NEW SECURITY REGIME ENTERS FORCE

AIR POLLUTION RULES PASS RATIFICATION TARGETS

TIME TO BOOST SHIPPING’S IMAGE AS QM2 HIGHLIGHTS ACHIEVEMENTS
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As the shipping world celebrates World Maritime Day, this in-depth feature examines the special focus that IMO has placed on maritime security over the years and the particular attention the subject has received during the period since the terrorist atrocities of 11 September 2001

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The boundaries between acts of terrorism and maritime crime are not always distinct and, within the overall perspective of the UN’s fight against terrorism, it is important also to mention the United Nations Convention against Transnational Organized Crime, adopted by the General Assembly in November 2000 and which entered into force in September 2003. IMO has been working with the UN Office on Drugs and Crime in this field as part of an Action Group from February this year. That group was established by the G8 Leaders in June 2003 to serve for coordinating the provision of counter-terrorism training and assistance.

In 2002, IMO acknowledged its changing priorities by endorsing a new mission statement, later expanded to read: “Safeguard Shipping and Clean oceans” to “Safe, Secure and Efficient Shipping on Clean Oceans.” This better reflects the new objectives of the Organization and provides a blueprint for future action. In selecting its World Maritime Day theme for this year, we have chosen to highlight the increased emphasis that IMO has placed recently on maritime security.

If the natural perils of the sea were not sufficient, today, as we all know, shipping has additionally to confront the man-made threat of crime at sea, which is often violent and brutal, along with the scourge of international terrorism. Regrettably, this is not a new phenomenon. As long ago as the late 1970s, IMO was forced to turn its attention to unlawful acts such as barraquito, the unlawful seizure of their ships and cargoes and other forms of maritime crime. And, as with, and, as with so many, we have been monitoring acts of piracy and armed robbery against ships in various parts of the world and have taken measures to combat them in those areas that suffer most. Perhaps the most disconcerting aspect of those efforts is the degree of violence in incidents involving piracy and armed robbery seems to be increasing.

Following the 1985 incident, in which terrorists hijacked the Indian cruise ship Achille Lauro and killed a passenger before agreeing terms to end their siege, IMO developed a series of technical measures to prevent unlawful acts against passengers and crews on board ships and later on, in May 1995, adopted the Convention on the Suppression of Unlawful Acts Against the Safety of Maritime Navigation - the SUA Convention - and its associated measures to establish platforms.

The principal purpose of the SUA instruments is to ensure that persons committing unlawful acts against ships will not be given shelter in any country but will either be prosecuted or extradited to a State where they will stand trial.

The dreadful events of 11 September 2001 gave unprecedented impetus to IMO’s concern about unlawful acts which threaten the safety of ships and their passengers and crews. In the wake of 9/11, it became clear that the shipping industry needed a new, more stringent and more comprehensive set of measures to address the question of maritime security. In November 2002, the IMO had already called for a thorough review of all existing measures to combat acts of violence and crime at sea. At the same time, Contracting Governments to the Safety of Life at Sea Convention attending the Assembly agreed to hold a conference on maritime security in December 2002 to adopt any new security regulations and measures that might be deemed necessary. The Assembly also agreed a significant boost of £1.5 million to the Organization’s technical co-operation programme to help developing countries address maritime security issues.

The 2002 Conference adopted a series of wide-ranging new security measures, along with 11 associated resolutions, which represented the culmination of a great deal of interest and detailed work in IMO during the preceding years. These new measures entered into force on 1 July 2004.

The most far-reaching of them is the International Ship and Port Facility Security Code – the ISPS Code. It provides a consistent, standardized framework for evaluating risk, enabling Governments to offset changes in threat to security by making use of appropriate counter-measures and for the determination of appropriate security levels and corresponding security measures.

IMO’s efforts to improve maritime security have been part of an all-embracing initiative across the UN system to tackle terrorism. UN Security Council resolution 1378 was adopted the day after the 9/11 attacks and, since then, several new UN resolutions have been adopted to counter terrorism. Security Council resolution 1458, for example, established a system for the assistance to each other to improve their capacity to prevent and fight terrorism and invited the Counter-Terrorism Committee to facilitate the provision of technical and other assistance by developing targets and priorities for global action. This resolution also calls on international organizations, such as IMO, to evaluate ways in which they can enhance the effectiveness of their action against terrorism, including by establishing dialogue and exchanges of information with each other.

To this end, IMO has participated in various activities such as the Special Meeting of the Counter-Terrorism Committee in March 2003 and the Counter-Terrorism Group in February this year. That group was established by the G8 Leaders in June 2003 to serve as a forum for co-ordinating the provision of counter-terrorism training and assistance.

IMO actually launched its global technical co-operation programme in January 2002, that is 11 months before the package of new maritime security measures entered into force. The programme initially was to raise awareness; up; awareness raised; and vigilance over the world, a huge amount of work was undertaken to ensure the highest possible level of compliance. Figures made available by IMO regularly to keep the maritime community updated on progress being made indicated that more than 86 per cent of ships and 69 per cent of port facilities had achieved their security plans approved by 1 July 2004. Coming close to 100 per cent compliance, I applaud all those involved for the work done.

Having agreed that the prime objective of the work done was to increase awareness of the real and present threat of terrorism and explain the implications of the ISPS Code and how best to implement it and, in so doing, raise the shipping industry’s defences to protect it and seaborne trade from any terrorist attack, we must now ensure that we remain vigilant and alert in all respects and in all circumstances.

There were, however, administrative bottlenecks in the run up to the implementation date. Without them, the reported 50 per cent of International Ship Security Certificates issued by 1 July 2004 would have been much higher. But, although certification is undoubtedly important, what really counts is the work that has been done and the ground: security officers appointed on ships, in companies and port facilities; training undertaken; security plans drawn up; awareness raised; and vigilance heightened.

It goes almost without saying that significant and far-reaching measures such as these cannot be implemented without cost. The OECD, for example, has estimated the total cost of implementing the new regime at least at US$3.27bn and US$374m per year thereafter. On the plus side, however, security gains and reductions in theft and fraud are anticipated to exceed the expenses involved.

However, the price of inaction could potentially be much higher. By 2004, well-coordinated attacks could result in the shutting down of the entire maritime transport sector. The losses are likely to be measured in billions of dollars. Moreover, potential savings resulting from the introduction of the new measures are also identified in the OECD report due to reduced delays, faster processing times, better asset control and fewer losses due to theft.

Another important element in all this is to realize the need for balance, not just in the cost/benefit equation but in other aspects, too. We must try to achieve the right balance between the need to implement the new security regime strictly and robustly and yet ensure that disruption to global trade, as a result of the introduction of a new regime, is kept to a minimum.

To conclude: even though the new international maritime security measures are now in force, we must not make the mistake of resting on our laurels and assuming the work has been completed. The stakes are too high to allow for any hint of complacency and we must make sure that high levels of vigilance and awareness are maintained and built upon until they become second nature throughout the shipping and port industries. Terrorism is not a matter of concern to one country or a group of countries – it is a global issue that affects us all and we should spare no effort to ensure that, together, we build a robust and resilient defence.

May we never experience the bitter and painful experience of a terrorist act against shipping.
Far-reaching international maritime security measures developed and adopted by IMO entered into force on 1 July 2004. The security measures, which include the International Ship and Port Facility Security Code (ISPS Code), are in the form of amendments to the 1974 Safety of Life at Sea (SOLAS) Convention and are aimed at enhancing maritime security on board ships and at ship/port interface areas. They were adopted by a Conference on Maritime Security in December 2002.

The ISPS Code contains detailed security-related requirements for implementation by Governments, port authorities and shipping companies in a mandatory section (Part A), together with a series of guidelines about how to meet these requirements in a second, non-mandatory section (Part B). It is the first ever internationally agreed regulatory framework addressing the crucial issue of maritime security and represents the international maritime community’s contribution to the global resistance against terrorism.

The Code requires a ship security plan to be drawn up for all SOLAS vessels, and for the plan to be approved by the flag State administration. Each ship must also have a designated ship security officer and each shipping company must appoint a company security officer. Similarly, port facilities are also required to have an approved security plan and to appoint a designated security officer.

Security plans
Both shipboard and port facility security plans must set out the details of measures to be put in place at each of three escalating security levels. National Administrations are required to set the security levels and ensure that security level information is provided to ships entitled to fly their flag. Prior to entering a port, or whilst in a port, within the territory of a Contracting Government to the SOLAS Convention, a ship shall comply with the requirements for the security level set by that Contracting Government, if that security level is higher than the security level set by the Administration for that ship.
SOLAS security amendments and ISPS Code now in force (Continued)

The new chapter confirms the role of the master in exercising his professional judgment over decisions necessary to maintain the security of the ship. The master shall not be constrained by the Company, the charterer or any other person in this respect.

It also requires all ships to be provided with a ship security alert system, fitted according to a strict timetable which requires most vessels to be fitted by 2004 and the remainder by 2006. When activated, the ship security alert system shall initiate and transmit a ship-to-shore security alert to a competent authority designated by the Administration, identifying the ship, its location and indicating that the security of the ship is under threat or has been compromised. The system will not raise any alarm on board the ship. The ship security alert system shall be capable of being activated from the navigation bridge and in any other location.

Other regulations in this chapter cover the provision of information to IMO, the specific responsibilities of shipping companies, and the control of ships in port, including measures relating to the delay, detention or restriction of operations including movement and other regulations.

The ISPS Code confirms that the ship security alert system is intended to be part of a larger maritime security system that includes port security regulations and national laws and regulations.

mitropoulos acknowledged that there had been administrative bottlenecks in the run-up to the entry into force date and that, without them, the reported numbers of security certificates issued by the deadline date would have been higher. “But,” he added, “important though certification undeniably is, what really counts is the work that has been done on the ground: security officers appointed on ships, in companies and port facilities, training undertaken, security plans drawn up, awareness raised, and vigilance heightened.”

