Contents

Opinion
4 The winds of change – IMO Secretary-General Efthimios E. Mitropoulos reflects on the challenges that lie ahead for the Organization

Intelligence
5 Ballast water convention adopted
6 GloBallast wins environment award; new IMO council elected; single-hull phase out accelerated; Karbiil brings membership to 161
7 New Secretary-General confirmed; Denmark ratifies compensation protocol
8 IMDG Code becomes mandatory; Assembly adopts key resolutions

Feature
10-12 Raising standards in the fishing industry

Meetings
13-14 Sub-Committee on Stability, Load Lines and Fishing Vessels, 46th session
16 Sub-Committee on Dangerous Goods, Solid Cargoes and Containers, 8th session
17 Legal Committee, 87th session
18 IMO Assembly, 23rd session
21 Marine Environment Protection Committee, 50th session
23 Sub-Committee on Fire Protection, 48th session
24 Sub-Committee on Standards of Training and Watchkeeping, 25th session

IMO at Work
27 East Asian ministers adopt environment declaration; IMO opens Manila office
28 IMLI and Nippon Foundation in joint project; seminar highlights PSC techniques; role of women in shipping examined
29 Maritime prize goes to Wall, WMU graduates approach 2000; French group raises environmental concerns

Working in partnership
IMarEST Marine Partners already include Novar Marine, Rolls Royce, Lloyd’s Register, Royal Society of Engineering, Scottish Association of Marine Science, and QoSL. The scheme will be launched at the IMarEST 101st Annual Dinner on Friday 12th March.

www.imarest.org/proceedings or email marketing@imarest.org

Also available:

WWW.IMAREST.ORG
E-mail: info@imarest.org
Tel: +44 (0)20 7382 2600
Fax: +44 (0)20 7382 2670

The International Maritime Organization (IMO)
4, Albert Embankment
London SE1 7SR
UK
Tel +44 (0)20 7735 7611
Fax +44 (0)20 7987 3210
Email (general enquiries) info@imo.org
Website www.imo.org

Managing Editor
Lae Adamson
ladamson@imo.org
Assistant Editor
Natasha Brown
nbrown@imo.org

Advisory Board
Aubrey Botford
Brian Stanley

Editorial production
Lesley Brooks
lbrooks@imo.org

Distribution
Hanna Moreton
hmorton@imo.org,
tel +44 (0)20 7735 7611

IMO News is the magazine of the International Maritime Organization and is distributed free of charge to qualified readers. The opinions expressed are not necessarily those of IMO and the inclusion of an advertisement implies no endorsement of any kind by IMO of the product or service advertised. The contents may be reproduced free of charge on condition that acknowledgement is given to IMO News. Please allow at least ten weeks from receipt at IMO for additions to, deletions from or changes in the mailing list.
The winds of change

When I presented my candidacy for the position of Secretary-General to the IMO Council, I referred to the winds of change which I felt blowing through the maritime world and within the Secretariat and added that I could understand and interpret the message of those winds.

Although IMO faces a number of important and substantial challenges, I believe that my predecessor, Mr O’Neill, has left the Organization very well equipped to face them. My aim will be to build on the solid foundations that he has created and to ensure that the Organization, its staff, its structures and its work programme are able to adapt as necessary to meet changing requirements and new expectations.

Last year, an hoc Working Group of the IMO Council set out to identify the trends, developments and challenges facing the Organization. They included: globalization; heightened maritime safety, security and environmental concerns; people at sea (in relation to the trend for increased use of ferries and high-speed craft and the concentrations of large numbers of people at sea); the importance of capacity-building towards ensuring universal and uniform application of IMO instruments; shifting emphasis onto people including all involved in the shipping and fishing industries, in particular those involved in ship design, construction, equipment, operation and management; and technology as a major driving force for change in the maritime transport sector.

The Organization will have to respond to these issues through its three core strategic directions: enhancing the status and effectiveness of the IMO; developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping; and being always aware of the profile of shipping and the needs of a quality culture and environmental consciousness.

These are interdependent and point to the future focus of the Organization in not only being the forum where international rules and guidance are developed but also being the only body that can do so with authority, efficiency and effectiveness on a worldwide basis.

Having been both a national delegate and a staff member for some considerable time, I think I have acquired enough knowledge to know both the strengths and the weaknesses of the system. I feel I have matured along with the maturity reflected in the evolution of the Organization and will endeavour to inspire by leading by example and setting my priorities right.

I believe that the strength of the Organization lies in the unity of its Members – the more united they are, the stronger the Organization. I will therefore consider it my paramount duty to ensure that the Membership is united and remains united. And if there are signs that it may fall apart, I will act swiftly and decisively to avert this happening by placing my good offices and all my energies at the disposal of the parties concerned. Nothing therefore would give me greater pleasure every time I address the Assembly than to give my assurance that the state of the Members’ union is stronger than ever before.

In accepting the responsibilities that are incumbent in the post of Secretary-General, I invited all with an interest in IMO, safety, security and the environment to join forces to create a better maritime world, one which, based on high standards in all respective fields, would create a level playing field in which all can move and prosper – a world in which the competition among the players will be based on transparency in their activities and on the provision of high quality services. I hope that we can all work together to rid the world of poor quality in shipping and put an end to the offering, fixing, chartering and exploiting of sub-standard ships and sub-standard crews.

A new international convention to prevent the potentially devastating effects of the spread of harmful aquatic organisms carried by ships’ ballast water has been adopted at an international conference at IMO’s London Headquarters.

The International Convention on Ballast Water Management for Ships will require all new ships to implement a Ballast Water and Sediments Management Plan. All new ships will also have to carry a Ballast Water Record Book and will be required to carry out ballast water management procedures to a given standard. Existing ships will be required to do so by a phase-in period.

The Convention includes both a ballast water exchange standard and a ballast water performance standard. It allows for ballast water exchange to be used to meet the performance standard.

Regulation D-1 Ballast Water Exchange Standard – states that ships performing ballast water exchange shall do so with an efficiency of 95 per cent volumetric exchange of ballast water. For ships exchanging ballast water by the pumping-through method, pumping through three times the volume of each ballast water tank shall be considered to meet the standard described. Pumping through less than the three times the volume may be accepted provided the ship can demonstrate that at least 95 percent volumetric exchange is met.

Regulation D-2 Ballast Water Performance Standard – states that ships conducting ballast water management shall discharge less than 10 viable organisms per cubic metre greater than or equal to 50 micrometres in minimum dimension and less than 10 viable organisms per millilitre less than 50 micrometres in minimum dimension and greater than or equal to 10 micrometres in minimum dimension, and discharge of the indicator microbes shall not exceed the specified concentrations.

Under Regulation B-4 Ballast Water Exchange, all ships using ballast water exchange should, whenever possible, conduct ballast water exchange at least 200 nautical miles from the nearest land and in water at least 200 metres in depth, taking into account Guidelines developed by IMO, and, in cases where the ship is unable to conduct ballast water exchange as above, do so as far as from the nearest land as possible, and in all cases at least 50 nautical miles from the nearest land and in water at least 200 metres in depth.

All ships shall remove and dispose of sediments from spaces designated to carry ballast water in accordance with the provisions of the ship’s ballast water management plan (Regulation B-4).

Parties to the convention are given the option to take additional measures before ships would be allowed to enter their ports. Such additional measures are subject to criteria set out in the convention and to IMO guidelines yet to be developed, and may also include additional controls applicable to discharge and/or uptake areas of ballast water.

IMO Secretary-General Mr. Efthimios E. Mitropoulos congratulated Member Governments on the successful outcome of the conference. He said “With the adoption of this Convention, the Organization has mobilized global resources to control and manage ships’ ballast water and thus prevent, minimize and ultimately eliminate the transfer of harmful aquatic organisms and pathogens across the seas and oceans of the world. This is an achievement in no small measure that becomes all the more important and significant given the consensus decision you were able to make on a subject of undeniable complexity”.

The Secretary-General emphasized that implementation of the convention was now crucial.

“The work of IMO and its membership on this subject will not stop with the signing of the Final Act. The momentum must be sustained and our efforts should turn immediately to the task of bringing the Convention into force as soon as possible,” he said.

