefront of new thinking. The independent judging panel was chaired for the fourteenth consecutive year by Mr O’Neill. Seatrade Managing Director Mr. Chris Huyman said: “We would like to thank William O’Neill for his tireless support of the Seatrade Awards scheme since he took over the IMO helm in 1992.”

6th Meeting of REMPEC Focal Points

Fifty-seven delegates from all the Mediterranean coastal States, the European Commission, the International Maritime Organization (IMO) and the Coordinating Unit for the Mediterranean Action Plan (UNEP/MAP), attended the 6th REMPEC Focal Points Meeting in Malta from the 12th to the 15th February 2003. Sixteen representatives from the Regional Activity Centres of MAP, NGO’s and other international institutions also participated in the Meeting.

The meeting discussed the new strategy for the implementation of the new Prevention - Emergency Protocol, adopted in January 2002, taking into consideration the lessons learnt from recent major accidents such as the Erika, Exxon Sun, Cabor, and Prestige.

Among other issues, the Meeting agreed that:

• the strategy should focus on issues directly related to the new Prevention and Emergency Protocol and to the new mandate of REMPEC;

• the ratification and effective implementation of the relevant international conventions is essential for the protection of the marine environment in the Mediterranean.

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• the ratification and effective implementation of the relevant international conventions is essential for the protection of the marine environment in the Mediterranean.

REMPEC should play a significant role in harmonizing the policies of the Mediterranean coastal States with regards to the prevention of pollution from ships.

Furthermore the Meeting approved the preliminary draft programme of REMPEC’s activities for the biennium 2004 - 2005 and endorsed the proposal that the national authorities responsible for maritime affairs be included in the list of official contacts of REMPEC.

IMO and the Tokyo MOU join hands in PSC training

To promote harmonization of Port State Control activities in Asia and the Pacific Island countries, IMO and the Tokyo MOU jointly organized a three-week regional training course on port state control in Yokohama, Japan, from 24 September to 13 October 2002. The course was attended by 18 trainees from 14 countries, ten from the Tokyo MOU Member Authorities and eight selected by IMO from countries outside the Tokyo MOU scheme. A second such training course is planned for November 2003.

Canada and IMO sign agreement

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 IMO at work

North Adriatic - pollution contingency plan takes shape

On the 27th and 28th February 2003, REMPEC convened a Meeting of representatives from the national authorities of Croatia, Italy and Slovenia to discuss the development of a Subregional Contingency Plan for the Northern Adriatic and the preparation of an agreement for its implementation.

The initiative, within the framework of the existing Tri-lateral Commission for the Protection of the Adriatic Sea and its Coastal Area and supported by the Mediterranean Marine Environment Protection Conference (M丽M), aims at establishing a network of REMPEC Focal Points, was very much in conformity with the Convention’s objective to assist the coastal States of the Mediterranean region in developing sub-regional agreements for cooperation in dealing with major pollution incidents.

The objectives of this first technical meeting were to agree on the form and the scope of the sub-regional contingency plan, the procedure for its adoption and implementation, as well as on a workplan for a programme of activities for the achievement of the identified goals.

The Meeting agreed that REMPEC should hire a consultant who will prepare a draft subregional contingency plan and that the countries will provide the Centre with all necessary information concerning their existing national arrangements for preparedness and response to accidental marine pollution that need to be included in the Subregional Contingency Plan. According to the workplan adopted by the Meeting, the first draft will be submitted for consideration to the three countries in the beginning of the year 2004. The second Meeting of the competent national authorities, scheduled for April 2004, will discuss and amend as necessary the draft Plan and agree on the form and modalities of signing the agreement on its implementation. Eventually, the Meeting was of the opinion that the subregional agreement could be signed in June 2004 and decided to organise at the same time a joint spill response exercise in order to test the provision of the Subregional Contingency Plan.

Although the programme appears to be ambitious, the commitment of the three countries concerned to develop a subregional contingency plan and to sign, within the framework of the Emergency Protocol to the Barcelona Convention, an operational agreement for its implementation, offers a guarantee that another part of the Mediterranean will soon significantly increase its level of preparedness to face a serious marine pollution incident.

Regional seminars promote fishing standards

The number of States that have ratified the STCW-F Convention, concerned with training standards in the fishing industry, remains far short of the 15 required for the Convention to enter into force. Following the adoption of IMO resolution A.925, which calls on States to implement the Convention and thereby training standards in the fishing industry, often hazardous occupation.

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M r. Sung K. HUH, Minister of Maritime Affairs and Fisheries, Republic of Korea, and IMO Secretary-General William O’Neil have signed an MOU on Technical Co-operation. The purpose of the MOU is to establish a Trust Fund to be called the ‘IM/ROK Programme of Technical Co-operation’ and for the Republic of Korea to provide annual financial support for the implementation of selected ICTP activities and for nationals from developing countries to attend the IM/ROK Programme for Technical Co-operation. The objectives of this first technical meeting were to agree on the form and the scope of the subregional contingency plan, the procedure for its adoption and implementation, as well as on a workplan for a programme of activities for the achievement of the identified goals.

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