By early August, IMO was able to report that, according to the latest figures available to the IMO Secretariat from reports received by Governments, 95 per cent of over 9,000 declared port facilities had their Port Facility Security Plans approved, while the information available from industry sources on International Ship Security Certificates (ISSCs) issued for ships which have completed the corresponding regulatory regime, indicates that the compliance rate was well beyond the 90 per cent mark.

SOLAS - more key amendments enter force

In addition to the security-related measures, a series of important SOLAS amendments adopted in December 2002 by the expanded Maritime Safety Committee (MSC), also enter into force on 1 July 2004.

They include:

- Chapter XII (Additional Safety Measures for Bulk Carriers)
  - New regulation XII/12 on Hold, ballast and dry space water level detectors requires the fitting of high level alarms and level monitoring systems on all bulk carriers, in order to detect water ingress. The regulation requires the fitting of such alarms on all bulk carriers regardless of their date of construction.
  - New regulation XII/13 on Availability of pumping systems requires the means for draining and pumping dry space hatches 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.

- Chapter II-1 (Construction - structure, subdivision and stability, machinery and electrical installations)
  - In Part B (Subdivision and stability), a new regulation II-1/56 Access to spaces in cargo areas of oil tankers and bulk carriers is intended to ensure that vessels can be properly inspected throughout their lifespan, by designing and building the ship to provide suitable means for access. Associated technical provisions for means of access for inspections are mandatory under the regulation. Without adequate access, the structural condition of the vessel can deteriorate undetected and major structural failure can arise. The regulation requires each space within the cargo area to be provided with appropriate means of access to enable, throughout the life of a ship, overall and close-up inspections and thickness measurements of the ship’s structures to be carried out.
  - In Part C (Machinery Installation), a new paragraph added to regulation 31 (Machinery control) requires automation systems to be designed in a manner which ensures that threshold warning of impending or imminent slowdown or shutdown of the propulsion system is given to the officer in charge of the navigational watch in time to assess navigational circumstances in an emergency.

The IMO Council supports initiative to keep strategic shipping lanes open

The IMO Council has supported Secretary-General Mitropoulos’s initiative to identify shipping lanes of strategic importance and significance which may be vulnerable to terrorist attacks and to work with all parties concerned to ensure they are kept open under all circumstances, allowing the uninterrupted flow of traffic.

The Council, which met for its 52nd session from 21 to 25 June, authorized the Secretary-General to consult with the littoral States involved and other stakeholder States on the issue of ensuring security throughout strategic shipping lanes and to report to Council at its next session in November 2004.

The IMO Secretariat has begun research to identify shipping lanes which may be at risk of terrorist attacks, with a view to working with others to protect the interests of safety, security, the environment and seaborne trade.

Singapore enjoys a strategic location at one end of the Malacca Straits identified as a vital trade thoroughfare

Ships and ports were both nearing 100 per cent ISPS Code compliance, according to August figures (Port of Hull)
Regulations for the Prevention of Air Pollution from Ships are set to enter into force in May 2005 and prohibits deliberate emissions of ozone-nitrogen oxide emissions from ship exhausts. Annex VI sets limits on sulphur oxide and had already signed. The Protocol signature period, which ended today (April 30th 2004), bringing the total number of States which met its entry-into-force criteria and will enter into force 12 months after that date.

According to the United Nations inter-agency initiative on treatment of persons rescued at sea, held at IMO headquarters in London. It was agreed that such guidance should be drafted by the inter-agency group, as a whole, as soon as possible and would comprise a brief guide as to which organizations to contact, their respective major responsibilities and other relevant general advice. IMO agreed to provide the coordinating role in the drafting of this guidance, however, it was agreed that would in fact be drafted mainly by other agencies, such as UNHCR, because it applied to the post-rescue phase. When completed, the brief guide would be intended to further assist the master, ship-owners, insurance companies, and other interested parties to disembark the persons rescued with the least disruption.

There was a flurry of activity in the week leading up to the closure of the period for signature of the 2002 Protocol to the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 1974. Four countries – Finland, Germany, Sweden and the United Kingdom – signed the Protocol (subject to ratification) during the final week of the signature period, which ended today (April 30th 2004), bringing the total number of signatory States to six. Norway and Spain had already signed.

Under the 2002 Protocol the limits of liability have been raised significantly to reflect present day conditions and the "tact amendment" procedure has been introduced to enable limits to be more easily raised in the future. As well as substantially raising the limits of liability for passenger claims, the 2002 Protocol also introduces other helpful mechanisms to assist passengers in obtaining compensation based on well-accepted principles applied in existing liability and compensation regimes dealing with environmental pollution. These include replacing the fault-based liability system of the 1974 regime with a strict liability system for shipping-related accidents, backed by the requirement for the carrier to take out compulsory insurance to cover these potential claims.

The 2002 Protocol was adopted at a diplomatic conference held in November 2002 at IMO Headquarters in London. It was opened for signature on 1 May 2003. It will enter into force 12 months after being accepted by 10 States.

IMO is to co-ordinate the development of guidance for masters, shipowners and governments on how to respond to situations in which persons rescued at sea turn out to be refugees, asylum seekers or other undocumented migrants. The need for such guidance was agreed by the second meeting of the United Nations inter-agency initiative on treatment of persons rescued at sea, held at IMO headquarters in July 2004, following the adoption of amendments to the SOLAS and SAR Conventions, and associated guidelines for the treatment of persons rescued at sea, by the 79th session of the Maritime Safety Committee.

The meeting reaffirmed that IMO’s area of competence was the search-and-rescue-at-sea part of any such operation and, afterwards, the delivery of survivors to a place of safety, as regulated by the SOLAS and SAR Conventions. It also reaffirmed that it is in the interest of the SAR System, the master was not competent, and should not be required, to decide on the legal status of the persons rescued. However, the meeting also agreed that, in general, guidance was required for instance for the post-rescue phase to assist the master and ship-owners and Contracting Governments in those cases.

The meeting reaffirmed that IMO’s area of competence was to further assist the master and ship-owners, and Contracting Governments in those cases. It was agreed that such guidance should be drafted by the inter-agency group, as a whole, as soon as possible and would comprise a brief guide. IMO agreed to provide the coordinating role in the drafting of this guidance; however, it was agreed that would in fact be drafted mainly by other agencies, such as UNHCR, because it applies to the post-rescue phase. When completed, the brief guide would be intended to further assist the master, ship-owners, insurance companies, and other interested parties to disembark the persons rescued with the least disruption.

The meeting discussed in detail the amendments to the SOLAS and SAR Conventions, and associated guidelines adopted by MSC 78 and shared the view that IMO Member States had arrived at a very carefully crafted compromise which seems to balance all the often conflicting interest of parties concerned. The meeting noted that by these amendments, if accepted by Member States, the provisions, placed for the first time obligations on Contracting Governments to “co-ordinate and co-operate” to progress the matter so that survivors assisted are disembarked from the assisting ship and delivered to a place of safety within a reasonable time.

While the Contracting Government responsible for the search and rescue region in which such assistance is rendered shall exercise primary responsibility for providing a place of safety OR ensuring that a place of safety is provided, the meeting agreed with the views of the majority of Member States who spoke at MSC that this does not oblige that Government to disembark the persons rescued in its territory.

In addition to IMO, the meeting was attended by representatives of the UN Division for Ocean Affairs and the Law of the Sea (DOALOS), the Office of the United Nations Commissioner for Refugees (UNHCR), the Office of the United Nations Commissioner for Human Rights (OHCHR) and the International Organization for Migration.
The vulnerability of the global transport infrastructure, both as a potential target for terrorist activity and, perhaps even more threateningly, as a potential weapon of mass destruction, was made clear in the most graphic and chilling detail in the terrorist atrocities of 11 September 2001.

Subsequently, other incidents, such as the attack on the oil tanker Limburg off Yemen in October 2002 and the Madrid train bombings in March 2004, demonstrated that the transport infrastructures of the world, be they national or international, were vulnerable to terrorist attacks. From the perspective of an international Organization, IMO’s concern has not been so much which country might be the terrorists’ next target, but rather which mode of transport would next attract their interest.

While those tragic events horrified the civilized world, they also engendered a new and firm resolve to tackle terrorism by addressing the issue of security in the widest possible sense. Immediately after the September 11 attacks, the International Maritime Organization, as the United Nations agency responsible for the safety of international shipping, mounted a swift and thorough response to the possibility of terrorist activity being directed against ships or of terrorists seeking to use ships themselves as weapons or using the proceeds of shipping activities in order to subsidize their unlawful operations.

As part of this response, the end of 2002 saw the adoption of a comprehensive new regulatory regime which sets out in detail what governments, ship operators, ships’ crews, port facility operators and others involved in the business of shipping should do in order to prevent and minimize this very real threat.

But, although 9/11 gave an unprecedented impetus to IMO’s concern about unlawful acts which threaten the safety of ships and the security of their passengers and crews, the subject had, in fact, been addressed by IMO over the course of many years.
As long ago as in the late 1970s, IMO was forced to turn its attention to the consideration of unlawful acts such as barbary, the unlawful seizure of ships and their cargoes and other forms of maritime fraud. Since 1982, the Organization has been monitoring acts of piracy and armed robbery against ships in various parts of the world and has taken measures to combat unlawful acts in those areas that suffer most from them. So far, it has received some 3,500 reports involving loss of ships and, in many cases, loss of life. The most disconcerting aspect is to see that the degree of violence asserted in some of the reports is on the increase.

An early catalyst in the work to combat terrorism was the Achille Lauro incident in 1985, in which terrorists hijacked an Italian cruise ship and killed a passenger before agreeing terms to end their siege. That same year, IMO’s 14th Assembly adopted a resolution on measures to prevent unlawful acts which threaten the safety of ships and the security of their passengers and crew, inviting IMO’s Maritime Safety Committee (MSC) to develop detailed and practical technical measures to ensure the security of passengers and crews on board ships, taking into account the work of the International Civil Aviation Organization in the development of standards and recommended practices for airport and aircraft security.