Mr. Mitropoulos emphasized the importance of early, wide and effective implementation of the new convention and pledged the support of the Organization’s Integrated Technical Co-operation Programme to help those countries who needed assistance. The conference adopted a resolution on promotion of technical co-operation.

The Convention will enter into force 12 months after ratification by 30 States, representing 35 per cent of world merchant shipping tonnage. The Conference was attended by representatives of 73 States, one Associate Member of IMO and observers from two intergovernmental organizations and 17 non-governmental international organizations.

Delegates at IMO debate detail of the new ballast water convention; below, Mnemiopsis, part of the problem (pic: Richard Harbison)
GloBallast programme wins Environment Award

The GEF/UNDP/IMO GloBallast Programme, the project executed by IMO and aimed at preventing the spread of unwanted alien organisms in ballast water, has won the Institute of Marine Engineering, Science and Technology (IMarEST) Queen’s Golden Jubilee Marine Environment Award.

The GloBallast implementation team, including the Programme Co-ordination Unit in IMO’s Marine Environment Division and counterparts in the six GloBallast Pilot Countries (Brazil, China, India, Iran, South Africa and Ukraine), was selected as one of three finalists for the IMarEST award. The final “heat” was held on the evening of 1 October, when the finalists made a presentation to the judging panel and a general audience at IMarEST’s London headquarters.

In addition to developing mandatory regulations to address the problem of invasive species in ships’ ballast water, IMO has joined forces with the Global Environment Facility (GEF), the United Nations Development Programme (UNDP), individual countries and the private sector to implement the GloBallast Programme, which is an international technical co-operation programme executed by IMO, with funding from GEF, through UNDP, and with support from individual countries and the shipping industry. GloBallast activities commenced in March 2000.

Britain’s Queen Elizabeth II celebrated her Golden Jubilee on 21 June 2002. In recognition of this historic event and in appreciation of Her Majesty’s support as Patron, IMarEST awarded a Queen’s Golden Jubilee Medal. The aim of this award is to recognise individuals or groups who have made significant contribution to the advancement of marine engineering, science and technology; maritime safety or pollution prevention of the marine environment. IMarEST has been a non-governmental organization in consultative status with IMO since 1995.

New Council elected for 2004-2005 biennium

The IMO Assembly has elected the following States as Council members for the 2004-2005 biennium:

Category (a)
10 States with the largest interest in providing international shipping services:
- China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, United States.

Category (b)
10 Other States with the largest interest in international seaborne trade:
- Algeria, Australia, Bahamas, Chile, Cyprus, Denmark, Egypt, Ghana, Indonesia, Malta, Mexico, Nigeria, the Philippines, Poland, Portugal, Saudi Arabia, Singapore, South Africa, Turkey, Venezuela.

Category (c)
20 States not elected under (a) or (b) above which have special interests in maritime transport or navigation, and whose election to the Council will ensure the representation of all major geographic areas of the world:
- Algeria, Australia, Bahamas, Chile, Cyprus, Denmark, Egypt, Ghana, Indonesia, Malta, Mexico, Nigeria, the Philippines, Poland, Portugal, Saudi Arabia, Singapore, South Africa, Turkey, Venezuela.

At its 91st session, in December, the IMO Council elected Captain Luis Diaz-Monclus from Venezuela as its Chairman. Captain Diaz-Monclus is Managing Director, Control of Shipping & Search and Rescue (SAR), Venezuelan Maritime Authority, and has a long association with IMO. The Vice-Chairman, Mr Johan Franson from Sweden was re-elected.

IMO adopts accelerated single-hull tanker phase-out

IMO has adopted a revised, accelerated phase-out scheme for single-hull tankers, along with other measures including an extended application of the Condition Assessment Scheme (CAS) for tankers and a new regulation banning the carriage of Heavy Fuel Oil (HFO) in single-hull tankers.

The amendments to the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978 relating thereto (MARPOL 73/78) were adopted at the 50th session of IMO’s Marine Environment Protection Committee (MEPC) and are expected to enter into force on 5 April 2005, under the tacit acceptance procedure.

The MEPC met at IMO Headquarters in London, 1 and 4 December 2003, under the chairmanship of Mr Andreas Chryssostomou (Cyprus). The meeting ran concurrently with the 23rd session of the IMO Assembly which met from 24 November to 5 December 2003. For full details, see page 21.

Kiribati becomes Member of IMO

The Republic of Kiribati has become a Member of IMO, following its deposit of an instrument of acceptance of the Convention on the International Maritime Organization, as amended, with the Secretary-General of the United Nations. With the accession of Kiribati, the number of IMO Member States stands at 165, with three Associate Members.

Denmark ratifies compensation protocol

Denmark has become the first contracting state to sign the new protocol establishing a supplementary compensation fund for oil pollution. The agreement was approved by a diplomatic conference at the IMO last May and establishes a third tier of compensation that increases what is already available under the 1992 Civil Liability and Fund Conventions to a combined maximum of approximately $1.6bn.

The protocol is optional and open to all countries that have signed the 1992 Fund Convention. The new fund will come into existence three months after at least eight countries that receive a combined total of 45% tons of oil have ratified the protocol.

Effthimos E. Mitropoulos confirmed as new IMO Secretary-General

The election of Effthimos Mitropoulos (above) as Greece to the post of Secretary-General of the International Maritime Organization was confirmed when the Organization’s ruling Assembly agreed unanimously to accept the recommendation of the Council to appoint Mr Mitropoulos. He took up office on the retirement of William O’Neil of Canada at the end of 2003.

In a wide-ranging acceptance speech to the Assembly, Mr Mitropoulos spoke of the challenges that lie ahead for the Organization. “While our prime duty will be to act proactively to ensure that accidents do not happen in the first place,” he said, “our work should also be directed towards ensuring that, when an accident has taken place, the system is there to minimize its impact on human lives, property and the environment.”

Mr Mitropoulos emphasised the need for change within IMO, referring to the “winds of change” blowing through the maritime world and through the Organization itself, and pledged himself to understanding and interpreting the message borne by those winds. He said, “I believe in the necessity of change, not as a proof of failure but as an indication that this is a vibrant Organization, full of energy and determination to adjust to the changing winds while continuing to sail in search of even calmer seas and safer havens always having enough water under our keel. And also because I believe that in a world that is constantly changing, it should be to our advantage to learn how to adapt and thus benefit from those changes.”

In thanking Members for their support and the confidence the Organization had placed in him, Mr Mitropoulos, who has been a staff member at IMO since 1979, referred to the beneficial effect on him of his two predecessors, Mr O’Neil and Mr C.P. Sivutivat of India. “To build on the legacy of the two Great Men, under both of whom I have had the good fortune to serve, and to take their achievements forward will be the challenge of my life.”

A former seafarer, Hellenic Coast Guard officer and official in the Greek Maritime Administration, Mr Mitropoulos also spoke of his pride in the shipping industry and its global importance today. “I will miss no opportunity to express the pride I feel for the industry we all serve and also to emphasize the major contribution shipping makes to world trade and economy. Further to the appointment, Mr Koji Sekimizu of Japan has moved across from the Organization’s Marine Environment Division to fill Mr Mitropoulos’s previous role as Director of the Maritime Safety Division, while Mr Jean-Claude Sainlos of France has stepped up to become Director of the Marine Environment Division.

In announcing the two appointments, Mr Mitropoulos said, “I am confident that Mr Sekimizu and Mr Sainlos will respond successfully to the expectations of all parties concerned and will serve well the cause of enhanced safety, security and environmental protection.”
Uniform, global rules for the safe transport by sea of dangerous goods and marine pollutants in packaged form are now compulsory, following the entry into force on 1 January 2004 of the 2002 amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, making the International Maritime Dangerous Goods (IMDG) Code mandatory.

The IMDG Code was developed as a uniform international code for the transport of dangerous goods by sea covering such matters as packing, marking, labelling and storage of dangerous goods with particular reference to the segregation of incompatible substances.

