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The revised MARPOL Annex 1 adopted in October by the MEPC is designed to further increase tanker safety. Stena’s V-Max tankers represent the state of the art in tanker design and conform to all current IMO measures (pic: Concordia Maritime)

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Public perception needs a polish

Despite its often poor public image, we must never forget that shipping does indeed have an extremely good story to tell. I believe that we need to make sure that the positive messages we can give about shipping are repeated widely and frequently and that, eventually, they break through to a wider global audience.

I believe we should celebrate excellence in shipping far more often than we do. In shipping today we can see many marvels of engineering and technology that deserve to be ranked alongside the very finest achievements of our global infrastructure. Take for example, the mammoth containerships nudging the 10,000 TEU barrier yet still capable of 25 knot operating speeds; huge oil tankers carrying vast quantities of fuel around our planet economically, safely and cleanly; the complex and highly specialized workhorses of the offshore industry; and the wonderful giants of the passenger ship world: surely these and others are worthy of the sort of recognition usually reserved for the great icons of land-based civil engineering?

It is a great shame - and grossly unfair – that politicians (thankfully not all of them) and the public are always quick to criticise and condemn when something goes wrong in shipping: whereas, when great things happen in the industry – and I would include here the everyday miracle of the safe and clean delivery of more than 90 per cent of the world’s goods by sea - they mostly go unnoticed.

Equally worthy of our admiration and our celebration are the men and women who take on the onerous task of operating today’s great ships. When considering the enormous responsibility those in command have in their hands, it is clear that it takes a very special kind of person to take up the challenge of a seafaring career. We should, therefore, never forget our collective responsibility to help promote the notion of seafaring as a viable and attractive career for people of the highest calibre, now and in the future.

As it is, I am afraid that the public image of shipping has more to do with the thankfully rare, but often highly publicized accidents that capture the headlines from time to time, than with the very real contribution shipping makes to the wellbeing of just about everyone on this planet. As an industry, we need to work together to engage the public and the media to tell them our story. It may be true that good news is no news, but by taking every opportunity we can to spread the good word about shipping, to present it as a modern, technologically advanced, efficient and profitable industry, we will slowly change perceptions and create a favourable background against which the inevitable mishaps will be seen in a fairer and better informed context.

We need to tell the world about the millions of tons of cargoes – goods and commodities, fuel, raw materials and foodstuffs - that are carried safely around the world every day; about how shipping underpins even the poorest of the world’s economies and enables the creation of wealth through trade; about the employment opportunities it provides for a huge labour force, a significant proportion of which is from the developing world; about the diverse and eclectic range of ancillary and downstream activities that surround the industry; about the sophisticated, hi-tech assets that ships today have become, and about the cleanliness, safety and efficiency with which all this is achieved.
Caribbean ministers endorse Regional Action Plan

A high-level symposium in Bridgetown, Barbados, has given fresh impetus to steps being taken to establish and upgrade the legislative and institutional systems necessary for the States of the Caribbean to effectively discharge their responsibilities as flag, port and coastal States. Ministers from the Caribbean states endorsed a new draft Regional Action Plan drawn up by the IMO Secretariat, which built upon the National Maritime Action Plans developed by a number of Caribbean countries following the first Bridgetown Resolution, adopted in 1999.

IMO has had an almost continuous presence in the region. Since the late 1980s, aiming to support developing maritime administrations and thereby facilitate implementation of international measures, both through regional maritime advisors and through the Regional Marine Pollution Emergency Information and Training Centre, established by IMO to assist the countries in the region in preventing, preparing for and responding to major pollution incidents caused by shipping activities.

Among other initiatives, the Organization has developed model legislation specifically for the Caribbean, including a Model Shipping Act and a Model Shipping (Marine Pollution) Act and associated regulations. The result of this work has been recognized by the United Nations as one of the UN System’s “success stories” for the Small Island Developing States.

The Organization has also developed and organized ship inspector and surveyor courses, delivered training, organized scholarships to educational establishments such as the World Maritime University and the IMO International Maritime Law Institute and made available advice and assistance on demand.

Speaking at the symposium, IMO Secretary-General Efthimios E. Mitropoulos reminded delegates of their wider obligations as maritime states, and in particular of the fact that IMO has agreed that the wider Caribbean region should benefit from the Special Area status accorded to it under Marpol annex V - regulations for the prevention of pollution by garbage from ships. But this is not yet in force, because not enough countries in the region have declared or put in place the required reception facilities.

Mr Mitropoulos voiced his concern about this and urged those countries which had not yet acted to do so with all speed and also to consider the provision of reception facilities for oil. “This is a particular challenge,” he said “that cannot simply be ignored.”

Mitropoulos speaks out against criminalization of seafarers

IMO Secretary-General Efthimios E. Mitropoulos has spoken out against the increasing incidence of criminalization of seafarers caught up in pollution incidents.

In a keynote speech at the seventh Annual Cadwallader Memorial Lecture in London, Mr Mitropoulos took up the theme of the evening, “Criminalization in Shipping: Human Pawns in Political and Legal Games.”