Furthermore, in December 1985, the UN General Assembly called on IMO to study the problem of terrorism aboard or against ships, with a view to making recommendations on appropriate measures. By the following year, the MSC had developed a series of measures to prevent unlawful acts against passengers and crews on board ships. An MSC circular gave guidelines on the steps that should be taken, with particular reference to passenger ships engaged on international voyages and the port facilities which service them.

Then, in November 1986, work began on the preparation of a convention on the subject of unlawful acts against the safety of maritime navigation and, in March 1988, a conference was held in Rome which adopted the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation – the so-called SUA Convention - and its protocol relating to offshore platforms to provide for a comprehensive suppression of unlawful acts committed against the safety of maritime navigation which endanger innocent human lives, jeopardise the safety of persons and property, seriously affect the operation of maritime services and thus are of grave concern to the international community as a whole.

The main purpose of the SUA Convention is to ensure that appropriate action is taken against persons committing unlawful acts against ships – such as 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 Convention obliges Contracting Governments either to extradite or prosecute alleged offenders.

In the years since its adoption, the SUA Convention gathered widespread if not universal acceptance and received sufficient ratifications to enter into force in 1992. The recent heightened awareness of security issues has led to a dramatic increase in the number of Parties to the SUA Convention. While in October 2001, it had been ratified by 56 States and the 1988 SUA Protocol by 51 States, by July 2004 the Convention had been ratified by 107 countries which between them were responsible for 81.52 per cent of the world’s merchant shipping tonnage, and the Protocol by 96 countries which between them were responsible for 77.66 per cent of the world’s tonnage.

The 2002 International maritime security measures

Unsurprisingly, IMO’s work on maritime security intensified dramatically following the 9/11 attacks in the United States. It had become clear that the shipping industry needed a new, more stringent and more comprehensive set of measures to address the question of maritime security and IMO’s Secretary-General at the time, Mr William O’Neill, initiated the process by submitting a resolution to the Organization’s 22nd Assembly in November 2001. This called for a thorough review of all existing measures already adopted by IMO to combat acts of violence and crime at sea and was unanimously approved.

At the same time, Contracting Governments to the Safety of Life at Sea Convention attending the Assembly agreed to hold a diplomatic conference on maritime security to adopt any new regulations that might be deemed necessary to enhance ship and port security and prevent shipping from becoming a target of international terrorism. The Assembly also agreed to a significant boost to the Organization’s technical co-operation programme of £1.5 million, to help developing countries address maritime security issues.

The next step was the convening of an Intersessional Working Group (ISWG) on Maritime Security, which met from 11 to 15 February 2002. It produced a series of recommendations, which were further elaborated by the May 2002 meeting of the Maritime Safety Committee (MSC) as well as by other IMO bodies. A second ISWG was held in September 2002, to develop the measures still further, prior to the Diplomatic Conference, which was convened in December 2002.

Detailed work was also set under way in IMO’s Legal Committee, which met for its 83rd session in October 2003 and embarked on a review of the SUA Convention as a priority item in its work programme over the next two years. Mindful of the fact that those responsible for perpetrating terrorist acts should not be allowed to escape prosecution and punishment, the objective of the review was to ensure that SUA Convention and its Protocol, which provide for the prosecution or extradition of alleged criminals wherever they happen to be, remain relevant in the light of the new global climate of heightened terrorist threat.

The Diplomatic Conference on Maritime Security, held at IMO’s London Headquarters, was of crucial significance not only to the international maritime community but the world community as a whole, given the pivotal role shipping plays in the conduct of world trade. It was attended by 108 Contracting Governments to the 1974 SOLAS Convention, and observers from two other IMO Member States and two IMO Associate Members. United Nations specialized agencies, intergovernmental organizations and non-governmental international organizations also sent observers.

The outcome of the Conference was a new, comprehensive security regime for international shipping (which entered into force on 1 July 2004), representing the culmination of just over a year’s intense work by IMO’s MSC and its Intersessional Working Groups. The Conference adopted a number of amendments to the 1974 Safety of Life at Sea (SOLAS) Convention, the most far-reaching of which was a new Chapter X-2 (on Special measures to enhance maritime security) which endorses the new International Ship and Port Facility Security Code (ISPS Code). This chapter applies to passenger ships and cargo ships of 500 gross tonnage and upwards, including high-speed craft, mobile offshore drilling units and also applies to port facilities serving such ships engaged on international voyages.
The ISPS Code contains detailed security-related requirements for Governments, port authorities and shipping companies in a mandatory section (Part A), together with a series of guidelines about how to meet those requirements in a second, non-mandatory section (Part B). The Conference also adopted a series of resolutions designed to add weight to the SOLAS amendments, encourage the application of the measures to ships and port facilities not covered by the Code and pave the way for future work on the subject.

The Conference was subsequently referred to in the United Nations General Assembly, which adopted a resolution on "Oceans and the law of the sea", specifically welcoming which adopted a resolution on "Oceans and the law of the sea".

The Company and the Ship

Under the terms of the ISPS Code, shipping companies are required to designate a Company Security Officer (CSO) for each of its ships. The CSO's responsibilities include ensuring that a Ship Security Assessment is properly carried out, that Ship Security Plans are prepared and submitted for approval by (or on behalf of) the Administration and thereafter that the plan is implemented on board each ship. The Ship Security Plan should indicate the minimum operational and physical security measures that the ship itself should implement at all times (i.e. security level 1) unless required to operate at a higher security level. The plan should also indicate the additional, or intensified, security measures the ship can take to move to and operate at security level 2 when instructed to do so. Furthermore, the plan should indicate the possible preparatory actions the ship could take to allow prompt response to instructions that may be issued to the ship at security level 3.

The Port Authority

Each Contracting Government has to ensure completion of a Port Facility Security Assessment for each port facility within its territory that serves ships engaged on international voyages. The Port Facility Security Assessment is fundamentally a risk analysis of all aspects of a port facility's operation in order to determine which parts of it are more susceptible to, or more likely to be the subject of, an attack. Security risk is seen as a function of the threat of an attack coupled with the vulnerability of the target and the consequences of an attack.

The Port Facility Security Assessment helps determine which port facilities are required to appoint a Port Facility Security Officer and prepare a Port Facility Security Plan. As with the Ship Security Plan, this is required to indicate the minimum operational and physical security measures the port facility will implement at all times (i.e. security level 1) and also to indicate the additional, or intensified, security measures the port facility can take to move to and operate at security level 2 or 3 when instructed to do so.

Control and compliance

Under the ISPS Code, ships are required to carry an International Ship Security Certificate indicating that they comply with the requirements of SOLAS chapter XI-2 and part A of the ISPS Code. When a ship is at port or is proceeding to a port of a Contracting Government, the Contracting Government has the right, under the provisions of regulation XI-2/9, to exercise various control and compliance measures with respect to that ship.

IMO's ISPS Code – providing an international regulatory framework for maritime security

The ISPS Code is intended to cover those situations, for example on large passenger ships, where the SSO is not the master, by reaffirming that the master has overall responsibility for security. There is, therefore, implicitly no intention of preventing the master from assuming the duties of SSO, as this would be inconsistent with SOLAS regulation XI-2/8.

It is, of course, for national Administrations to decide if they wish to impose particular restrictions on who may serve as SSOs on ships flying their flag. This should, however, not be imposed by national Administrations on ships not flying their flag through port State control measures, since this is clearly the prerogative of the Contracting Government of the flag State concerned.

The Port Facility

Each Contracting Government has to ensure completion of a Port Facility Security Assessment for each port facility within its territory that serves ships engaged on international voyages. The Port Facility Security Assessment is fundamentally a risk analysis of all aspects of a port facility's operation in order to determine which parts of it are more susceptible to, or more likely to be the subject of, an attack. Security risk is seen as a function of the threat of an attack coupled with the vulnerability of the target and the consequences of an attack. The Port Facility Security Assessment helps determine which port facilities are required to appoint a Port Facility Security Officer and prepare a Port Facility Security Plan. As with the Ship Security Plan, this is required to indicate the minimum operational and physical security measures the port facility will implement at all times (i.e. security level 1) and also to indicate the additional, or intensified, security measures the port facility can take to move to and operate at security level 2 or 3 when instructed to do so.

Control and compliance

Under the ISPS Code, ships are required to carry an International Ship Security Certificate indicating that they comply with the requirements of SOLAS chapter XI-2 and part A of the ISPS Code. When a ship is at port or is proceeding to a port of a Contracting Government, the Contracting Government has the right, under the provisions of regulation XI-2/9, to exercise various control and compliance measures with respect to that ship. Ships may be subject to port State control inspections, as well as to additional control measures if the Contracting Government exercises the control and compliance measures have reason to believe that the security of the ship, or the port facilities that have served it, has been compromised.

The relevant authorities may request information regarding the ship, its cargo, passengers and ship's personnel prior to the
ship’s entry into port and there may be circumstances in which entry into port could be denied.

Responsibilities of Contracting Governments

To summarise, contracting Governments have various responsibilities, including approving the Ship Security Plan and relevant amendments to a previously approved plan, verifying the compliance of ships with the provisions of SOLAS chapter XI-2 and part A of the ISPS Code and issuing the International Ship Security Certificate, determining which port facilities located within their territory are required to designate a Port Facility Security Officer, ensuring completion and approval of the Port Facility Security Assessment and the Port Facility Security Plan and any subsequent amendments, exercising control and compliance measures and setting the applicable security level. It is also responsible for communicating information to IMO and to the shipping and port industries.

SOLAS Contracting Governments can designate, or establish, Designated Authorities within Government to undertake their security duties and allow Recognized Security Organizations to carry out certain work with respect to port facilities, but the final decision on the acceptance and approval of this work must be given by the Contracting Government or the Designated Authority.