The decision to make the Code mandatory followed years of its application as a recommendatory instrument since its adoption by the fourth IMO Assembly in 1965. Since then, the Code has undergone many changes, both in appearance and content to keep pace with the ever-changing needs of the industry. Amendments to the IMDG Code originate from two sources: proposals submitted directly to IMO by Member States; and amendments required to take account of changes to the United Nations Recommendations on the Transport of Dangerous Goods which set the basic requirements for all the transport modes.

Amendments to the provisions of the United Nations Recommendations are made on a two-yearly cycle, and, approximately two years after their adoption, they are adopted by authorities responsible for regulating the various transport modes in various countries. In that way, a basic set of requirements applicable to all modes of transport is established and implemented, thus ensuring that difficulties are not encountered at inter-modal interfaces.

The IMDG Code lays down basic principles and contains detailed recommendations for individual substances, materials and articles, as well as a number of recommendations for good operational practice including advice on terminology, packing, labelling, storage, segregation and handling, and emergency response action.

Since the amendments to SOLAS Chapter VII (Carriage of Dangerous Goods) to make the IMDG Code mandatory were adopted in 2002, IMO's Technical Co-operation Programme has delivered a number of regional and national courses on the implementation of the IMDG Code, to which participants from around 100 countries were invited.

Member States of the International Maritime Organization (IMO) agreed on the need for an audit scheme to assess their effectiveness in implementing global shipping standards, with the adoption of an Assembly resolution on the subject at the 23rd IMO Assembly, which met at the Organization’s London Headquarters from 24 November – 5 December 2003.

The Assembly also adopted guidelines on places of refuge for ships in need of assistance and guidelines on ship recycling.

At the same time, the Assembly saw 30 resolutions adopted by the Assembly.

The Assembly was attended by around 1,000 delegates representing 149 Member States and three Associate Members, representatives from the United Nations and specialized agencies, and observers from six intergovernmental organizations and 30 non-governmental organizations. For a full report, please turn to page 18.
Raising safety standards in the fishing industry

The ocean has, through generations, provided a potentially rich source of food. Fishing has therefore always been a major source of employment and a provider of food and economic benefits for those engaged in all related activities. In recent years, fisheries have become a dynamically developing sector of the food industry worldwide, both in their natural habitat and in the aquaculture industry. To take advantage, coastal States have, within their individual capabilities and constraints, employed various means to harness these rich natural resources within and outside of their own coastal waters.

Some States have deployed large modern fishing fleets while others with limited financial resources have engaged in artisanal to small-scale fishing. The more developed countries without constraints on financial resources have invested in modern fishing fleets in response to growing international demand for fish and fishery products. The investment has mainly been focused on technology and equipment. Developed countries have provided varying levels of training to personnel aboard fishing vessels, while in less-developed and developing countries fishing is still traditional skills-based rather than competency-based.

Commercial fishing has long been acknowledged to be a dangerous field of employment. All its activities occur during transit, when fishing, processing and storing catches and discharging catch, exposure fishermen to danger during the entire time they are at work on their vessels. The incidence of accidents, casualties, injury and loss of life in the industry is known to be much higher than in the maritime industry. The number of incidents reported however, might not reflect the actual figures and it is regrettable that no much attention has been paid by the world to the loss of life in the fishing industry. However, awareness by the general public of fishing vessel accidents and consequent loss of life and property has become more intense and has helped to focus national attention on safety problems in the commercial fishing industry in general, and on the human factor in particular, especially in less-developed and developing countries.

Human element addressed

In its pursuit of a safety culture, at sea, IMO focused attention on the human factor in the maritime industry and developed the STCW Convention. Filling the hazardous nature of fishing and concerned by the loss of life in the industry, IMO went a step further and adopted the 1995 Torremolinos Protocol and the 1996 STCW-F Convention. These instruments endeavoured to address the human element in the fishing industry by developing globally acceptable instruments regulating the safety of fishing vessels and introducing standards for training and demonstration of competence for fishing vessel personnel. The relatively short STCW-F Convention (15 articles and an annex containing technical regulations) is the first international instrument that introduces standards of competence and proficiency for all fishing vessel personnel in their respective tasks. It requires basic safety training for all fishing vessel personnel and sets standards for skippers and deck officers. The STCW-F Convention, requires a minimum of 15 States to become signatories for it to enter into force and this gave international effect to its provisions. Regrettably however, to date, there are only four signatories to the STCW-F Convention, and the Convention therefore, has yet to enter into force. Recognition of this situation encouraged the Assembly to urge Governments, through Resolution A.945(23), to consider adopting the Convention at the earliest opportunity.

To raise awareness of the STCW-F Convention, IMO took the initiative and embarked upon a global campaign for its early ratification. The work was undertaken by the STCW and Human Element Section and aimed at raising awareness of the STCW-F Convention with the objective of encouraging its ratification without further delay and to provide necessary technical assistance to Member States, when requested.

The target groups for the regional seminars and workshops were personnel from Fishery Administrations, fisheries training institutions, fishermen’s organizations and other bodies responsible for the safety, training and certification of fishing vessel personnel.

Nine regional seminars and workshops of five days duration were planned to be delivered by fisheries experts engaged by IMO. The first regional seminar and workshop for selected countries in the Asia Sub-region took place in Busan, Republic of Korea in December 2002 co-funded by the Government of the Republic of Korea and the IMF, co-funded by the Government of the Republic of Korea and the IMF.
Fishing vessel safety - code review continues

The Working Group on Fishing Vessel Safety continued revision of the Fishing Vessel Safety Code. In view of the need to include, in parts A and B of the Code, references to specific guidance on medical care at sea - including first aid training, medical supplies to be carried out on board, and other issues - it was agreed that the IMO secretariat would contact the World Health Organization (WHO) Secretariat for information on the status of the revision of the International Medical Guide for Ships (IMGS), specifically its relevance to medical care on board fishing vessels, particularly vessels under 12 m in length.

The revised version of the Fishing Vessel Safety Code and Voluntary Guidelines is being developed for use primarily by competent authorities, training institutions, fishing vessel owners, fishermen’s representative organizations and non-governmental organizations having a recognized role in fishermen’s safety and health and training. A correspondence group was re-established to continue the revision of the Code and the Voluntary Guidelines and report to the next session.

Revision of SOLAS chapter II-1

The revision of SOLAS chapter II-1 parts A, B and B-1 by the Working Group on Subdivision and Damage Stability (SDS) continued during the session and the Sub-Committee requested an extension of the deadline for completion of the work to 2004.

The revision is intended to harmonize the subdivision and damage stability provisions contained in part A (General provisions), those for passenger ships (part B) and cargo ships (part B-1), to be based on the “probabilistic” method.

The probabilistic method (resolution A.265(VIII)) was originally developed in 1973 through the detailed study of data relating to collisions collected by IMO. Because it is based on statistical evidence concerning what actually happens when ships collide, the probabilistic concept is believed to be far more realistic than the earlier “deterministic” method.

The SDS correspondence group was re-established to continue the work inter-sessionally, including the validation of sample ships and test calculations and the development of a text of the draft revised SOLAS chapter II-1 parts A, B and B-1.

Large passenger ship safety

The SDS Working Group also continued work on issues relating to large passenger ship safety, but the work could not be finalized at this session in view of its linkage with the ongoing work on the revision of SOLAS chapter I-I, and the target completion date should be extended to 2004.

Specifically, the Sub-Committee has been assigned with characterizing the designed survivability of the ship to be able to link the design of the ship to the availability of SAR functions and area of operation and to combine the structural performance of the ship after damage with the survivability criteria.

Review of the Intact Stability Code

Following discussion by the working group on intact stability, the Sub-Committee agreed that certain parts of the Code should be made mandatory. Some delegations expressed the view that the design criteria, in principle, should be made mandatory for all types of ships, subject to insertion of appropriate application and equivalent provisions. At the same time, some delegations expressed concern that criteria for certain ship types, such as containerships greater than 100m should not be
From the meetings • Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF)

46th session • 8 - 12 September 2003

The Intact Stability Correspondence Group was reinstated, to develop a set of proposed amendments to the Code, regarding the revision of the weather criterion, to concentrate efforts towards establishing interim guidelines for model experiments and full-scale trials; to further consider matters related to the development of a new structure for the Code; to further consider a proposal regarding the free surface effects of nominally full liquid cargo tanks, to identify any areas of concern, collect information on the existing related knowledge on these areas and identify any needs for future research; and to submit a report to SLF 47.