In a wide ranging speech, Mr Mitropoulos recognized that high profile incidents such as those involving the Prestige and the Tasman Spirit are seldom clear cut. “I am full of sympathy,” he said, “for the communities and industries that have paid a high toll in the aftermath of a serious casualty, and I recognize, as we all must, the complexity of the issue and respect fully the independence of the judiciary in countries which, having suffered in many ways as a result of accidents, are determined to discourage violations of safety and anti-pollution rules through an effective system of reasonable sanctions. Whatever the answer to this, we should not, however, allow seafarers and salvors to become pawns in political and legal games.”

Mr Mitropoulos pointed out that IMO conventions have not been drafted with the aim of requiring criminal sanctions for non-compliance and, therefore, any move to criminalize polluters, particularly for negligence, would constitute a significant departure from the established philosophy in the formulation of relevant IMO instruments. This view, he said, was reinforced by the fact that MARPOL does not specify the form that sanctions should take and the UN Convention of Law of the Sea (UNCLOS) limits sanctions to monetary penalties except for wilful and serious acts of pollution in the territorial sea.
The Green Award scheme, through which ports offer financial incentives to quality shipping, has celebrated its 10th anniversary at a special reception at IMO headquarters in London.

The scheme, which began as an initiative between the Port of Rotterdam and the Netherlands Ministry of Transport, has now grown into an independent body, operating worldwide and still expanding. It creates incentives for quality ship operators, offering reduced port dues and other direct financial incentives, such as reduced pilotage fees, waste reception charges and insurance premiums to ships and shipping companies that meet certain criteria and thereby gain the much sought-after Green Award.

The Green Award scheme enables ports to discriminate between customers, establishing a benchmark of quality that can be universally recognized and relied on. And as charterers, brokers and cargo interests increasingly seek ways to demonstrate their own environmental credentials they look to use Green Award ships and reap the benefits they offer.

From a limited base, both in terms of the ship types it addresses and its geographical outreach, the Green Award scheme has steadily expanded in scope. Initially a scheme that embraced oil tankers using the Port of Rotterdam, it now extends to product carriers and dry bulk carriers and an increasing number of ports all over the world are participating. Moves are currently underway to extend the scheme to chemical tankers, container ships, short sea vessels and inland waterways craft in the near future.

The scheme’s team of surveyors travel the world to carry out detailed inspections on vessels applying for or wishing to retain this coveted Award. Shipping companies find that their office procedures and management structures are also put under the microscope, while a board of experts keeps the scheme’s own requirements under review to ensure they keep pace with developments in the industry and regulatory worlds and retain their relevance.

By rewarding high safety and environmental standards in shipping, the Green Award scheme makes quality ship operation economically attractive. Moreover, at a time when the industry needs to think very carefully about its public image and perception, the Green Award provides an opportunity to champion those who are prepared to make quality their highest priority.
The revision of SOLAS chapter II-1 (Construction - Subdivision and stability, machinery and electrical installations) parts A, B and B-1 was completed by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) at its 47th session.

The revision is intended to harmonize the subdivision and damage stability provisions contained in part A (General provisions) for passenger ships (part B) and cargo ships (part B-1).

The revised provisions are based on the "probabilistic" method for assessing a ship's damage stability, which dates back to the early 1970s and is based on 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 revision has taken into account the HARDER research project: a project undertaken by a consortium of European industrial, research and academic institutions to study the probabilistic approach for assessing a ship's damage stability.

The proposed draft revised SOLAS chapter II-1 parts A, B and B-1 will be forwarded to the Maritime Safety Committee (MSC 79) in December for consideration, with a view to adoption in mid-2005.

Revised Fishing Vessel Safety Code

The revised Fishing Vessel Safety Code and Voluntary Guidelines were finalized during the session for submission to MSC 79 for approval.

The revised version of the Fishing Vessel Safety Code and Voluntary Guidelines - originally developed and approved in the 1970s - has been 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.

Part A of the Code provides guidance for the development of national codes and guidance on safety and health of fishermen and fishermen's education and training manuals. Competent authorities will be encouraged to make use of the contents of the Code and the Voluntary Guidelines in the production of safety and health and training materials in an appropriate format to suit the particular needs of the fisheries of the country or region and in local languages.

Review of the Intact Stability Code

The Sub-Committee continued its comprehensive review of the Code on Intact Stability for all Types of Ships covered by IMO Instruments. The Code was adopted in 1993 by the eighteenth session of the Assembly by resolution A.749 and later amended by the Maritime Safety Committee in 1998.

The review is based on a two-way approach which, in the short term, will enable the development of amendments to the Code and, in the long term, will allow the preparation of performance-based stability criteria to replace the existing prescriptive provisions.

Following discussion by the working group on intact stability, the Sub-Committee agreed that, at this stage, the restructuring of the Code should be limited to the present ship types and provisions in the Code. The proposed new structure of the Code was agreed. It will include a Part A which would be mandatory and a Part B to include recommendations for certain types of ships as well as additional guidelines. The Intact Stability Correspondence Group was reinstated to continue its work and to report to SLF 48.