Other safety and security measures

Although of crucial significance for the ship and port industries, the ISPS Code is far from being the only new maritime safety and security provision now in force, and it is perhaps worthwhile to summarise some of the less publicised but equally important measures aimed at enhancing safety and security on board ships and at ship/port interface areas that were adopted by the 2002 Conference.

Modifications to SOLAS chapter V (Safety of Navigation) contain a new timetable for the fitting of Automatic Information Systems (AIS). Ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 50,000 gross tonnage, will be required to fit AIS not later than the first safety equipment survey after 1 July 2004 or by 31 December 2004, whichever occurs earlier.

The existing SOLAS chapter XI (Special measures to enhance maritime safety) was amended by Chapter XI-2. Regulation XI-1/3 was modified to require a ship’s identification number to be permanently marked in a visible place either on the ship’s hull or superstructure. Passenger ships should carry the marking on a horizontal surface visible from the air. Ships should also be marked with their ID numbers internally.

A new regulation XI-1/5 requires ships to be issued with a Continuous Synopsis Record (CSR), which is intended to provide an on-board record of the history of the ship. The CSR shall be issued by the Administration and must contain identity-related information such as the name of the ship and of the State whose flag the ship is entitled to fly, the date on which the ship was registered with that State, the ship’s identification number, the port at which the ship is registered and the name of the registered owner(s) and their registered address. Any changes shall be recorded in the CSR, so as to provide updated and current information together with the history of the changes.

As well as the ISPS Code, the brand-new chapter XI-2 (Special measures to enhance maritime security) includes a number of other important measures.

Regulation XI-2/6 requires all ships to be provided with a ship security alert system, according to strict timetables that will see most vessels fitted by 2004 and the remainder by 2006. When activated, the ship security alert system shall be able to transmit a ship-to-shore security alert to a competent authority designated by the Administration, identifying the ship, its location and indicating that the security of the ship is under threat or that it has been compromised. It must be capable of being activated from the navigation bridge and at least one other location, but – and this is a key consideration when dangerous criminals or terrorists may be on board - the system will not raise any alarm on-board the ship itself.

Implementation holds the key

Even though every new standard adopted by IMO represents a step forward, it is virtually worthless without proper implementation. And, in this particular context, there is no doubt that the mere existence of the new regulatory maritime security regime will provide no guarantee that acts of terrorism against shipping may be prevented and suppressed. It is the wide, effective and uniform implementation of the new measures that will ensure shipping does not suffer unduly because of the international transport system.

One of the most important of the resolutions adopted by the conference dealt with this aspect in some detail, referring to the difficulties that had been experienced during implementation of the International Maritime Safety (ISM) Code and calling on Contracting Governments and the industry to the fact that chapter XI-2 of the SOLAS Convention did not provide for any extension of the implementation dates for the new security measures.

It urged Contracting Governments, as a matter of high priority, to take any action needed at national level to begin implementing long-range identification and tracking of ships and to encourage ships to fly their flag to take the necessary measures to be able to respond automatically to polling. However, recognising that there are two sides to every coin, it also requested Governments to consider all aspects, including its potential for misuse (as an aid to ship targeting, for example) and the need for confidentiality in respect of the information gathered.

Among the other resolutions adopted by the conference were two addressing IMO’s co-operation with other agencies on security issues, specifically the International Labour Organization (ILO) and the World Customs Organization (WCO) and we shall look at these collaborative efforts in more detail elsewhere in this paper.

From the outset, even before the amendments and the Code were adopted, the SOLAS Contracting Governments and the industry knew very well that they were bound to face a very challenging task. In the event, there were administrative hiccups in the run up to the deadline, and there were instances, from all sectors of the maritime community, where the necessary processes were started too late.

But, important though it undoubtedly is, the administrative process is not the most critical factor in all this. What really counts is the work that has been done on the ground, amongst the shipping administrations, in companies and port facilities, training undertaken, security plans drawn up, awareness raised, and vigilance heightened. The real aim of IMO’s security measures is to make shipping more secure, and the issuance of certificates is simply the final part of a lengthy process, every step of which is a step in the right direction.

Governments and the shipping and port industries made major efforts to improve maritime security in the weeks and months that followed the 2002 Conference leading up to the entry into force of the ISPS Code and all the related security measures. All over the world, a huge amount of work was undertaken to ensure the highest possible level of compliance. Figures made available by IMO regularly to keep the maritime community updated on progress being made indicated that more than 86 per cent of ships and 99 per cent of port facilities had their security plans approved by 1 July 2004.

As ever, IMO also recognized that not all its Member States shared the same ability to implement the new measures, that particularly among the developing countries, there would be shortages of expertise, manpower and resources. Another key conference resolution addressed the vital question of technical co-operation and assistance, strongly urging Contracting Governments to the Convention and Member States of the Organization to provide, in co-operation with the Organization, assistance to those States which have difficulty in meeting the requirements.

It also requested the Secretary-General of the Organization to make adequate provision, within the IMO’s Integrated Technical Co-operation Programme, to strengthen further the assistance that was already being provided and to ensure that the Organization was able to address the future needs of developing countries for continued education and training and the improvement of their maritime and port security infrastructure and measures, and invited donors, international organizations and the shipping and port industry to contribute financial, human and/or in-kind resources to the Integrated
Technical Co-operation Programme of the Organization for maritime and port security activities.

IMO actually launched its global technical co-operation programme on maritime security in January 2002, 11 months before the package of new maritime security measures was adopted. The aim of the programme initially was to raise awareness of maritime security threats and of the need for future regulatory measures that, at that stage, were still under development, through activities such as regional and sub-regional conferences, seminars, workshops and advisory missions.

Subsequently, the emphasis has moved on to practical approaches to implementation of the new regulatory regime, with the development of training programmes and materials, lesson plans and model courses.

Thousands of personnel from maritime administrations, shipping companies, ports and industry and regional organizations have already been trained as a result of IMO’s activities and the steady stream of requests to the Organization for technical assistance in the field of maritime and port security shows no sign of slowing down.

The success and continuation of IMO’s work in this field depends on funding being made available to support further training activities. An International Maritime Security Trust Fund has been established, on the basis of voluntary donations, to provide a dedicated source of financial support for the maritime security technical co-operation activities and, in particular, for national initiatives in the developing regions. Secretary-General Mitropoulos has appealed to Governments and industry to make contributions to the Fund in order to support the programme over the coming horizon.

The cost factor

Of course, it is not just the developing countries that have had to consider resource implications in implementing the new security provisions. Significant and far-reaching measures such as these cannot be implemented without cost, and while it is impossible to put a completely accurate figure on the total cost to the industry and the various other stakeholders, there have been some attempts made to do so.

Last year, the OECD published a detailed report on the risk factors and economic impact of security in maritime transport. It reached three broad conclusions. The first was that the costs of inaction would likely be measured in tens of billions of dollars, and quoted a figure of up to US$58 billion for the United States alone.

The second conclusion — perhaps not surprisingly — was that some costs are more easily measured than others, and that those costs that can be measured with some precision are significantly less than the costs of doing nothing. Generally, said the report, ship-related costs tend to be relatively easy to ascertain as these involve specific equipment purchases and labour costs at known international rates. The OECD estimated the initial burden on ship owners to be at least US$1.279 million and US$872 million a year thereafter. The bulk of ship-related costs are related to management staff and security-related equipment expenses.

Estimates of port-related security costs are extremely difficult to derive, says OECD, due to uncertainty about exactly what the new measures will mean in terms of additional personnel requirements coupled with the vast differences in labour rates that apply depending on location. Also very difficult to estimate are costs derived from procedural changes; however, OECD estimates that, for the costs that can be measured, the overall figure of slightly over US$2 billion is still substantially below the costs that might result from a major attack.

Finally, while its main focus had been on costs, the report also concluded that many of the new measures had distinct benefits that were not directly related to their anti-terrorism task. Theses benefits related from reduced delays, faster processing times, better asset control, lower losses due to theft and decreased insurance costs. For example, direct savings to US importers through a new electronic customs manifest handling system in the US are estimated to be US$22.2bn over 20 years while the US Government would make savings of US$8.4bn over the same period, according to the report.

Aside from the OECD report, a number of individual countries have also attempted to quantify the financial costs and benefits associated with the new measures. In the United States, for example, the Commandant of the Coast Guard has stated that the US maritime security regulations will cost the home industry US$70bn over the next 10 years. The regulations will affect some 10,000 US vessels, 5,000 facilities, 564 ports and 40 offshore facilities.

And, in Australia, the Government announced in the 2003-04 Federal Budget that it would allocate A$15.6 million over 2 years to tighten the country’s maritime and port security by developing enabling legislation, providing guidance to industry and ensuring compliance with the ISPS Code. The Government expects that the implementation costs to industry will be A$133 million in the first year with ongoing costs of up to A$59 million per year thereafter, while the Australian Shippers’ Association estimates that the cost for Australian flagged vessels could be between A$750,000 and A$900,000 each.

Achieving a balance

Throughout the development of the new security measures and the implementation process, IMO has always been at pains to stress the importance of achieving a proper balance. This has applied not just in the cost/benefit equation but in other aspects, too.

Clearly, there is an overriding imperative to find a balance between the need to implement the new security regime strictly and robustly and yet ensure that disruption to global trade, as a result of the introduction of security measures, is kept to a minimum; a balance between the traditional and legally ensnared rights of ships to enjoy freedom of navigation on the high seas, and the need to make sure that strategic and potentially vulnerable sea lanes have the special protection they may need must be established; and while tightening security provisions so that criminals and terrorists cannot gain access to ships by posing as seafarers, ensuring, at the same time, that innocent seafarers are not themselves unfairly penalized as a result.