IACS unified interpretations – LL circular agreed

A Load Lines circular entitled Unified interpretations of the Convention, for submission to MSC 78 with a view to approval, was agreed. The draft circular refers to IACS unified interpretations LL 65 entitled “Ships with assigned reduced freeboards intended to carry deck cargo” and LL 7 entitled “Machinery space openings (Regulations 17(1), 26(1), 27(9) and 27 (10))”.

Bulk carriers - improved loading/stability information

A two-way approach to dealing with improved loading stability information for bulk carriers, to include the development of guidelines as well as mandatory requirements for a stability computer on smaller bulk carriers, was agreed.

Proposed amendments to SOLAS to require the fitting of a stability computer on bulk carriers of less than 150m in length were agreed. The proposed amendment to SOLAS regulation XII/11 on loading instruments would require new bulk carriers of less than 150 m in length to be fitted with a loading instrument capable of providing information on the ship’s stability in the intact condition.

The development of guidelines for the provision of detailed, comprehensive and user-friendly information covering stability and longitudinal stress characteristics of the ship’s hull during loading and unloading was also discussed. The guidelines would be relevant to bulk carriers of all sizes. The Sub-Committee decided to instruct the intact stability correspondence group to develop part of the guidelines addressing the provision of detailed, comprehensive and user friendly information covering stability of the ship, and submit a draft text to SLF 47.
The BC code has become an industry standard for bulk carrier operations. Now the Sub-Committee has recommended it be made mandatory (pic: Newcastle Port Corporation)

T
he Sub-Committee agreed that the Code of Safe Practice for Solid Bulk Carcots (BC Code) should be made mandatory. This would ensure a worldwide uniform application of the Code and should help to address the fact that, due to a lack of knowledge on the safety measures described in the BC Code, too many incidents and accidents are still occurring, leading to partial or total loss of ships with casualties or loss of life. The recommendation will be passed to the Maritime Safety Committee (MSC) for approval.

Currently, the BC Code is recommended to Administrations, shipowners, ship masters, as a guide on the standards to be applied in the safe stowage and shipment of solid bulk cargoes (excluding grain). However, several administrations have already made the BC Code mandatory by adopting it in a mandatory form. Where the Code is not mandatory, industry has for years used a number of the recommendations in the Code as acceptable standards.

**Amendments to the IMDG Code approved**

A number of proposed amendments to the IMDG Code, for inclusion in Amendment 30/04 to the Code, were approved. They will be considered for adoption by the 78th session of the MSC in May 2004. The proposed amendments include those relating to the following: exemptions; flaggated units; IMDG portable tanks; stowage and segregation provisions; and other miscellaneous amendments.

The Subcommittee was updated on IMO’s technical assistance programme to help countries in implementing the 2002 amendments to SOLAS VII, which make the IMDG Code mandatory from 1 January 2004. During 2002 and 2003, six regional and four national courses on the implementation of the IMDG Code were delivered, to which participants from 91 countries were invited. Participants acquired a better understanding of the provisions of the reformed Code, which in turn should lead to compliance with the provisions of the Code and will result in a safer transport of the dangerous goods carried by sea.

**Review of Annex III of MARPOL 73/78**

The Sub-Committee agreed a timetable for the review of Annex III of MARPOL 73/78 and the adoption of amendments to Annex III, which should also be reflected in amendments to the IMDG Code. The aim is to harmonize Annex III (Prevention of pollution by packaged harmful substances) and the IMDG Code with the criteria for defining marine pollutants which are accepted by the UN Transport of Dangerous Goods (TDG) Sub-Committee.

**Manual on loading and unloading of solid bulk cargoes**

Work on developing the Manual on loading and unloading of solid bulk cargoes for terminal representatives continued during the Sub-Committee session.

The interational correspondence group was established to further develop the manual.

A draft MSC Circular No. 1092 provides terminal interface requirements for bulk carriers which is intended to address concerns over risk control options in relation to loading/unloading bulk carriers, was agreed. The draft circular urges the application of the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BDU Code) to address these concerns. The proposed manual will also include risk control options for terminal representatives.

**Guidance on serious structural deficiencies in containers**

The Sub-Committee continued work on developing the draft guidance on serious structural deficiencies in containers covered by the International Convention for Safe Containers (CSC), 1972. The guidance would serve as guidance for control under article 71 of the CSC Convention. The correspondence group was re-established to finalize the guidance by the next session.

**Measures to enhance maritime security**

The Sub-Committee continued its review of three instruments which relate to its work, in the light of the security measures adopted by IMO in December 2002 and which will enter into force on 1 July 2004. The instruments concerned are: Recommendations on the safe transport of dangerous cargoes and related activities in port areas (MSC/Circ.675); the IMDG/ILRS/UN ECE Guidelines for packing of COTs (MSC/Circ.787); and the IMO model course on safe packing of CTIs (C.118). An correspondence group was established to further the work, including drafting appropriate amendments to the three instruments.

**Revision of SUA treaties**

The Committee has been working on the revision of the SUA Convention and Protocol since it was requested to do so by the IMO Assembly Resolution A.924(22), adopted in November 2003, called for a revision of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crew and the safety of ships following the 11 September 2001 attacks in the United States. The importance attached to the SUA Convention by the international community is shown by the fact that 104 States have become parties, 46 of them since September 11th. The Committee agreed to continue work on the SUA revision on a priority basis.

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

The current Convention obliges Contracting Governments either to extradite or prosecute alleged offenders thereby ensuring that those responsible for perpetrating acts of violence against or on board ships, will be brought to justice, wherever in the world they seek to hide. The revision expands on these and also introduces provisions for boarding of vessels suspected of being involved in terrorist activities.

**Wreck removal**

The Committee reviewed the current draft text of the proposed draft Wreck Removal Convention (WRC), as developed by a Correspondence Group. The WRC is intended to provide international rules on the rights and obligations of States and shipowners in dealing with wrecks and drifted or sunken cargo which may pose a hazard to navigation and/or pose a threat to the marine environment. The draft Convention is intended to clarify rights and obligations regarding the identification, reporting, locating and removal of hazardous wrecks, in particular those found beyond territorial waters. It also provides for financial security arrangements, with cover liability for costs of removal of such wrecks.

After clarifying some issues of principle in the Committee, a Working Group looked in detail at the draft text.

On the issue of the relationship between the WRC and other liability instruments (article 12) the Working Group identified three particular issues that would require clarification during the intersessional consultations, namely: the need to avoid double claims; the need to avoid gaps, so that claims are dealt with either under the WRC or under the other liability regimes mentioned in the article; and the need to avoid claims that are excluded under the other liability regimes being admissible under the WRC.

The Committee noted that, although there were still some loose ends, the Working Group had made good progress in finalizing the draft text of the Convention in preparation for submission to a diplomatic conference.

**Implementation of the HNS Convention**

The Correspondence Group on Implementation of the HNS Convention informed the Committee of the outcome of a meeting of interested States which took place in Ottawa, 5-6 June 2003.

The meeting marked an important step forward in the work of the Legal Committee to promote implementation of the HNS Convention and provided the opportunity to finalize the core work on the arrangements and options for implementation of this key IMO Convention. The conclusions reached by the Group provided valuable guidance on subjects such as insurance and insurance certificates, receivers, transmigrations and reporting requirements.

At the end of February 2004, the HNS Convention has 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 less than two million units of gross tonnage, provided that persons in these States who would be responsible to pay contributions to the general account have received a total quantity of at least 40 million tonnes of contributing cargo in the preceding calendar year.
M
t
ber States of the International Maritime
Organization (IMO) agreed on the need for an
audit scheme to assess their effectiveness in
implementing global shipping standards, with the
adoption of an Assembly resolution on the subject at
the 23rd IMO Assembly

The Assembly also adopted guidelines on places
of refuge for ships in need of assistance and
resolutions on ship recycling.