Review of OSV guidelines

The Sub-Committee continued its review of the Guidelines for the Design and Construction of Offshore Supply Vessels (originally adopted by resolution A.469(XII)) and agreed that the subdivision and damage stability provisions needed further study.

The Sub-Committee agreed that the Dangerous Goods, Solid Cargoes and Containers (DSC) Sub-Committee should be involved in the review of the OSV Guidelines, given that the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (resolution A.673(16)), included in the revision of the OSV Guidelines, address matters under the purview of the DSC Sub-Committee.

The Bulk Liquids and Gases (BLG), Radiocommunications and Search and Rescue (COMSAR), Safety of Navigation (NAV) and DE Sub-Committees are already involved in the review of the OSV guidelines. The target completion date is 2006.
Large passenger ship safety

Issues relating to large passenger ship safety were reviewed by the Working Group on Subdivision and Damage Stability (SDS), which updated the list of tasks assigned to the Sub-Committee. The work on large passenger ship safety was initiated by the MSC in 2000 with various tasks assigned to the different Sub-Committees.

The Sub-Committee will now focus on measures to limit the spread of flooding through watertight bulkhead penetrations and doors; improving survivability; raking damage issues; and developing criteria for satisfying the conditions for “return to port” or “remain habitable for at least 3 hours for evacuation”.

The SDS Correspondence Group was re-established to continue its work.

Unified interpretations

The Sub-Committee agreed the following unified interpretations for submission to MSC 80 (mid-2005) for approval:

- unified interpretation to the 1974 SOLAS Convention relating to lightweight check in lieu of an inclining test;
- unified interpretations to the 1966 LL Convention and the 1988 LL Protocol and amendments thereto relating to regulations 3(9), 27, 34(1), 34(2) of the 1966 LL Convention and regulation 16(5) of the 1988 LL Protocol; and
- unified interpretation relating to intact stability for regulation 25A of Annex I to MARPOL 73/78.

Bulk carrier stability circular agreed

The Sub-committee agreed a draft MSC circular on Guidelines on the provision of stability related information for bulk carriers, for submission to MSC 80 for approval.
Bulk cargo code may be mandatory by 2011 under proposed timetable

The Code of Safe Practice for Solid Bulk Cargo (BC Code) could become mandatory under SOLAS by 2011, under a proposed timetable agreed by the 9th session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC).

Currently, the BC Code is recommended to Administrations, shipowners, shippers and masters as a guide on the standards to be applied in the safe stowage and shipment of solid bulk cargoes, excluding grain.

The Sub-Committee agreed that future work on the BC Code will include:

• amendments to the BC Code, including evaluation of properties of solid bulk cargoes;
• identification of mandatory and recommendatory parts of the BC Code, including consequential amendments; and
• preparation of draft amendments to SOLAS chapters VI and VII on making the BC Code mandatory.

The proposed timetable would see the mandatory BC Code and SOLAS amendments adopted in 2008, with entry into force in 2011.

Meanwhile, the Sub-Committee finalised its revision of the reformat ted recommendatory BC Code for submission to the MSC for adoption in 2005. The recommendatory Code has been completely revised to make it more user-friendly and allow for easy retrieval of the different entries in case of amendments or additions. It will be published in loose-leaf format for ease of use and easy updating.

Revision of IMDG Code chapters 2.9 and 2.10

The Sub-Committee’s working group on the review of MARPOL Annex III developed a revised chapter 2.9 of the IMDG Code which merges the existing chapter 2.9 and 2.10. Consequential amendments to the text of other paragraphs in the IMDG code were also prepared by the working group. The chapter relates to Class 9 - Miscellaneous dangerous substances and articles.

Class 9 includes environmentally hazardous substances, which themselves include, among others, liquid or solid substances pollutant to the aquatic environment and solutions and mixtures of such substances (such as preparations and wastes) which are subject to the provisions of Annex III of MARPOL 73/78, as amended.

The revision of the IMDG Code chapter 2.9 is also needed in order to reflect amendments to the United Nations Recommendations on the Transport of Dangerous Goods, set to be adopted by the United Nations Sub-Committee of Experts (Transport of Dangerous Goods) in December 2004. The proposed amendments to the IMDG Code will therefore be subject to final amendments once the amendments to the United Nations recommendations have been adopted.

The criteria for defining marine pollutants in the revised MARPOL Annex II will also need to be harmonized with the appropriate criteria adopted by the UN Transport of Dangerous Goods (TDG) Sub-Committee.

Fire protection – MSC circ agreed

The Sub-Committee agreed a draft MSC circular on Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective, for submission to MSC 79 for approval.

Zinc ingots’ dangers – circular issued

The Sub-Committee agreed a DSC Circular on Incidents involving transport of zinc ingots following incidents in which high concentrations of arsine (arsenic hydride: AsH3) were recorded in the holds of ships carrying zinc ingots, leading to the death of one seafarer and the hospitalization of other crew members who inhaled the fumes. The circular gives advice on precautions to be taken to avoid future casualties.