Seafarer issues

The whole question of human element-related aspects and, in particular, of shore leave for seafarers was dealt with in one very important resolution Conference resolution. It urged Governments to take the human element, the need to afford special protection to seafarers and the critical importance of shore leave into account when implementing the new security provisions. It also encouraged Governments, Member States of IMO and non-governmental organizations with consultative status at the Organization to report to the Organization any instances where the human element has been somehow rejected or their services not sufficiently recognized. He pointed out how important shore leave is to hard-working seafarers, to the detriment of the overall effort.”

Mr Mitropoulos added that if, on security grounds, seafarers face difficulties, such as refusal of shore leave, they may well feel somehow rejected or their services not sufficiently recognized. He warned that such restrictions may easily discourage prospective entrants to the maritime profession from joining ranks at a time when the industry is already short of quality officers worldwide - a situation, which may worsen in the future to include shortage of ratings as well.
He concluded by appealing to Governments and port authorities to treat seafarers as partners in the fight against terrorism and to facilitate their access to ports and shore facilities. “Ships’ stays in port are short nowadays,” he said, “and the seafarer’s free time is limited, so we should provide them with every opportunity to relax and recover before they again take their ships out to sea in pursuit of their peaceable objectives in the service of world trade.”

**Strategic sea lanes**

In addition to seafarer issues, another concern in which finding the right balance is paramount is the importance of keeping strategically important shipping lanes secure and open to international maritime traffic, thereby ensuring the uninterrupted flow of world trade. The IMO Secretariat has taken steps to identify which areas might be particularly vulnerable and the IMO Council, at its 59th meeting earlier this year, shared the concern of the Secretary-General in this respect and authorized him to work with interested parties to find ways in which they might collaborate - while always observing the sovereign rights of the coastal States concerned.

One of the world’s most important, indeed truly vital, strategic shipping channels is undoubtedly the Malacca Strait. This 800 km long and, in some areas, less than 2 km wide stretch of water, which lies between the Indian Ocean and the South China Sea, is an artery through which runs a huge proportion of global trade. Tankers and bulk carriers move vast quantities of oil, coal, iron ore and grain to the manufacturing centres of south-east and north-east Asia, while high-value manufactured goods carried in millions of containers pour back through the same outlet to feed consumer markets all over the world. Some 50,000 ship movements carrying as much as one quarter of the world's commerce and half the world's oil pass through the Malacca and Singapore Straits each year.

Any serious disruption to the flow of maritime traffic through this channel would clearly have a widespread and far-reaching detrimental effect. The preservation of its integrity is such an important issue. But being a natural choke point for shipping makes the area particularly vulnerable, both to operational and navigational incidents and to the external threat posed by pirates and armed robbers. However, with south-east Asia still, unfortunately, recording the highest number of pirate attacks globally, there is clearly a fear that terrorists could resort to pirate-style tactics, or even work in concert with pirates, to perpetrate their evil deeds. Although criminals and terrorists may operate in similar ways, it should be remembered that terrorists aim to use their violence in pursuit of strategic objectives and, all too frequently, mass destruction; while pirates seek private gains, terrorists pursue political ones.

Through co-operation, led by the littoral States of the Malacca and Singapore Straits, and including other user States and stakeholders – such as industry, organisations and by applying various means of state-of-the-art technology - including the utilisation of the Marine Electronic Highway project, specifically designed by IMO for the Malacca Strait - it is expected that this strategic lane will continue to remain open to international navigation to serve the needs of seaborne trade and the movement of strategic objectives and - regional and global.

For IMO, balance has been a recurring theme throughout the entire process of developing and implementing the new maritime security regime. The concern had been expressed that, if the focus were placed too heavily on “security” and less attention was paid to other parts of IMO’s responsibilities, i.e. “safety”, “the environment” and the “facilitation of maritime traffic”, then shipping would not be rendered the good services it deserves. The right balance had to be struck between the various objectives involved when legislating, for example, on inspecting ships for port State control purposes; and the need for such balance has been reflected in IMO’s new mission statement which calls for “Safe, Secure and Efficient Shipping on Clean Oceans.”

**The wider picture**

UN Secretary-General Kofi Annan has denounced terrorism as a “global scourge with global effects”, and it is very much in the spirit of international co-operation to counter this universal threat that IMO’s efforts to protect shipping against terrorism and to ensure “safe, secure and efficient shipping on clean oceans” will be so crucial during this “unprecedented” range and diversity of challenges.

The importance of this work in the context of maritime security cannot be overstated. The world container fleet was estimated by Containerisation International’s 2003 Yearbook at some 15,851,000 TEUs. The reported moves of containers through maritime ports were estimated at 225,300,000 TEUs in UNCTAD’s “Review of Maritime Transport 2003”, and experts say this figure may grow up to 450 million TEUs by 2005. Today, according to the Lloyd’s Register/Fairplay World Fleet database, the population of dedicated containerships stands at nearly 600 units, representing more than 100 million deadweight tonnage.

These figures show not only the importance of the sea mode of container transportation but, more significantly, the serious difficulties encountered in knowing, at any time in the transportation chain, where they are, how they are transported to and, above all, what they contain. Containers are typically loaded some distance from sea ports and terminals, hence the importance of close co-operation between all parties concerned.

Co-operation between IMO and WCO had already been established, but it was further strengthened by the signing, in July 2002, of the Memorandum of Understanding between the two Organizations to arrange for matters concerning container examination and integrity in multimodal transport as well as matters relating to the ship/port interface. With regard to seafarer issues, the ILO was invited by a SOLAS conference resolution to continue the development of a Seafarers’ Identity Document as a matter of urgency. The idea was that this document could combine, among other things, a document for professional purposes, a verifiable security document, and a certification information document. Subsequently, the 91st session of the International Labour Conference (in June 2002) adopted a new Convention on Seafarers’ Identity Documents to replace the ILO Convention, which had been adopted in 1968. The new Convention establishes a more rigorous identity regime for seafarers with the aim of developing effective security from terrorism and ensuring that the world’s 1.2 million seafarers will be given the freedom of movement necessary for their wellbeing and for their professional activities and, in general, to facilitate international commerce.
The 2002 Conference on Maritime Security also invited IMO and ILO to establish a joint Working Group to undertake more detailed work on comprehensive port security requirements. This group has developed an ILO/IMO Code of Practice on Security in Ports, which was adopted by the two Organizations earlier this year.

The future

While acknowledging that after the September 11 attacks the world would not be the same again, Mr. Mitropoulos has also acknowledged that, all over the world, a huge amount of work had been undertaken in the period leading up to the entry-into-force date of the 2002 SOLAS amendments and the ISPS Code to ensure the highest possible level of compliance.

"I think we now have to look on the positive side and remember that the prime objective of this work has been to increase awareness of the real and present threat of terrorism, explain the implications of the ISPS Code and how best to implement it and, in so doing, raise the shipping industry’s defences to protect it and seaborne trade from any act of terrorism. There is no doubt that they have been significantly increased, and we must now ensure that they continue to rise. While I appreciate the efforts made worldwide to achieve the set objectives, I also acknowledge with appreciation the tremendous work done by the IMO Secretariat, both at the legislative level and with regard to the provision of technical assistance and co-operation, to contribute to the establishment of an adequate maritime security infrastructure to keep terrorism at bay. Their commitment and dedication are most commendable."
Legal Committee adds fair treatment of seafarers to work programme

The Legal Committee of IMO has agreed to include in its work programme the development of guidelines on the fair treatment of seafarers. In doing so, it also endorsed a proposal to establish a joint IMO/International Labour Organisation (ILO) Working Group on the matter.

This decision followed a proposal that IMO, in cooperation with ILO, consider the development of appropriate guidelines based not only on the principles of UNCLOS but also on the fact that unwarranted detention was a violation of basic human rights.

Review of the SUA Convention and Protocol

The Committee also continued its consideration of a revised draft protocol to the SUA Convention and Protocol prepared by the intergovernmental Correspondence Group. Most delegations expressed support for the revision and strengthening of the SUA Convention to provide a response to the increasing risks posed to maritime navigation by terrorism. Notably, several delegations drew attention to the need to ensure that the prospective SUA Protocols did not jeopardize the principle of freedom of navigation and the right of innocent passage as prescribed in UNCLOS, nor the basic principles of international law and the operation of international commercial shipping.

The Committee recognized that, while there seemed to be general acceptance of the need to include provisions concerning boarding in the draft protocol, it was clear that the present draft still required further consideration. It was also recognized that the inclusion of boarding provisions implied a substantial threat into the fundamental principles of freedom of navigation on the high seas and the exclusive jurisdiction of flag States over their vessels. The Committee accepted that the principle of flag State jurisdiction must be respected to the utmost extent, recognizing that the boarding by officials of a foreign-flag ship on the high seas could only take place in exceptional circumstances.

Draft Convention on wreck removal

The Committee continued with its consideration of the draft Wreck Removal Convention (WRC), considering four main issues: namely: the application of the WRC to territorial seas; the exclusion of liability for acts of terrorism; the identification of the responsible party in charge of the day-to-day operation of the ship, who might not necessarily be the registered owner as presently defined in the draft Convention; and the relationship between the WRC and the existing liability regimes.

The Committee approved, subject to drafting improvement, the provisions concerning objectives and general principles, scope of application, reporting of wrecks and determination of the hazard. Interested delegations were invited to continue working intersectorially under the leadership of the delegation of the Netherlands to refine the text further.

Implementation of the HNS convention

The Committee welcomed information provided by several delegations reporting work in progress in their countries towards ratification of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS) by Sea, 1996.

The Committee noted that the International Oil Pollution Compensation Fund (IOPC) had nearly completed the development of an HNS Data Base, which would include a “cargo calculator” to facilitate the reporting of contributing HNS cargo.

The HNS Convention is intended to add a vital component in the international compensation regime for pollution damage at sea. At end April 2003, it had been ratified by four States, representing 1.92 per cent of world merchant shipping tonnage.

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. It is 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.