Alongside the sessions were 30 resolutions adopted
by the Assembly. Other issues covered by
resolutions included the Organization’s work
programme and budget for the biennium 2004-2005
and resolutions on technical issues relating to the
Organization’s work on safety and security of
shipping and prevention of marine pollution by ships.

The Assembly was attended by around 1,000
delegates representing 149 Member States and three
Associate Members, representatives from the United
Nations and specialized agencies; and observers
from six intergovernmental organizations and 30
non-governmental organizations.

IMO Member State Audit

The Assembly resolution Voluntary IMO Member
State Audit Scheme approved the establishment and
further development of the scheme, to be
implemented on a voluntary basis. It requests the
IMO Council to develop, as a matter of high priority,
procedures and other modalities for the
implementation of the scheme.

The proposed IMO Member State Audit Scheme
will be designed to help promote maritime safety and
environmental protection by assessing how
effectively Member States implement and enforce
relevant IMO Convention standards, and by
providing them with feedback and advice on their
current performance.

Places of refuge

New Guidelines on places of refuge for ships in need
of assistance were adopted. These guidelines are
intended for use when a ship is in need of assistance
but the safety of life is not involved. Where the safety
of life is involved, the provisions of the SAR
Convention should continue to be followed.

The guidelines recognize that, when a ship has
suffered an incident, the best way of preventing
damage or pollution from its progressive
deterioration is to transfer its cargo and bunkers,
and to repair the casualty. Such an operation is best
completed out in place of refuge. However, to bring
such a ship into a place of refuge near a coast may
danger the coastal State, both economically and
from the environmental point of view, and local
delictities and populations may strongly object to
the operation.

Therefore, granting access to a place of refuge
could involve a political decision which can only be
taken on a case-by-case basis. In so doing,
consideration would need to be given to balancing
the interests of the affected ship with those of the
environment.

A second resolution, Maritime Assistance Service
(MAS), recommends that all coastal States should
establish a maritime assistance service (MAS). The
principal purposes would be to receive the various
reports, consultations and notifications required in
connection with IMO instruments; monitoring a ship’s
situation if such a report indicates that an incident
may give rise to a situation whereby the ship may be
in need of assistance; serving as the point of contact
if the ship’s situation is not a distress situation but
nevertheless requires exchanges of information
between the ship and the coastal State, and for
serving as the point of contact between those
involved in a maritime salvage operation undertaken
by private facilities if the coastal State considers that
it should monitor all phases of the operation.

Ship recycling

The Assembly adopted Guidelines on Ship
Recycling, which have been developed to give advice
to all stakeholders in the recycling process,
including administrations of ship building and
maritime equipment supplying countries, flag, port
and recycling States, as well as intergovernmental
organizations and commercial bodies such as
shipowners, ship builders, repairers and recycling
cadres.

The guidelines note that, in the process of
recycling ships, virtually nothing goes to waste. The
materials and equipment are almost entirely reused.
Steel is reprocessed to become, for instance,
reinforcing rods for use in the construction industry
or as corner castings and hinges for containers.
Ships’ generators are reused ashore. Batteries find
their way into the local economy. Hydrocarbons on
done become reclaimed oil products to be used as
fuel in rolling mills or brick kilns. Light fittings find
further use on land. Furthermore, new steel
production from recycled steel requires only one
third of the energy used for steel production from
raw materials. Recycling thus makes a positive
contribution to the global conservation of energy
and resources and, in the process, employs a large, if
predominantly unskilled, workforce. Properly
handled, ship recycling is, without question, a
“green” industry.

However, the guidelines recognize that, although
the principle of ship recycling may be sound, the
working practices and environmental standards in
the yards often leave much to be desired. While
ultimate responsibility for conditions in the yards has
to lie with the countries in which they are situated,
other stakeholders must be encouraged to
contribute towards minimising potential problems in
the yards.

Technical co-operation

The Assembly confirmed the importance of
technical co-operation as the key element in securing
a general increase in the rate of implementation by
developing countries of IMO conventions and
standards.

The Assembly resolution Development and
improvement of partnership arrangements for
technical co-operation encourages the development
of effective technical co-operation partnership
arrangements and invites Member States, international
and regional organizations, non-
governmental organizations and the industry to
provide financial and technical support for
implementation of International Technical Co-
operation Programme (ITCP) activities through
development of effective partnership arrangements
with IMO.

IMO Budget and work plan

The Assembly agreed the work programme for the
forthcoming biennium and budgetary


www.imo.org. No.1 2004 IMO NEWS 19
IM0 NEWS 21

Maritime Environment Protection Committee (MEPC) From the meetings

50th session
1 and 4 December 2003

Accelerated single-hull tanker phase-out adopted

IMO has adopted a revised, accelerated phase-out scheme for single-hull tankers, along with other measures including an extended application of the Condition Assessment Scheme (CAS) for tankers and a new regulation banning the carriage of Heavy Grade Oil (HGO) in single-hull tankers. The amendments to MARPOL 73/78 are expected to enter into force on 1 May 2005, under the tacit acceptance procedure.

**Accelerated phase-out for single-hull tankers**

Under a revised regulation 13G of Annex I of MARPOL, the final phasing-out date for Category 1 tankers (pre-MARPOL tankers) is brought forward to 2005, from 2007. The final phasing-out date for category 2 and 3 tankers (MARPOL tankers and smaller tankers) is brought forward to 2010, from 2015.

The full timetable for the phasing out of single-hull tankers is as follows:

<table>
<thead>
<tr>
<th>Category of oil tanker</th>
<th>Date of compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 1</td>
<td>5 April 2005 for ships delivered on 5 April 1982 or earlier</td>
</tr>
<tr>
<td></td>
<td>2005 for ships delivered after 5 April 1982</td>
</tr>
<tr>
<td>Category 2</td>
<td>5 April 2005 for ships delivered on 5 April 1977 or earlier</td>
</tr>
<tr>
<td></td>
<td>2005 for ships delivered after 5 April 1977 but before 1 January 1978</td>
</tr>
<tr>
<td></td>
<td>1997 for ships delivered in 1988 and 1989</td>
</tr>
<tr>
<td></td>
<td>2002 for ships delivered in 1990 and 1991</td>
</tr>
<tr>
<td></td>
<td>2006 for ships delivered in 1995</td>
</tr>
<tr>
<td></td>
<td>2009 for ships delivered in 1998</td>
</tr>
<tr>
<td></td>
<td>2010 for ships delivered in 1999 or later</td>
</tr>
</tbody>
</table>

Under the revised regulation, the Condition Assessment Scheme (CAS) is to be made applicable to all single-hull tankers of 15 years or older. Previously it was applicable to all Category 1 vessels continuing to trade after 2005 and all Category 2 vessels after 2010. Consequently enhancements to the CAS scheme were also adopted.

The revised regulation allows the Administration (flag State) to permit continued operation of category 2 or 3 tankers beyond 2010 subject to satisfactory results from the CAS, but the continued operation must not go beyond the anniversary of the date of delivery of the ship in 2010 or the date on which the ship reaches 25 years of age after the date of its delivery, whichever is earlier.

In the case of certain Category 2 or 3 oil tankers fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length, the Administration may allow continued operation beyond 2010, provided that the ship was in service on 1 July 2001, the Administration is satisfied by verification of the official records that the ship complied with the conditions specified and that those conditions remain unchanged. Again, such continued operation must not go beyond the date on which the ship reaches 25 years of age after the date of its delivery.

**Carriage of heavy grade oil**

A new MARPOL regulation 13H on the prevention of oil pollution from oil tankers when carrying heavy grade oil (HGO) bans the carriage of HGO in single-hull tankers of 5,000 tons dwt and above after the date of entry into force of the regulation (5 April 2005), and in single-hull oil tankers of 600 tons dwt and above but less than 5,000 tons dwt, not later than the anniversary of their delivery date in 2008.

Under the new regulation, HGO means any of the following:

- a) crude oils having a density at 15°C higher than 900 kg/m³;
- b) fuel oils having either a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s;
- c) bitumen, tar and their emulsions.