Recycled aluminium dangers – circular issued

The Sub-Committee agreed a DSC Circular on Incidents involving transport of zinc ingots following incidents in which high concentrations of arsine (arsenic hydride: AsH3) were recorded in the holds of ships carrying zinc ingots, leading to the death of one seafarer and the hospitalization of other crew members who inhaled the fumes. The circular gives advice on precautions to be taken to avoid future casualties.

Bulk carriers: Code set to become mandatory by 2011?
The structural integrity of containers was the subject of an MSC Circular agreed by the Sub-Committee,

attention to the need to ensure that all requirements for the carriage of dangerous goods are strictly observed, in particular in relation to requirements of the entry for aluminium smelting by-products (UN.3170) in the BC Code, including continuous mechanical ventilation.

Manual on loading and unloading of solid bulk cargoes finalized

The Sub-Committee finalized the Manual on loading and unloading of solid bulk cargoes for terminal representatives for submission to MSC 80 in 2005 for approval.

Guidance on serious structural deficiencies in containers – circular agreed

The Sub-Committee agreed a draft MSC circular on Guidance on serious structural deficiencies in containers for submission to MSC 80 for approval. The guidance is aimed at officers exercising control under the provisions of article VI of the International Convention for Safe Containers (CSC), 1972, which stipulates that every container that has been approved shall be subject to control in the territory of the Contracting Parties by officers duly authorized by such Contracting Parties.

The guidance is intended to enhance safety in container operations, and to avoid unnecessary concerns and enforcement actions with regard to containers that are damaged but nonetheless structurally sound and capable of safely continuing in transportation.

Recommendations on the Safe Transport of Dangerous Cargoes revised

The Sub-Committee finalized its review of the draft revised Recommendations on the safe transport of dangerous cargoes and related activities in port areas (intended to replace the Recommendations on the Safe Transport, Handling and Storage of Dangerous Substances in Port Areas (MSC/Circ.675, dated 30 January 1995). The revision is intended to ensure the more than one hundred pages of recommendations are aligned with relevant IMO codes and the IMDG Code in particular, and have also been revised to incorporate concerns relating to security including the provisions of the International Ship and Port Facilities Security (ISPS) Code.

The Sub-Committee requested the draft recommendations be referred to the Marine Environment Protection Committee (MEPC) and the Bulk Liquids and gases (BLG) and Standards of Training and Watchkeeping (STW) Sub-Committees for their review and input on relevant sections, with the aim of completing the revised recommendations by 2006.

Denial and delays of shipments of class 7 radioactive material

Following concerns raised at the Facilitation Committee relating to denial of entry and delays to shipments of the radioactive material cobalt-60, the Sub-Committee confirmed that all shipments of class 7 radioactive material when in compliance with the relevant provisions of SOLAS chapter VII and of the IMDG Code should not be denied on grounds of safety. Cobalt-60 (UN 2916) emits high-energy gamma rays that are used to eliminate harmful micro-organisms, bacteria and pathogens from a variety of products.

The Sub-Committee felt that the reasons for denial and delays included the involvement of numerous competent authorities, the need for carrier radiation protection programme when carrying such cargoes, the need to travel through areas which have been declared as nuclear free zones, prohibitions on docking for ships carrying class 7 cargoes, high insurance and thus commercial costs, and public apprehensions. The Sub-Committee agreed that training and awareness programmes among relevant authorities, carriers and public would help in alleviating some of the apprehensions and this should be done through IMO’s technical co-operation programmes.
Revised MARPOL Annexes and IBC Code adopted at environment meeting

A revised MARPOL Annex I - Regulations for the prevention of pollution by oil - was adopted by the Committee and is expected to enter into force on 1 January 2007.

It incorporates the various amendments adopted since MARPOL entered into force in 1983, including the amended regulation 13G (regulation 20 in the revised annex) and regulation 13H (regulation 21 in the revised annex) on the phasing-in of double hull requirements for oil tankers. It also separates in different chapters the construction and equipment provisions from the operational requirements and makes clear the distinctions between the requirements for new ships and for existing ships. The revision makes for a user-friendly, simplified Annex I.

New requirements in the revised Annex I include the following:

- Regulation 22 Pump-room bottom protection: on oil tankers of 5,000 tonnes deadweight and above constructed on or after 1 January 2007, the pump-room shall be provided with a double bottom.
- Regulation 23 Accidental oil outflow performance - applicable to oil tankers delivered on or after 1 January 2010: construction requirements to provide adequate protection against oil pollution in the event of stranding or collision.

The MEPC also adopted a resolution giving explanatory notes on matters related to the accidental oil outflow performance required under regulation 23.

The MEPC approved the revised Unified Interpretations to the revised MARPOL Annex I and a Circular on cross-reference lists between the “old” and “new” regulations of MARPOL Annex I, intended to facilitate familiarisation with the new numbering system of the revised Annex I.

The MEPC agreed to designate the Oman Sea area of the Arabian Seas as a special area and the designation is included in the revised Annex I.

The other special areas in Annex I are: Mediterranean Sea area; Baltic Sea area; Black Sea area; Red Sea area; “Gulfs” area; Gulf of Aden area; Antarctic area; and North West European Waters. In these special areas there are stricter controls on discharge of oily wastes.