Measures to protect crews and passengers against crimes committed on vessels

The Committee was provided with an interdivisional by the Comite Maritime International (CMI) on its ongoing work to examine State practice on how crimes committed on vessels on the high seas were handled in different jurisdictions. The Committee noted some suggested measures to prevent crimes on vessels, including establishment of a legal scheme, adoption of a resolution on the shipowners’ and passengers’ liability to penal codes.

The MSC considered issues relating to the implementation of the maritime-security measures which enter into force on 1 July 2004. Recognising that consistent, uniform and harmonised implementation of the control and compliance measures will contribute towards the enhancement of maritime security, it adopted resolution MSC 359(79) on Interim Guidance on Control and Compliance Measures to Enhance Maritime Security.

The Committee once more acknowledged the need for a proper balance between the needs of security, the protection of the human rights of seafarers and port workers, and the requirement to maintain the safety and working efficiency of the ship, particularly when taking access for activities such as taking on board stores, repair and maintenance of essential equipment and other vital activities undertaken when a ship is moored at port facilities.

As with the timeliness of the development of draft protocol to the SUA Convention to provide a response to the increasing risks posed to maritime navigation by terrorism, the Committee agreed that, even if this casualty threshold is exceeded, a ship is to remain habitable for a minimum period of time to allow for its sale and ultimate abandonment. To this end, the MSC approved casualty thresholds for fire and flooding and agreed a “time to remain habitable” of three hours.

The MSC also approved for future adoption the draft MSC resolution on Standards and criteria for the carriage of free-fall lifeboats on bulk carriers, for adoption at MSC 79.

Bulk carrier safety

The MSC approved proposed amendments to SOLAS chapter XII (Additional safety measures for bulk carriers), with a view to subsequent adoption at MSC 79 in December 2004.

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The Committee approved MSC circulars on Guidelines for checking the structure of bulk carriers – the WRC and the existing liability regimes.

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From the meetings  Maritime Safety Committee  From the meetings
78th session  12 – 21 May 2004
www.imo.org
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Permanent means of access - SOLAS amendments

The MSC adopted amendments to SOLAS regulation II-1/3 (Conservation - Subdivision and stability, machinery and electrical installations) on Access to and within spaces in the cargo area of oil tankers and bulk carriers (resolution MSC.134(76)) and to the associated Technical Provisions for means of access for inspections (resolution MSC.133(76)). The amendments are expected to enter into force on 1 January 2006.

The resolution adopting the amendment includes a paragraph under which the flag State Administration may provisionally apply the amended regulation to new ships to be constructed on or after 1 January 2005 instead of applying the original requirements of regulation II-1/3.

The Committee also approved an MSC circular on the Application of SOLAS regulation II-1/3/6 on Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers - Application of the Technical provisions for means of access for inspections, drawing the attention of the Member States to the provisions for their provisional early application as from 1 January 2005.

Persons rescued at sea - amendments to SOLAS and SAR adopted

The MSC (expanded to include all SOLAS Contracting Governments and SAR Parties) adopted amendments to the SOLAS and SAR Conventions concerning the treatment of persons rescued at sea, and/or as a means of access for inspections, drawing the attention of the Member States to the provisions for their provisional early application as from 1 January 2005.

Adoption of ships’ routing measures

The MSC adopted the following ships’ routing and other measures, which will take effect on 1 December 2004 at 0000 UTC, except for the amendment to the TSS “In the Singapore Straits”, which will take effect from 1 January 2005 at 0000 UTC.

- Amendment of the existing mandatory Ship reporting system “Off Cape Finisterre”.
- Amendment of the existing mandatory Ship reporting system “Approaches to the Port of Ra’s al Khafji”; and - Amendment of the existing charting measure in the Great North East Channel of the North Sea.
- Mandatory area to be avoided off the north east coast of the North Island of New Zealand.
- Amendment of the existing mandatory Ship reporting system “Off Cape Finisterre”.
- Mandatory area to be avoided off the north east coast of the North Island of New Zealand.
- Amendment of the existing mandatory Ship reporting system “Off Cape Finisterre”.
- Amendment of the existing mandatory Ship reporting system “In the Torres Strait and Inner Route of the Great Barrier Reef”, off the North East coast of Australia (REEFREP).

The aim is to provide guidance with regard to humanitarian obligations and obligations under the relevant international law.

Global SAR plan - international SAR Fund agreed

The MSC agreed to establish an international Search and Rescue (SAR) Fund as soon as possible to support the establishment and continued maintenance of Regional Maritime Rescue Co-ordination Centres (MRCCs) and Maritime Rescue Sub-Centres (MRSCs) along the African coastlines.

Preventing accidents with lifeboats – amendments to SOLAS

The expanded MSC adopted amendments to SOLAS chapter III (Life-saving appliances and arrangements) which are intended to help prevent accidents with lifeboats during drills. The amendments, which are expected to enter into force on 1 July 2006, stem from work by the Sub-Committee on Ship Design and Equipment (DE) intended to address the unacceptably high number of accidents with lifeboats that have been occurring over recent years. Crew have been injured, sometimes fatally, while participating in lifeboat drills and/or inspections.

The amendments to Regulation 19 (Emergency training and drills) and Regulation 20 (Operational readiness, maintenance and inspections) concern the conditions in which lifeboat emergency training and drills should be conducted and introduce changes to the operational tests to be conducted during the weekly and monthly inspections, so as to not to require the assigned crew to be on board in all cases.

The MSC also approved a circular on Prevention of accidents in high free-fall launching of life boats, in view of recent reports of injuries sustained during launches of lifeboats from heights greater than 20 metres.

Carriage of immersion suits – amendments to SOLAS

The MSC adopted amendments to SOLAS chapter III Regulation 22 – Personal life-saving appliances to make changes to the number of immersion suits to be carried on all cargo ships. The amendments 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, which are expected to enter into force on 1 July 2006, immersion suits will become, as lifejackets, a personal life-saving appliance for each person on board thus offering better thermal protection and improved chance of survival and rescue.

The MSC also adopted consequential amendments to the 1988 SOLAS Protocol relating to the records of equipment.

IMDG Code amendments including security

The MSC adopted amendments to the International Maritime Dangerous Goods (IMDG) Code. The amendments update several sections of the Code relating to the carriage of dangerous goods and also include a new chapter 11 Maritime Security Provisions intended to address the security of dangerous goods being transported by sea.

The amendments are expected to enter into force on 1 January 2006, but may be applied on a voluntary basis from 1 January 2005.

Resolutions adopted by MSC 78

Resolution MSC.131(78) - Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended
Resolution MSC.132(78) - Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended
Resolution MSC.133(78) - Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended
Resolution MSC.134(78) - Adoption of amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974
Resolution MSC.135(78) - Adoption of amendments to the International Convention on Oil Pollution from Ships, 1973, as amended
Resolution MSC.136(78) - Adoption of amendments to the SAR – Annex to the Convention – addition of persons not provided with immersion suits.
Resolution MSC.137(78) - Adoption of amendments to the SOLAS chapter III – Life-saving appliances and arrangements
Resolution MSC.138(78) - Adoption of amendments to the SOLAS chapter III – Life-saving appliances and arrangements
Resolution MSC.139(78) - Adoption of amendments to the SOLAS chapter III – Life-saving appliances and arrangements
Resolution MSC.140(78) - Adoption of amendments to the International Maritime Dangerous Goods (IMDG) Code
Resolution MSC.141(78) - Adoption of amendments to the technical provisions for means of access for inspections
Resolution MSC.142(78) - Internation guidelines on control and compliance measures to enhance maritime security
Resolution MSC.143(78) - Adoption of the IMO unique company and registered owners identification number scheme
Resolution MSC.144(78) - Amendments to the existing mandatory ship reporting system “In the Torres Strait and inner Route of the Great Barrier Reef”.
Resolution MSC.145(78) - Amendments to the existing mandatory ship reporting system “Off Cape Finisterre”.
Resolution MSC.146(78) - Performance standards for shipborne simplified voyage data recorders (S-VDR)
Resolution MSC.147(78) - Revised performance standards for radar reflectors
Resolution MSC.148(78) - Adoption of amendments to the General Provisions on Ship’s Routing (resolution A.572(14), as amended)
Resolution MSC.149(78) - Application of performance standards for marine transmitting heading devices (THDS) to marine transmitting magnetic heading devices (TMHDs)
Resolution MSC.150(78) - Guidelines on the treatment of persons rescued at sea
MSC.163(78) on Performance Standards for cargo ships above 3,000 gross tonnage, by 2007, to be followed by cargo ships over 20,000 gross tonnage. The proposed draft regulation would phase in the requirement for cargo ships above 3,000 gross tonnage. The draft regulation requires a VDR, amendments to regulation 20 of SOLAS specified for existing cargo ships.

The MSC adopted resolution MSC/Circ.1124 Amendments to the IAMSAR Manual, MSC/Circ.1121 Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended.

The MSC agreed with the recommendation of the Sub-committee on Safety of Navigation (NAV) that retrofitting existing cargo ships with Voyage Data Recorders (VDR) was feasible and desirable and that a simplified VDR (S-VDR) should be specified for existing cargo ships.

The MSC therefore approved – with a view to adoption at MSC 79 - draft amendments to regulation 20 of SOLAS chapter V (Safety of Navigation) on a phased-in carriage requirement for a shipborne S-VDR. The draft regulation requires a VDR, which may be a S-VDR, to be fitted to cargo ships above 3,000 gross tonnage. The proposed draft regulation would phase in the requirement for cargo ships over 20,000 gross tonnage first, by 2007, to be followed by cargo ships above 3,000 gross tonnage, by 2008.

The MSC also adopted resolution MSC.163(7) on Typhoon Performance Standards for shipborne simplified voyage data recorders (S-VDRs).

Unique company number scheme

The MSC adopted a scheme to implement the IMO Unique Company and Registered Owners Identification Number Scheme. The aim is to facilitate the enhancement of maritime safety, security and pollution prevention and the preservation of maritime fraud by assigning a permanent identification number to companies and registered organizations which will be inserted on ship’s certificates.