In the case of certain Category 2 or 3 tankers carrying heavy grade oil as cargo, fitted only with double bottoms or double sides, not used for the carriage of oil and extending to the entire cargo tank length, or double hull spaces not meeting the minimum distance protection requirements which are not used for the carriage of oil and extend to the entire cargo tank length, the Administration may allow continued operation of such ships beyond 5 April 2006 until the date on which the ship reaches 25 years of age after the date of its delivery.

Regulation 13H also allows for continued operation of oil tankers of 5,000 tons dwt and above, carrying crude oil with a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the

Continued on page 22
IMO Environment Protection Committee marks 50th session

Acceleration of single-hull tanker phase-out adopted (cont.)

Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the continued operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery. The Administration may allow continued operation of a single hull oil tanker of 600 tons deadweight and above but less than 5,000 tons deadweight, carrying heavy grade oil as cargo, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

The Administration of a Party to the present Convention may exempt an oil tanker of 600 tons deadweight and above carrying heavy grade oil as cargo, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

The Administration of a Party to the present Convention may exempt an oil tanker of 600 tons deadweight and above carrying heavy grade oil as cargo, if the ship is either engaged in voyages exclusively within an area under the Party’s jurisdiction, or is engaged in voyages exclusively within an area under the jurisdiction of another Party, provided the Party within whose jurisdiction the ship will be operating agrees. The same applies to vessels operating as floating storage units of heavy grade oil.

A Party to MARPOL 73/78 shall be entitled to enter any single-hull tankers carrying heavy grade oil which have been allowed to continue operation under the exemptions mentioned above, into the ports or offshore terminals under its jurisdiction, or deny ships-ship transfer of heavy grade oil in areas under its jurisdiction except when this is necessary for the purpose of securing the safety of a ship or saving life at sea.

Resolutions adopted

The amendments to MARPOL regulation 13G, the addition of a new regulation 13H, consequential amendments to the IOPP Certificate and the amendments to the Condition Assessment Scheme were adopted by the Committee as MEPC Resolutions.

Among other resolutions adopted by the Committee, another on early implementation urged Parties to MARPOL 73/78 seriously to consider the application of the amendments as soon as possible to ships entitled to fly their flag, without waiting for the amendments to enter into force and to communicate this action to the Organization. It also invited the maritime industry to implement the aforesaid amendments to Annex I of MARPOL 73/78 effectively as soon as possible.

“Safe haven” definition for large passenger ships agreed

A definition for a “safe haven” on board passenger ships, in the context of a fire casualty, was agreed by the Sub-Committee on Fire Protection (FF) at its 48th session in January.

The Sub-Committee also agreed to develop functional requirements, fire scenarios and engineering analysis standards in support of the new definition. This definition is a critical element for the entire work on this matter and directly relates to one of the central philosophical themes relating to the ongoing work on large passenger ship safety, in particular that “future large passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board as the ship proceeds to port.”

The “safe haven as ship proceeds to port” philosophy is an essential tenet in order to avoid having to rescue thousands of persons at sea.

The new definition, which will be considered further at the Maritime Safety Committee in May (MSC 78), states:

“A safe haven, in the context of a fire casualty, is, from a perspective of habitability, any area outside the main vertical zone (a) (M/Za) in which a fire has occurred such that it can safely accommodate all persons onboard to protect them from hazards to life or health and provide basic services as the ship proceeds to port under its own power.”

Unified interpretations

Draft unified interpretations of the revised SOLAS chapter II, the PSS Code, the FTP and related fire test procedures and associated draft MSC circulars were finalized and forwarded to MSC 78 for approval.

Performance testing and approval standards for fire safety systems

Work on the performance testing and approval standards for fire safety systems was progressed and will continue at FF 49. The Sub-Committee established a Correspondence Group to review performance testing and approval of standards for fire safety systems.

Analysis of fire casualty records

For the draft revised fire casualty record was finalized and forwarded to the Sub-Committee on Flag State Implementation (FSI 12) for coordination purposes. The aim is to improve the casualty recording process for better analysis of fire casualties.

Revision of the fishing vessel Safety Code and Voluntary Guidelines

The revision of the fire protection related chapters of the draft revised fishing vessel Safety Code and Voluntary Guidelines and forwarded them to the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF 47).

Revision of the gas concentration limit on sulphur dioxide for floor coverings

Draft amendments to the FTP Code regarding the gas concentration limits on sulphur dioxide for floor coverings were forwarded in MSC 78 for approval and subsequent adoption.

Review of the OSV Guidelines

The relevant sections of the Guidelines for the Design and Construction of Offshore Supply Vessels were reviewed and finalized. Draft amendments to the guidelines were forwarded to the Sub-Committee on Ship Design and Equipment (DE 47) for co-ordination purposes. The original OSV Guidelines were adopted by resolution A.609(XII) in 1981.
From the meetings

Sub-Committee on Standards of Training and Watchkeeping

35th session
26 - 30 January 2004

Ship Security Officers (SSOs) - competencies agreed

Minimum mandatory training and certification for Ship Security Officers (SSOs) were discussed by the Sub-Committee on Standards of Training and Watchkeeping which met for its 35th session in January.

The Sub-Committee approved the competence, knowledge, understanding and proficiency, methods for demonstrating competency and criteria for evaluating competence of SSOs and agreed that the minimum mandatory training and certification requirements for persons to be designated as SSOs should be included in chapter VI of the STCW Convention.

The Sub-Committee agreed that those who may be designated as SSOs are employed or engaged on board a ship for the business of that ship and as such form part of the shipboard personnel and consequently are to be considered as seafarers.

A Correspondence Group on minimum mandatory training and certification requirements for persons to be designated as Ship Security Officers was established to develop draft amendments to the STCW Convention and consequential amendments to part A and, if necessary, part B of the STCW Code, to enable the inclusion of appropriate minimum mandatory training and certification requirements for Ship Security Officers in the STCW Convention.

The Sub-Committee agreed that neither the STCW Convention nor the STCW Code were the appropriate instruments for including training and certification requirements for CSOs.

Preventing accidents with lifeboats – training amendments agreed

Amendments to the STCW Code to improve training related to the use of lifeboats were agreed. The Organization has been concerned about the high number of sometimes fatal accidents during lifeboat drills and in real emergency situations. Some of these have involved inadvertent release or mishandling of on-load release mechanisms.

The proposed amendments to Table A-VI/2-1 of the STCW Code specify the need to demonstrate knowledge and understanding of the dangers associated with the use of on-load release devices; and that seafarers should be able to operate off-load and on-load release devices. Seafarers should also ensure that equipment is operated in accordance with manufacturers’ instructions for release and re-setting.

The amendments will be forwarded to the Maritime Safety Committee (MSC) for approval with a view to adoption.

Fraudulent certificates - draft circular on minimum data agreed

The Sub-Committee agreed the minimum data to be included in documentary evidence of training leading to the award of a certificate of competency to assist Member Governments and training institutions in the prevention of unlawful practices associated with certificates of competency and prepared a draft STCW circular for submission to the MSC for approval.

The Sub-Committee also revised the reporting format for future reporting of information to the Secretariat on fraudulent certificates. An additional column will indicate the date on which the fraudulent certificate was detected and additional information should be given in the comments column to indicate the circumstances under which the fraudulent certificate was detected, such as port State control inspection, flag State inspection and application for a recognition endorsement.

Watchkeeping at anchor – guidance agreed

The Sub-Committee agreed draft guidance for masters on the requirements to keep a safe anchor watch to complement the requirements in the STCW Code section A/VIII/2 on watchkeeping arrangements and principles to be observed. The guidance advises on the circumstances and conditions to be taken into account in determining the watchkeeping arrangements needed to maintain the ship’s safety and security and the protection of the marine environment whilst at anchor. The draft STCW circular will be forwarded to MSC 78 for approval.