The revised MARPOL Annex II - Regulations for the control of pollution by noxious liquid substances in bulk - includes a new four-category categorization system for noxious and liquid substances. The revised annex is expected to enter into force on 1 January 2007.

The new categories are:

- **Category X**: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a major hazard to either marine resources or human health and, therefore, justify the prohibition of the discharge into the marine environment.
- **Category Y**: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and therefore justify a limitation on the quality and quantity of the discharge into the marine environment.
- **Category Z**: Noxious Liquid Substances which, if discharged into the sea from tank cleaning or de-ballasting operations, are deemed to present a minor hazard to either marine resources or human health and therefore justify less stringent restrictions on the quality and quantity of the discharge into the marine environment.
- **Other Substances**: substances which have been evaluated and found to fall outside Category X, Y or Z because they are considered to present no harm to marine resources, human health, amenities or other legitimate uses of the sea when discharged into the sea from tank cleaning or de-ballasting operations. The discharge of bilge or ballast water or other residues or mixtures containing these substances are not subject to any requirements of MARPOL Annex II.

The revised annex includes a number of other significant changes. Improvements in ship technology, such as efficient stripping techniques, has made possible significantly lower permitted discharge levels for certain products which have been incorporated into Annex II. For ships constructed on or after...
1 January 2007 the maximum permitted residue in the tank and its associated piping left after discharge will be set at a maximum of 75 litres for products in categories X, Y and Z - compared with previous limits which set a maximum of 100 or 300 litres, depending on the product category.

Alongside the revision of Annex II, the marine pollution hazards of thousands of chemicals have been evaluated by the Evaluation of Hazardous Substances Working Group, giving a resultant GESAMP Hazard Profile which indexes the substance according to its bio-accumulation; bio-degradation; acute toxicity; chronic toxicity; long-term health effects; and effects on marine wildlife and benthic habitats.

As a result of the hazard evaluation process and the new categorization system, vegetable oils which were previously categorized as being unrestricted are now required to be carried in chemical tankers. The revised Annex includes, under regulation 4 Exemptions, provision for the Administration to exempt ships certified to carry individually identified vegetable oils, subject to certain provisions relating to the location of the cargo tanks carrying the identified vegetable oil.

The MEPC also adopted an MEPC resolution on Guidelines for the transport of vegetable oils in deep tanks or in independent tanks specially designed for the carriage of such vegetable oils on board dry cargo ships. The guidelines have been developed to allow general dry cargo ships that are currently certified to carry vegetable oil in bulk to continue to carry these vegetable oils on specific trades. The guidelines will take effect on 1 January 2007.

Consequential amendments to the International Bulk Chemical Code (IBC Code) were also adopted at the session, reflecting the changes to MARPOL Annex II. The amendments incorporate revisions to the categorization of certain products relating to their properties as potential marine pollutants as well as revisions to ship type and carriage requirements following their evaluation by the Evaluation of Hazardous Substances Working Group.

Ships constructed after 1986 carrying substances identified in chapter 17 of the IBC Code must follow the requirements for design, construction, equipment and operation of ships contained in the Code.

**Particularly Sensitive Sea Areas (PSSAs)**

The MEPC agreed to designate of the Western European Waters as a new PSSA.

There are now seven designated PSSAs: the Great Barrier Reef, Australia (designated a PSSA in 1990); the Sabana-Camagüey Archipelago in Cuba (1997); Malpelo Island, Colombia (2002); Around the Florida Keys, United States (2002); the Wadden Sea, Denmark, Germany, Netherlands (2002); Paracas National Reserve, Peru (2003); and Western European Waters (2004).

In relation to the proposed extension of the existing Great Barrier Reef PSSA to include the Torres Strait Region, the MEPC agreed to refer the legal aspects of compulsory pilotage in straits used for international navigation to the Legal Committee for advice.

The MEPC agreed to establish a correspondence group to review, with the objective of clarifying, and, where appropriate, strengthening the current PSSA Guidelines (contained in resolution A.927(22)). The group is expected to report to the next session of the MEPC and any revisions proposed are expected to be presented to the next Assembly in late 2005 for adoption.

**Harmful aquatic organisms in ballast water**

The MEPC finalized the Guidelines for approval of ballast water management systems and approved the Procedure for approval of active substances, with a view to their consideration for adoption at MEPC 53.
by an MEPC resolution. The development of other guidelines will continue at the BLG Sub-Committee and future sessions.

Member Governments were urged to work towards ratification of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, adopted in February 2004.

Recycling of ships

The MEPC, having considered the need for developing mandatory measures for ship recycling, agreed that certain parts of the IMO Guidelines on Ship Recycling might be given mandatory effect.

The Working Group established by the Committee on Ship Recycling developed an initial list of the elements of the Guidelines for which a mandatory scheme might be regarded as suitable. In considering how the implementation of such a mandatory scheme could be achieved, the Working Group agreed that a new IMO instrument could be developed with a view to providing legally binding and globally applicable ship recycling regulations and that further work was needed before a concrete proposal could be made on this issue.