Piracy and armed robbery against ships

The MSC reviewed the reports on incidents of piracy and armed robbery against ships submitted to IMO and welcomed developments in the implementation of the co-ordinated plan of action to tackle piracy and armed robbery against ships through regional agreements.

The number of acts of piracy and armed robbery against ships, which were reported to the Organization to have occurred or to have been attempted in 2003, was 65, an increase of 69 (10%) over the figure for 2002.

The areas most affected in 2003 (i.e. five incidents reported or more) were the Far East, in particular the South China Sea and the Malacca Strait, South America and the Caribbean, the Indian Ocean, West Africa, and East Africa. The number of acts reported to have occurred or to have been attempted increased from 140 to 152 in the South China Sea, from 66 to 96 in the Indian Ocean, from 67 to 72 in South America and the Caribbean, from 47 to 67 in West Africa, and from 34 to 38 in the Malacca Strait, over the 2002 figures. However, the numbers decreased from 3 to 1 in the Mediterranean Sea and from 24 to 22 in East Africa, compared with the 2002 figures.

During 2003, 15 crew members were reportedly killed, including two passengers and six military personnel, 45 persons were wounded and 54 crew went missing. Amongst those still missing to date and unaccounted for are 11 crew members including three crew members known overboard. Eleven ships were hijacked and 11 went missing, whilst one ship was set ablaze and one ship was run aground.

List of circulars approved by MSC 78

MSC/Circ.1107 Application of SOLAS regulation 13/3-6 on Access to and within spaces in, and forward of, the cargo area of oil tankers and bulk carriers and application of the Technical provisions for means of access for inspections to tankers and bulk carriers

MSC/Circ.1108 Guidelines for assessing the longitudinal strength of bulk carriers during loading, unloading and ballast water exchange

MSC/Circ.1109 False security alerts and distress/security double alerts

MSC/Circ.1110 Matters related to SOLAS regulation 15-7/2 and 15-7/2

MSC/Circ.1111 Guidance relating to the implementation of SOLAS chapter XI-2 and the ISPS Code

MSC/Circ.1112 Shore leave and access to ships under the ISPS Code

MSC/Circ.1113 Guidance to port State control officers on the non-security related elements of the 2002 SOLAS amendments

MSC/Circ.1114 Guidelines for periodic testing of immersion suit and anti-exposure suit seams and closures

MSC/Circ.1115 Prevention of accidents in high free-fall launching of lifeboats

MSC/Circ.1116 Unified interpretations of the IBC and IGC Codes

MSC/Circ.1117 Guidance for checking the structure of bulk carriers

MSC/Circ.1118 Implementation of SOLAS regulation V-9 - Hydrographic services

MSC/Circ.1119 Ship/terminal interface improvement for bulk carriers

MSC/Circ.1120 Unified interpretations of the revised SOLAS chapter II-2

MSC/Circ.1121 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.1122 Adoption of the revised NALTEX Manual

MSC/Circ.1123 Guidelines on annual testing of L-band satellite EPIRBs

MSC/Circ.1124 Amendments to the IAMSAR Manual

The Committee was informed of the successful completion in early 2004 of a TCC-initiated pilot project activity undertaken by the WMU. The IMO Model Course on “Maritime Accident and Incident Investigation” has been converted into a user-paced, self-motivated training programme on a CD-ROM.

The Committee considered the possibility of converting other IMO model courses, such as those on ship, company and port security officers, into an “e-learning” format.

IMO International Maritime Law Institute (IMLI)

IMLI has had a total of 382 graduates from 59 States and territories and demand for places remains high. The Committee was informed of support secured by the Institute, including ten scholarships from the Nippon Foundation of Japan for the financial year 2004/2005, a commitment from the TC Fund to provide six scholarships in the financial year 2004/2005, a pledge from the Government of Switzerland, through the Swiss Agency for Development and Co-operation, to continue its financial support of the work on maritime and port security.

The Programme’s success and continuation depends, inevitably, on funding to be made available to support those further training activities. The Committee was informed of considerable progress for IMO’s Programme for the Integration of Women in the Maritime Sector.
From the meetings Technical Co-operation Committee

PORT STATE CONTROL
LONDON, 14 – 24 March, 2005

This widely recognised and practical intensive course is now in its 17th 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. Special sections of the course concentrate on the 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 22600

The course is conducted by the Centre for Maritime Co-operation of the International Chamber of Commerce. Further details can be obtained from:

Miss Angeles Aguado, Course Co-ordinator
ICC Centre for Maritime Co-operation
Maritime House, 1 Linton Road, Barking, Essex IG11 8HG, United Kingdom
Tel: +44 20 8591 3000  Fax: +44 20 8594 2833
E-mail: cmc@icc-ccs.org.uk  Web: www.icc-ccs.org.uk

The Nav Sub-Committee approved revised performance standards for radar equipment and approved the draft MSC resolution on adoption of the revised performance standards for radar equipment for submission to the MSC.

The Sub-Committee agreed that there was a need for uniformization of maritime radar standards in general and, in particular, for display and presentation of navigation-related information. The revised standards also take into account that marine radars are used in connection or integrated with other navigational equipment required to be carried on board ships such as, an automatic target tracking aid, ARPA, AIS, ECDIS and others.

Routing of ships, ship reporting and related matters

The Sub-Committee approved the following for submission to the MSC for adoption:

New traffic separation schemes (TSSs)
• Approaches to the Cape Fear river (United States)
• Off Mina Al-Ahmadi (Kuwait)

Amendments to existing TSS
• Amendments to the traffic separation schemes in Puget Sound and its approaches in Haro Strait, Boundary Pass and in the Strait of Georgia (Canada and the United States)
• Amendments to the traffic separation scheme in the approaches to Chesapeake Bay (United States)
• Amendments to the traffic separation schemes Off Cape Boca and Off Cape S. Vicente (Portugal)
• Revoking of the traffic separation scheme Off the Berlengas Islands (Portugal)
• Amendments to the traffic separation scheme in the approaches to Puerto San Martin (Peru)

The Sub-Committee considered the proposal for compulsory pilotage in the Torres Strait as an associated protective measure, following the Marine Environment Protection Committee’s approval in principle, in July 2003 (MEPC 49), of a proposal from Australia and Papua New Guinea for the extension of the Great Barrier Reef PSSA to cover the Torres Strait Region, together with the associated protective measures.

The Sub-Committee noted that the Working Group on Ship Routing agreed that the proposed compulsory pilotage in the Torres Strait was operationally feasible and largely proportionate to provide protection to the marine environment. The Sub-Committee also noted the opinion of a number of delegations that there is no clear legal basis to adopt a compulsory pilotage regime in straits used for international navigation.

The Sub-Committee therefore invited MEPC 52, in October 2004, to refer the legal issue of compulsory pilotage in such straits to the Legal Committee meeting later in October (LEG 90), in order to enable MSC 79, in December 2004, to consider the proposal with the legal basis resolved.

Challenges to the maritime sector: opportunities and sustainable development

Women in the Maritime Sector

The IMO Programme for the Integration of Women in the Maritime Sector (IPWSM), is now into its 15th year of operation since its inception in 1989, the Committee was told.

A key event in the last 12 months had been a regional seminar on The role of women in the maritime sector: opportunities and challenges in Asia, Samoa, in October 2003. The guest speakers included a number of women holding senior posts in the maritime industry in the region, whose presentations provided an invaluable insight into the impediments which face women who are seeking to train or to work in the maritime sector.

A number of delegations expressed their support for and commitment to the IPWSM programme. The delegation of Canada informed the Committee that 25 per cent of graduates from the Coastguard College (Canada) in 2003 were women, with a figure of 77 per cent in 2004. The delegation of Brazil stated that women currently represented 33 per cent of students in the national nautical academies. One female captain has recently graduated. The delegation of Nigeria noted the support given by the Minister for Transport of Nigeria for the establishment of a National Maritime Women’s Association.

The Government of Malta, in addition to providing IMDU personnel on a part-time basis, has paid the final instalment towards its commitment to subsidize partially the operation for 2003/2004.

The Government of Tanzania in 2003/2004; and the Maritime Authority of Nigeria and the Labour Council of Nigeria, the National Authority of Iran in 2003/2004; a scholarship each from the Ports and Shipping Authority of Saudi Arabia in 2003/2004; in addition to the twelfth Flag Scheme in the approaches to Puerto San Martin, Peru.

The Secretary-General thanked the Government of Italy and other donors to IMO, namely, the Province of Trente, the European Union, the International Hydrographic Organisation and the Regione Autonoma Frulli Venezia Giulia, for their sustained support which has enabled the Academy to continue its invaluable work.

The Sub-Committee was updated on the progress of the 54th session of the Technical Co-operation Committee and the results of the 55th session, scheduled for 2004, including the twelfth Flag State Implementation and Port State Control course.

The DAM model course on nautical cartography has been awarded international recognition by the International Advisory Board on Standards of Competence for Hydrographers and Nautical Cartographers, in May 2004. It is the first course on this topic to receive international recognition.

The Secretary-General thanked the Commonwealth Fund for Technical Co-operation for its sustained support which has enabled the IMA to provide a regional course on Women in the Maritime Sector.

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 the ISPS code.

The course is taught by an experienced team of academics and practitioners from the UK, USA and Europe.

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• Amendments to the traffic separation scheme in the approaches to Puerto San Martin (Peru)
Committee approves FAL Convention amendments

The Committee approved a draft amendment to the FAL Convention intended to modernise the Convention to enhance the facilitation of international maritime traffic and take into account the revised Kyoto Convention on the Simplification of Customs Procedures, established under the auspices of the World Customs Organization.