Training in the use of shipboard AIS

The Sub-Committee instructed the Secretariat to develop a model course to impart training in the operational use of AIS for seafarers on board ships. Ships which are not already fitted with AIS 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. Performance standards for AIS were adopted by the Organization in 1998.
New epoch opens for East Asian seas

Ministers of 12 East Asian countries adopted the Putrajaya Declaration of Regional Cooperation for the Sustainable Development of the Seas of East Asia during the Ministerial Forum on the Sustainable Development of the Seas of East Asia, held in Putrajaya, Malaysia, last December. The Declaration’s adoption paves the way for a strategic regional approach in developing and managing coastal and marine resources in the region.

The Ministerial Forum, at which East Asia’s top-level policymakers discussed the state of the region’s environment and natural resources, the sustainable development of coasts and oceans, and agreed on a common framework of actions for the East Asian Seas known as the Sustainable Development Strategy for the Seas of East Asia (SDS-SEA), was part of the East Asian Seas Congress 2003, co-organized by PEMSEA and Department of Environment Malaysia.

Through the Declaration, the twelve countries - Brunei Darussalam, Cambodia, F.R. China, F.R. Korea, Indonesia, Japan, Malaysia, Philippines, R.O. Korea, Singapore, Thailand, and Vietnam - adopted the SDS-SEA, and firmly pledged to commit to regional cooperation and collaboration.

A document initiated and prepared by PEMSEA, in consultation with 12 participating Governments and other stakeholders of the Seas of East Asia, the SDS-SEA provides a common platform for regional cooperation and as a framework for policy and programme development and implementation, at the national and local level. It also provides flexibility in that it will be implemented on a voluntary basis, where deemed appropriate by each of the twelve countries in the region.

The Declaration and the SDS-SEA is significant in that it represents the first regional implementation of the World Summit for Sustainable Development (WSSD) in East Asia. The adoption of the Putrajaya Declaration was described as “an epoch-making event” by Hon. Hayao Hora, Japan’s Vice-Minister for Transport and International Affairs. Dr. Alfred Duda, Senior Adviser on International Water to the UN Global Environment Facility, said “I know of no other region of the world with a similar roadmap for regional implementation of the World Summit targets toward sustainable development.”

The event was addressed by IMO Secretary-General Mr Efthimios Mitropoulos, who told delegates that IMO was very pleased to have taken the responsibility as the executing agency of the PEMSEA Project, demonstrating its commitment to the implementation of Agenda 21 of the United Nations Conference on Environment and Development (UNCED). He added that IMO fully supports the integrated approach to the management of the oceans and coastal areas and recognizes the need to integrate maritime transport policy into ocean and coastal management.

A series of concurrent workshops were organized to support the event, including one on maritime transport which was co-organized by IMO. It examined key issues related to shipping, maritime transport and safety as well as providing insight into the implementation of relevant international environmental instruments at national and regional levels.

IMO opens Asian Regional Presence Office

IMO has inaugurated its first Regional Presence Office in the Asian region, with the opening of an office for the East Asian sub-region in Manila, Philippines. Ms. Brenda Pimentel, who was previously the overseas shipping director of the Maritime Industry Authority (Marina) in the Philippines, has been appointed as IMO regional co-ordinator for the East Asian sub-region.

The choice for the Philippines as the venue of IMO’s regional co-ordinating office was inspired by its position as the largest supplier of seafarers to the world’s merchant marine fleet. The opening of the new office has added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element as it provides an added a new dimension to IMO’s work on the human element.
IMO at work

IMLI and Nippon Foundation seek “New Legal Order” for world’s oceans

T
he Malta-based IMO International Maritime Law Institute (IMLI) and the Nippon Foundation have launched a joint project for “Advancement of a New Legal Order on the World’s Oceans”. The Project is to be administered by IMLI and is intended to contribute to the promotion, adoption and effective implementation and enforcement of international maritime conventions adopted under the aegis of the United Nations and of the IMO globally, particularly by developing States; to provide scholarships for deserving candidates to pursue studies in international maritime law within the Master of Laws course offered at IMLI and to encourage a greater participation by developing States in the major international maritime law conventions and legal instruments, and in future developments in this regard. This year a total of nine candidates have been awarded the Nippon Foundation Scholarship and shall therefore be pursuing studies in international maritime law at the IMO International Maritime Law Institute.

It is expected that through this Project developing States will be able to participate in a meaningful manner in the harmonization and unification of international maritime law, thereby providing the security and stability which is needed to protect the lives of men and women who daily earn their living from the oceans.

The Nippon Foundation was founded in 1982 as the Japan Shipbuilding Industry Foundation, a private, non-profit organization devoted to promote shipping and shipbuilding, and to prevent marine hazards. It is a grant-making organization, building partnerships with non-profit organizations, governmental and non-governmental organizations, and international organizations.

The IMLI International Maritime Law Institute is a non-profit making international organization that offers post-graduate training, studies and research facilities in international maritime law. The main beneficiaries of the Institute’s activities are law graduates, particularly from developing States, who are intent in pursuing a specialization in international maritime law. IMLI’s main objective is to train lawyers, particularly those from developing States, in international maritime law thereby enabling them to implement and enforce the applicable international maritime legal instruments into their respective domestic legal systems.

WMU graduation total nears 2000

M
ore than 100 students from 42 different countries received their Master of Science degrees from the World Maritime University during the annual graduation ceremony in October last year. WMU Chancellor and IMO Secretary-General Emeritus Mr William O’Neill made the presentations, in what is the 20th anniversary of the WMU’s foundation. The ceremony also saw the award Professor Emeritus was presented to Captain Charles Matthieu (USA) and Dr Ahmed Monsef (Egypt), who were both professors when the University opened in 1983.

The students graduating in 2003 brought the total of WMU graduates to almost 2,000 from 142 countries around the world. The graduates take up senior positions as managers, administrators, policy advisers and educators in the maritime field, and their impact on safety and marine pollution-prevention work is growing every year. The University offers five Master of Science programmes in Maritime Safety and Environmental Protection, Maritime Administration, Port Management, Maritime Education & Training, as well as an extensive programme of short-term Professional Development Courses.

The first students have also just started the new PhD programme, developed in collaboration with the University of Wales Swansea in the UK, a recognised centre of excellence. Doctoral students will spend time both in Malmö and in Swansea, and will be able to take full advantage of the expertise of both institutions.

French group raises Prestige/Erika issues with IMO

UK’s Frank Wall wins International Maritime Prize

T
he prestigious International Maritime Prize for 2002 has been awarded to Mr. Frank Wall of the United Kingdom. The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of IMO. The 90th session of the IMO Council in June took the decision to award the prize to Mr. Wall in recognition of his long service to the cause of maritime safety and Mr Wall received the prize at a special ceremony in December at IMO’s London headquarters.

Mr. Wall is Head of Shipping Policy in the United Kingdom’s Department for Transport and has a long association with IMO. Among several notable career achievements, Mr. Wall was Chairman of the MSC’s Security Working Group which developed in detail the comprehensive package of measures adopted by the Diplomatic Conference on Maritime Security at the end of 2002. Mr. Wall also chaired the Committee of the Whole at the Diplomatic Conference which adopted the measures.

PSC techniques highlighted in Francophone seminar

A
s IMO-funded seminar on technical aspects of Port State inspections from Francophone African countries has been held in Casablanca, Morocco. Maritime executives from Benin, Cameroon, Congo, Cote d’Ivoire, Dahomey, Gabon, Guinea, Comoros, Madagascar, the Democratic Republic of Congo, Senegal, Togo and Morocco participated in the seminar, which dealt with techniques and procedures for conducting inspections on board foreign ships calling at ports in African French-speaking countries.

Port State Control of ships allows the host state to ensure that current security and prevention standards are met, as well as to determine whether the crew have the required qualifications to fulfill tasks relating to ship operation.

Regional seminar on the “The role of women in the maritime sector: opportunities and challenges” was held in Apia, Samoa, in October 2003, within the framework of the IMO’s ITCP Global Programme.

The seminar brought together some 30 participants from 14 Pacific Island countries, with speakers from Australia, Fiji, Samoa, and New Zealand. The working groups presented recommendations on the following issues: accessibility for women to training in the wider maritime sector; accessibility for women to employment in the wider maritime sector; female role models and decision makers in the Pacific Island region; and what advocacy systems would allow women to further their participation in the wider maritime sector.