Regarding the reporting system for ships destined for recycling, the MEPC developed, as a starting point, a draft outline of this system in order to identify, in a schematic way, what should be reported, to where and by whom. It was noted that additional work was needed for the further development of this system with the aim of considering, amongst other issues, the appropriate timeframe for the reporting, a harmonized reporting format and the possible need for additional flow of information between the involved stakeholders.

The MEPC approved Guidelines for the development of the ship recycling plan, which provide further technical information and guidance for the preparation of a suitable ship recycling plan (SRP), as recommended in section 8.3.2 of the IMO Guidelines on Ship Recycling.

The MEPC agreed that a “single list” of the potentially hazardous materials on board ships should be developed, replacing the existing Appendices 1, 2 and 3 of the IMO Guidelines and providing guidance on the identification of potentially hazardous materials on board ships and the preparation of the relevant inventories.

The MEPC considered a proposal to establish an International Ship Recycling Fund with the aim of facilitating the technical co-operation activities for capacity building, training and the necessary funding mechanisms. It was agreed that ship recycling should be included in the future thematic priorities of the Organization’s Integrated Technical Co-operation Programme (ITCP) with the aim of assisting developing countries to improve environmental considerations and safety levels in ship recycling operations and the Technical Co-operation Committee was invited to consider further the arrangements to establish a dedicated fund.

The MEPC noted the continued co-operation with the International Labour Organization and the relevant bodies of the Basel Convention on ship recycling. The first Joint ILO/IMO/BC Working Group on Ship Scrapping is scheduled to take place at IMO Headquarters from 15 to 17 February 2005.

The MEPC, taking into account the need to progress the work on ship recycling issues in an expeditious manner:

• agreed to the establishment of a correspondence group to further progress the work in the intersessional period;
• approved a three-day intersessional meeting of the Working Group on Ship Recycling during the week before MEPC 53; and
• agreed to re-establish the Working Group on Ship Recycling at the next session of the Committee.

Air pollution

Regulations for the Prevention of Air Pollution from Ships, contained in MARPOL Annex VI, will enter into force on 19 May 2005.

The MEPC further reviewed the draft amendments to MARPOL Annex VI which were approved at previous sessions of the Committee, with a view to their adoption at MEPC 53. The draft amendments relate to the designation of the North Sea area as a...
“SOx Emission Control Area” and the introduction of the Harmonized System of Survey and Certification into MARPOL Annex VI. In addition, the Committee instructed the Sub-Committee on Ship Design and Equipment to consider a number of proposed Unified Interpretations.

The Committee made progress on developing draft Guidelines on the CO\textsuperscript{2} Indexing Scheme and urged Members to carry out trials using the scheme and to report to the next session. One purpose of developing guidelines on CO\textsuperscript{2} emission indexing is to develop a simple system that could be used voluntarily by ship operators during a trial period.

The Committee agreed that a CO\textsuperscript{2} indexing scheme should be simple and easy to apply and take into consideration matters related to construction and operation of the ship, and market-based incentives. Meanwhile, the Committee recognized that IMO guidelines on greenhouse gas emissions have to address all six greenhouse gases covered by the Kyoto Protocol (Carbon dioxide (CO\textsubscript{2}); Methane (CH\textsubscript{4}); Nitrous oxide (N\textsubscript{2}O); Hydrofluorocarbons (HFCs); Perfluorocarbons (PFCs); and Sulphur hexafluoride (SF\textsubscript{6}).

**Oil and HNS Pollution Preparedness, Response and Co-operation**

The MEPC agreed to the development of a joint IMO/UNEP Manual on Natural Resource Damage Assessment and Restoration Following Major Oil Spills, to be submitted for consideration at MEPC 53.

Following work by the Oil Pollution Preparedness, Response and Co-operation (OPRC)/OPRC-HNS (Hazardous and Noxious Substances) Technical Group, the MEPC approved draft Guidelines on facilitation of response to pollution incidents for submission to the 24th Assembly in November 2005 for adoption.

The MEPC also approved OPRC Model Training Courses (Introductory course and Levels 1, 2 and 3).

**Inadequacy of reception facilities**

Recognizing that provision of reception facilities is crucial for effective MARPOL implementation, the MEPC strongly encouraged Member States, particularly those Parties to the MARPOL Convention as port States, to fulfil their treaty obligations on providing adequate reception facilities. Governments were also urged to respond to a questionnaire on alleged inadequacy of port reception facilities (MEPC/Circ.417) and to report their experiences to MEPC 53 with the aim of identifying problem areas and developing a future action plan.

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.

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Further details can be obtained from:

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ICC Centre for Maritime Co-operation
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Tel: ++ 44 20 8591 3000 Fax: ++ 44 20 8594 2833
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Every year, the International Maritime Organization and its Member States and Associate Members celebrate World Maritime Day, taking the opportunity to bring the objectives and achievements of the Organization to the attention of a wider audience and, at the same time, increase overall public awareness of the vital role that the shipping industry plays in all our lives.