The proposed amendments include the following:

- the use of risk management to enhance border control procedures to facilitate the legitimate circulation of persons and goods
- a proposed draft Recommended Practice that public authorities should develop procedures to use pre-arrival and pre-departure information to facilitate the processing of information required by public authorities to expedite release and clearance of cargo and persons
- a draft Recommended Practice that all information should be submitted to a single point to avoid duplication
- encouragement of electronic transmission of information

The Committee agreed to establish a correspondence group to evaluate the use of ECDIS and look at possible changes to the carriage requirements for ECDIS. The group will submit a report to NAV 51 in July 2005.

Use of the destination-field in AIS messages

The Committee approved draft amendments to the FAL Convention intended to modernise the Convention to enhance the facilitation of international maritime traffic and take into account the revised Kyoto Convention on the Simplification of Customs Procedures, established under the auspices of the World Customs Organization.

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Security issues - standard minimum data required prior to port entry

The Committee agreed that the submission by ships prior to their arrival of a certain minimum security-related information would be in the interest of the shipping industry, would facilitate maritime traffic and might stem the proliferation of differing national practices.

The Committee therefore agreed to a standard minimum data-set that ships could expect to be required to transmit prior to entry into port. It includes ship details, such as name, call sign and flag, and confirmation that the ship possesses a valid International Ship Security Certificate or a valid Interim International Ship Security Certificate. The Committee decided to bring the outcome of this work to the attention of the Maritime Safety Committee (MSC) for its consideration and to invite the MSC to review the content of the recommended data-set.

List of certificates and documents required to be carried on board ships

The Committee approved the revised List of certificates and documents required to be carried on board ship. This is to be issued as a joint FAL/MEPC/MSC Circular. Subject to approval received by the MEPC and MSC later this year, the revised circular will replace FAL/Circ.30/MEPC/Circ.308/MSC/Circ.946, issued in 2000.

FAL seminar highlights Mahgreb issues

A regional Facilitation (FAL) seminar, enhanced by the IMO Technical Co-operation Fund, was held in Maputo, Mozambique, in May, in co-operation with the country’s Ministry of Transport and Communications. The seminar was attended by 23 participants from 14 selected East African region countries (Angola, Comoros, Djibouti, Ethiopia, Eritrea, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Kenya, Seychelles, Tanzania, Uganda). In addition, a sub-regional FAL seminar was held in Algiers, Algeria during the same month, in co-operation with the Ministry of Transport of Algeria. It was attended by 50 participants from the Maghreb region countries (Algeria, Morocco, Tunisia).

Among the outcomes reported from the Maghreb region seminar, it was noted that in tackling economic development and the significant rise in trading in their commercial and tourist sectors, the countries of the Maghreb had improved facilities at their maritime terminals, simplifying passenger procedures by deploying customs officials, insurance representatives and, in certain countries, on-board police, with a view to completing formalities prior to disembarkation.

Given the success of the above-mentioned measures, the seminar proposed that a Recommended Practice Part G should be added to the FAL Convention to make provision for the on-board presence of customs, police and insurance officials. This measure would ease the transit, especially in summer, of passengers, their baggage and vehicles, by advancing the respective procedures.

The seminar also recommended that port security and facilitation activities should be considered together, and that provisions of the ISPS Code should be integrated into the FAL Convention.

The Maghreb region countries have been invited to submit proposals to IMO on the seminar recommendations.

Chairmen meet to improve procedures

A meeting of the MSC, MEPC, and Sub-committee chairmen has been held at IMO headquarters, to work towards streamlining the efficiency and effectiveness of the committees and sub-committees. Among other topics, the meeting discussed new terms of reference, new reporting procedures and the issue of press coverage of Committee and sub-committee meetings. The meeting was co-chaired by Mr. T. Allan (United Kingdom), Chairman of the MSC and Mr. A. Chryssostomou (Cyprus), Chairman of the MEPC.

New generation of maritime lawyers graduate from IMLI

IMLI, the Malta-based International Maritime Law Institute (IMLI), held its 15th Graduation Ceremony in May at the Malta Maritime Museum in Victoria, in the presence of IMO’s Secretary General Efthimios Mitropoulos, former IMO Secretary-General Mr. William O’Neil (Chairman of the IMLI Governing Board), and many distinguished guests.

Professor David Atrill, IMLI Director, expressed his thanks to the IMO Technical Cooperation Division, The Nippon Foundation, Lloyd’s Register, The Comit, Maritime International, The Malta Maritime Authority and a number of Governments for their generous contributions in providing scholarships and paid special tribute to the Governments of Malta and Switzerland for “their unwavering, constant support to the Institute’s funding”. He also thanked the IMLI’s Governing, resident faculty and IMLI staff, concluding with wishing students further success in their professional careers.

Established under the auspices of the International Maritime Organization (IMO), the IMO International Maritime Law Institute (IMLI) is an international centre for training specialists in maritime law. In 15 years of its existence IMLI has successfully trained 304 lawyers from 98 countries around the world with knowledge and skills which should enable their respective administrations to uphold the rule of law in International Maritime Law and contribute to IMO’s aims of safer shipping and cleaner oceans.

Seatrade awards - entries sought

IMO Secretary-General Efthimios Mitropoulos has told the panel of judges for the 2005 Seatrade Awards that the awards ceremony will be held at London’s Guildhall next April, and entries for the various awards are now being accepted by the Seatrade organisation.

IMO at work
IMO waves the flag about shipping as QM2 model sails in

Secretary-General Mitropoulos said it was timely to promote the image of shipping, as he received on behalf of IMO a replica model of the Queen Mary 2 cruise ship from the International Council of Cruise Lines and their members Cunard and Carnival Cruise Lines.

Referring to the Queen Mary 2 as a “symbol for all that is excellent in shipping today”, Mr. Mitropoulos said the presentation was one occasion on which “we can, justifiably, think, wave the flag about shipping and give the wider world an excellent example of just why those involved in this great industry are so proud of it and proud of the part it plays in our global society today.”

Mr. Mitropoulos said he believed the image of shipping did need promotion, adding: “I find it quite unfair that, when something goes wrong in shipping, politicians and the public are quick to criticize and condemn, whereas, when great things happen in the industry, such as the safe and clean delivery of goods by sea in their overwhelming majority or the arrival of beautiful ships such as the QM2, they mostly go unnoticed.”

“The arrival of such a beautiful and prestigious vessel which, by the very nature of its heritage will capture the imagination of a wider public, provides a great opportunity to promote shipping” he said, adding: “This magnificent ship has, quite rightly, been named after her home nation. We are proud to promote shipping.”

IMO Council makes WMU appointments

The Council has appointed Secretary-General Mitropoulos as Chancellor of the World Maritime University (WMU) for the two-year period 1 July 2004 to 30 June 2006. The Council also accorded the status of Chancellor Emeritus of the WMU to the former chancellor and previous IMO Secretary-General Mr. William A. O’Neil. The Council also appointed Mr. Mitropoulos Chairman of the International Maritime Law Institute (IMLI) Governing Board for the two-year period 1 July 2004 to 30 June 2006.

Mr. Mitropoulos said he was pleased and honoured to accept his appointments and was delighted at the recognition given to his predecessor, Mr. O’Neil. “The pre-eminent position of the WMU has been gained in no small part through Mr. O’Neil’s activities as Chancellor and the status of Chancellor Emeritus is justifiably accorded by acclamation.”

New navais tender for Middle East

The Middle East Navigation Aids Service (MENAS) has introduced its new multipurpose light vessel Rehame in a special naming ceremony at Damen Shipyards’ Royal Schelde facility in Vlissingen, in the Netherlands. The vessel, the third MENAS ship to bear the name Rehame, was christened by Mrs Chantal E Vlissingen, wife of IMO Secretary-General Efthimios Mitropoulos.

Although the paramount responsibility of the new Rehame will be, like that of its predecessors, the provision and maintenance of aids to navigation in the international waters of the Arabian Gulf, the new 82-metre long vessel will offer a wide range of related services that neither of the two earlier vessels could perform.

Speaking at the naming ceremony, Mr Mitropoulos said, “The new Rehame is, in its way, a reflection of the changes that have affected the wider shipping world. Coming 25 years after its predecessor, the new vessel will offer a much wider range of services than ever before. Being equipped for oil spill response, it will make a contribution to the region’s marine environmental protection capability, actively serving those States parties to the OPRC Convention of 1990. The vessel will also play a major part in the training of nationals from littoral states in all oil prevention preparedness and oil spill response and I am especially encouraged by MENAS’ willingness to make its new ship available to the nations of the Gulf Co-Operation Council for training purposes.”
Don't pass up the opportunity to discover the world of information technology and electronics, now impacting on all areas of the maritime industry.

Key concepts covered include the growing influence of condition monitoring and fleet management software; the role of distance learning and simulator training for the modern-day mariner; the impact of the ISPS Code; latest surveying techniques; trends towards electronic charts; diagnostic software for predictive maintenance; Voyage Data Recorders and Automatic Identification Systems; the CAD/CAM evolution; and the role of Class and other Authorities in ensuring quality standards.

The list is by no means extensive, but merely serves to illustrate how technology now dominates the scene.

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BOOKS FOR PROFESSIONALS

Fire Safety at Sea
(MEP Vol 1 Part 5)
by Dr J Cowley, CBE, FREng, Hon FIMarEST

Ships' fire protection arrangements are more extensively and highly regulated than ever before. Hence, the knowledge required of shipboard personnel has increased accordingly. This book fills that requirement admirably with its unique blend of subjects covering fire research, combustion technology, fire and safety systems and equipment, statutory surveys, inspections and much more.

Written by one of the foremost specialists in the fire safety field, who serves as a Fire and Explosions Analyst on the IMO Casualty Analysis Group, Dr J Cowley brings to the reader a volume full of technical depth which supplements the instruction provided by maritime colleges and the training received during statutory fire safety courses.

A book for students and practising professionals, and a MUST on every ship!

Published by IMarEST (The Institute of Marine Engineering, Science and Technology), the volume is priced at £25.99 (IMarEST members price £20.79)

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