The outcomes of the seminar include a resolution for “Strengthening the role of Pacific Island women in the maritime sector” and the decision to establish a maritime association for Pacific Island women.

W
o issues raised by the Erika and Prestige oil tanker disasters have been discussed at a meeting between IMO directors and representatives from the Joint Interregional West Coast Association (Association Intergionale Ouest Littoral Solidaires) held at IMO headquarters in October 2003.

IMO’s response to the incidents, and to subsequent proposals which had been put forward by certain Member States, were highlighted.

In particular, the following aspects were discussed: establishment of a Particularly Sensitive Sea Areas around Western Europe, the rights of coastal States to intervene in the case of an incident which may involve pollution of the seas; the issue of impending the illegal dumping of oil and oily wastes from ships, and the establishment of an international maritime criminal court.

French group raises Prestige/Erika issues with IMO

Mr. Wall is Head of Shipping Policy in the United Kingdom’s Department for Transport and has a long association with IMO. Among several notable career achievements, Mr. Wall was Chairman of the MSC’s Security Working Group which developed in detail the comprehensive package of measures adopted by the Diplomatic Conference on Maritime Security at the end of 2002. Mr. Wall also chaired the Committee of the Whole at the Diplomatic Conference which adopted the measures.

The outcomes of the seminar include a resolution for “Strengthening the role of Pacific Island women in the maritime sector” and the decision to establish a maritime association for Pacific Island women.

UK’s Frank Wall wins International Maritime Prize

T
he prestigious International Maritime Prize for 2002 has been awarded to Mr. Frank Wall of the United Kingdom. The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of IMO. The 90th session of the IMO Council in June took the decision to award the prize to Mr. Wall in recognition of his long service to the cause of maritime safety and Mr Wall received the prize at a special ceremony in December at IMO’s London headquarters.

Mr. Wall is Head of Shipping Policy in the United Kingdom’s Department for Transport and has a long association with IMO. Among several notable career achievements, Mr. Wall was Chairman of the MSC’s Security Working Group which developed in detail the comprehensive package of measures adopted by the Diplomatic Conference on Maritime Security at the end of 2002. Mr. Wall also chaired the Committee of the Whole at the Diplomatic Conference which adopted the measures.

PSC techniques highlighted in Francophone seminar

A
s IMO-funded seminar on technical aspects of Port State inspections from Francophone African countries has been held in Casablanca, Morocco. Maritime executives from Benin, Cameroon, Congo, Cote d’Ivoire, Dahomey, Gabon, Guinea, Comoros, Madagascar, the Democratic Republic of Congo, Senegal, Togo and Morocco participated in the seminar, which dealt with techniques and procedures for conducting inspections on board foreign ships calling at ports in African French-speaking countries.

Port State Control of ships allows the host state to ensure that current security and prevention standards are met, as well as to determine whether the crew have the required qualifications to fulfill tasks relating to ship operation.

Regional seminar on the “The role of women in the maritime sector: opportunities and challenges” was held in Apia, Samoa, in October 2003, within the framework of the IMO’s ITCP Global Programme.

The seminar brought together some 30 participants from 14 Pacific Island countries, with speakers from Australia, Fiji, Samoa, and New Zealand. The working groups presented recommendations on the following issues: accessibility for women to training in the wider maritime sector; accessibility for women to employment in the wider maritime sector; female role models and decision makers in the Pacific Island region; and what advocacy systems would allow women to further their participation in the wider maritime sector.

The outcomes of the seminar include a resolution for “Strengthening the role of Pacific Island women in the maritime sector” and the decision to establish a maritime association for Pacific Island women.

WMU graduation total nears 2000

M
ore than 100 students from 42 different countries received their Master of Science degrees from the World Maritime University during the annual graduation ceremony in October last year. WMU Chancellor and IMO Secretary-General Emeritus Mr William O’Neill made the presentations, in what is the 20th anniversary of the WMU’s foundation. The ceremony also saw the award Professor Emeritus was presented to Captain Charles Matthieu (USA) and Dr Ahmed Monsef (Egypt), who were both professors when the University opened in 1983.

The students graduating in 2003 brought the total of WMU graduates to almost 2,000 from 142 countries around the world. The graduates take up senior positions as managers, administrators, policy advisers and educators in the maritime field, and their impact on safety and marine pollution-prevention work is growing every year. The University offers five Master of Science programmes in Maritime Safety and Environmental Protection, Maritime Administration, Port Management, Maritime Education & Training, as well as an extensive programme of short-term Professional Development Courses.

The first students have also just started the new PhD programme, developed in collaboration with the University of Wales Swansea in the UK, a recognised centre of excellence. Doctoral students will spend time both in Malmö and in Swansea, and will be able to take full advantage of the expertise of both institutions.

French group raises Prestige/Erika issues with IMO

UK’s Frank Wall wins International Maritime Prize

T
he prestigious International Maritime Prize for 2002 has been awarded to Mr. Frank Wall of the United Kingdom. The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of IMO. The 90th session of the IMO Council in June took the decision to award the prize to Mr. Wall in recognition of his long service to the cause of maritime safety and Mr Wall received the prize at a special ceremony in December at IMO’s London headquarters.

Mr. Wall is Head of Shipping Policy in the United Kingdom’s Department for Transport and has a long association with IMO. Among several notable career achievements, Mr. Wall was Chairman of the MSC’s Security Working Group which developed in detail the comprehensive package of measures adopted by the Diplomatic Conference on Maritime Security at the end of 2002. Mr. Wall also chaired the Committee of the Whole at the Diplomatic Conference which adopted the measures.
Safety at Sea International...the only magazine dedicated to safety at sea

Are you seeing every issue?

One way to stay abreast in this competitive world is to keep up-to-date with news and views from the industry you’re operating in.

For over 36 years, Safety at Sea International has kept its readers up to date with legislation, safety standards, maritime safety and security; technical and market developments; ongoing research projects; conference and exhibition reports; the latest equipment and services.

Safety at Sea International has established an enviable reputation for its objective reporting and is now sought out by national media, such as television and radio, for expert comment.

The broad-based editorial features programme of Safety at Sea International will be of interest to Coast Guard Agencies; Engineering Superintendents; Fleet Safety Officers; Maritime Inspectorate; Master Mariners; Nautical Advisors; Naval Officers; Operations Managers; QA & TD Managers; Safety Officers; Safety Superintendents; Sales Directors; Security Officers; Senior Surveyors; Ship Builders; Ship Class Surveyors; Ship Owners; Superintendents and Training Officers.

Don’t miss out! To subscribe, simply complete the order form below and return it to us by fax or email, along with your payment details.

For further information and special bulk rates contact Jim Osborne.
+44 (0) 1737 379702 or by e-mail jim.osbourne@fairplay.com

SAFETY at SEA INTERNATIONAL ORDER FORM 2004/2005

☐ I wish to subscribe to SAFETY at SEA INTERNATIONAL for a year (12 issues)
Price
☐ UK £141
☐ Outside UK £171
☐ US $282
☐ Euro €282

Method of payment

☐ Credit Card Please charge my credit card

Visa ☐ American Express ☐ Eurocard ☐ Mastercard ☐ Switch ☐ Issue number:

Card No. Expires Date

Cardholders name
Cardholders address

☐ Cheque All cheques made payable to Lloyd’s Register – Fairplay Ltd (Sterling & Euro cheques should be drawn on UK banks, US dollar cheques on USA banks)

☐ Invoice I agree that payment will be made no later than 30 days from date of invoice

VAT no. (EC countries only) ☐ Signature: Date

Name: ☐ Job Title: Company:

Address: Post/Zip Code:

Country: ☐ Tel: ☐ Fax:

E-mail: ☐ Nature of Company Business:

Please return this form now with payment details to: Lloyd’s Register – Fairplay Ltd, Lombard House, 3 Princess Way, Redhill, Surrey RH1 1LP, United Kingdom. Tel: +44 1737 379700 Fax: +44 1737 379601 Email: sales@fairplay.com Web: www.fairplay.com
Ships’ Routeing