This year, as usual, IMO headquarters in London was the venue for a World Maritime Day reception for dignitaries from the shipping and diplomatic communities.
Features

World Maritime Day

Mr A. Nastrucci, former Maritime Attaché, Italian Embassy, Mr E.E. Mitropoulos and family

Mr Alberto Alemán, Administrator of the Panama Canal Authority, Mr E.E. Mitropoulos and family

Mr H. Gholizadeh, Deputy Permanent Representative of the Islamic Republic of Iran to IMO, H.E. Mr Morteda Sarmadi, Ambassador and Permanent Representative of the Islamic Republic of Iran to IMO, Mr E.E. Mitropoulos and family

Mr S.C. Bond, Managing Director, Videotel Marine International Ltd, Mr E.E. Mitropoulos and family

H.E. Mr Edgardo B. Espiritu, Ambassador of the Philippines, Mr E.E. Mitropoulos and family

Mr Chris Horrocks, Secretary-General of ICS/ISF, Mr E.E. Mitropoulos and family
H.E. Sr. Hernán Antonio Bermúdez, Ambassador and Permanent Representative of Honduras to IMO, Mr. E.E. Mitropoulos and family

H.E. Mr. Mel Cappe, Canadian High Commissioner, Mr. E.E. Mitropoulos and family

Mr. F.M. Everard, CBE, F.T. Everard & Sons Ltd., Mr. E.E. Mitropoulos and family

H.E. Mr. Kastriot Robo, Ambassador of Albania, Mr. E.E. Mitropoulos and family

Mr. Michael G. Parker, President, The Chamber of Shipping, Mr. E.E. Mitropoulos and family

H.E. Mr. Negassi Sangal, Ambassador of Eritrea, Mr. E.E. Mitropoulos and family
Features

H.E. Dr José Fernández de Cossío Rodríguez, Ambassador and Permanent Representative of Cuba to IMO, Mr E.E. Mitropoulos and family

H.E. Dr Federico Mirré, Ambassador and Permanent Representative of Argentina to IMO, Mr E.E. Mitropoulos and family

Mr Tom Allan, UK Permanent Representative to IMO, Mrs Allan, Mr E.E. Mitropoulos and family

Mr Hu Jinglu, Counsellor (Maritime), Embassy of the People’s Republic of China, Mr E.E. Mitropoulos and family

Mrs Maria G. Theofili, Greek Consul General, Mr E.E. Mitropoulos and family

Captain J.P. Heusser, Vice-Chairman, DSC Sub-Committee and former Permanent Representative of Chile to IMO, Mr E.E. Mitropoulos and family

World Maritime Day
Mr and Mrs V. Job, IMO Staff, Mr E.E. Mitropoulos and family

Elias and Athina Mitropoulos with friends

Mr A. Botsford, Mrs. R. Ferebee, Mrs V. Cheer and Mr R. Cheer, IMO Staff

Mr G. Mapplebeck, IMO Staff, Mrs Taylor, Captain G. Taylor, Senior Vice President, MPA and Capt. J. Jones

Admiral Sergio Giltrana Colmarchico Chagasteles, Permanent Representative of Brazil to IMO, Captain Luis Fernando Rosario, Alternate Permanent Representative, Mr E.E. Mitropoulos and family

Captain Ian Finley, Deputy Permanent Representative of Panama to IMO, Mr Rodolfo Sabango, Mr Jorge Guarno, Director, Marine Division, Panama Canal Authority
Features

World Maritime Day

Mr. L. Barchue, IMO Staff, Ms. Judith Francis, Maritime Attaché and Alternate Permanent Representative of the Bahamas to IMO and Mr. E.E. Mitropoulos.

Mr. John Bainbridge, ICFTU Representative to IMO, Mr. A.S. Nunn, OBE, Special Liaison Officer of IUMI to IMO and Mr. Paul Saddler, Deputy Permanent Representative of the United Kingdom to IMO.

Mr. Michael Grey MBE, Lloyds List, Mr. Roger Holt, Secretary-General, INTERCARGO, Mr. Andy Winbow, IMO Staff and Dr. Aleka Mandaraka-Sheppard, Founding Director of the London Shipping Law Centre.

Capt. Armett E. Hill, Deputy Permanent Representative of Liberia to IMO, The Hon. Mohammed M. Dukuly, Permanent Representative of Liberia to IMO, Mrs. Dukuly, Mr. E.E. Mitropoulos and family.

Mr. Philip Embiricos, Embiricos Shipbrokers Ltd., Mr. Rolf Westdal Larsen, Chairman of CCS/President of ISF and daughter-in-law.
World Maritime Day

Mr. E.E. Mitropoulos, Mr. Manolis Kefaloyiannis, Greek Minister of Mercantile Marine and Mr. W.A. O’Neil, Secretary-General Emeritus of IMO

Captain P. Tsakos, Tsakos Shipping and Trading S.A., Ms. Victoria Papageorgiou, Mr. A. Paseau, Mr. E.E. Mitropoulos and family

Mr. Gérard Gasc, Permanent Representative of France to IMO, Mr. E.E. Mitropoulos and family

Mr. Ioannis Ioannou, Secretary-General of the Greek Ministry of Mercantile Marine, Mr. E.E. Embiricos, Mrs. Chantal Mitropoulos, His Eminence The Archbishop of Thyateira and Great Britain Gregory, Mr. E.E. Mitropoulos, Mr. Manolis Kefaloyiannis, Greek Minister of Mercantile Marine and Mr. Philip Embiricos

Mr. Marcos E. Frangos, Liberty Maritime Agency Ltd., Mr. E.E. Mitropoulos, Mrs. C. Mitropoulos, Mrs. Frangos, Miss Athina and Mr. Elias Mitropoulos

Mr. Lee Adamson, Head of Public Information Services, Miss Rouba Ruthnum, Head of Accreditation and Liaison Office (both IMO), Mr. E.E. Mitropoulos and family, Ms. Olga Bosquez, Senior Deputy Director for External Relations (IMO)
Train-the-Trainer courses launched in Egypt

IMOs first maritime security “Train-the-Trainer” courses have been held in Alexandria, Egypt and Busan, Republic of Korea.

The Train-the-Trainer programme, initially expected to consist of eighteen courses worldwide, complements the ongoing IMO programme of regional, sub-regional and national maritime security seminars and workshops which have been conducted under the auspices of its Global Programme on Maritime Security since early 2002. That Programme aims to enhance implementation of the IMO maritime security measures, including the International Ship and Port Facilities Security (ISPS) Code, which were adopted in 2002 and entered into force on 1 July 2004.

The six-day Train-the-Trainer courses focus on developing instructors’ maritime security knowledge so that they are better equipped to train others, using the IMO model courses for Ship, Company and Port Facility Security Officers (SSOs, CSO and PFSOs).

The target audience for the Train-the-Trainer courses are instructors at national maritime training centres and candidates from the shipping industry who have been, or are about to be, assigned maritime security-related instructional duties.

Grads receive a certificate and are expected to assist in training other instructors, both regionally and nationally. The intention is that IMO will train the first instructors on a regional basis. These “graduates”, initially assisted by IMO experts, will then train further instructors on a regional and sub-regional basis, and will also deliver IMO model courses in their own national training centres. The aim is for all participating Member Governments to build up a cadre of instructors equipped to train others using IMO model courses for security officers. This “cascade training” should result in a significant increase in the number of persons trained to a consistent standard and will be a cost-effective use of donors’ funds.

The long-term success of this programme is, in part, contingent upon donor Contracting Governments and industry partners bearing the costs of hosting, instruction and participating in courses and also on their willingness to help the Organization to provide direct assistance to developing countries.

In other security-related initiatives, the Government of India is developing a new model course for authorised officers carrying out control and compliance measures to enhance maritime security, with an expected completion date of mid-October.

Also in development is a Videotel-IMO maritime security awareness video and a multimedia training package for Port Facility Security Officers (PFSOs). In addition, IMO is in the process of developing a training video/CD-ROM on security in the wider port area in collaboration with ILO and other organizations, including the International Association of Ports and Harbours (IAPH).

Meanwhile, in mid-October, a joint International Labour Organization/IMO workshop for representatives of Governments, employers and workers in the port sector on the ILO/IMO Code of practice on security in ports will be held at the ILO training centre in Turin, Italy.

All these programmes and initiatives come under the umbrella of IMO’s Global Technical Co-operation Programme on Maritime Security, which has a key role to play in enhancing maritime security. Under the programme, 18 regional or sub-regional seminars/workshops have been held since April 2002, covering all developing regions and countries in transition. To date, more than 70 national training courses/advisory missions have been organized and over 3,500 people have been trained through this process.

WMU students complete studies

Some 104 students from 47 different countries making up the World Maritime University class of 2004 have received their Master of Science degrees and Postgraduate Diplomas at the end of their studies.

WMU Chancellor and IMO Secretary-General, Mr Efthimios E. Mitropoulos, conferred the honours on the students, with Weng Meng Yong, China’s Vice-Minister for Communications, and Professor Christopher Ameyaw-Akumfi, Ghana’s Minister for Ports, Harbours and Railways, as guests of honour.

The ceremony also saw the presentation of honorary doctorates to Mr Yohei Sasakawa, President of the Nippon Foundation and to Mr William O’Neil, former WMU Chancellor and IMO Secretary-General emeritus. The awards marked the outstanding support that each has given to the growth and development of the WMU.

During the ceremony, the two annual special awards to students were announced: Ms Li Ying of China (Sasakawa Fellow) won the Chancellor’s Medal for Academic Excellence, while Fred Asiedu-Dartey of Ghana (ICS Fellow) won the C P Srivastava Award for International Fellowship. The Class of 2004 brings the number of WMU graduates to almost 2,000 from 149 countries.
IMO to co-sponsor International Summit on Safety Systems Approval

IMO is co-sponsoring the first International Summit on Approval of Life and Fire Safety Systems and Equipment. The event, to be hosted by the United States Marine Safety Association will take place in February 2005, at the Wyndham Miami Beach Resort in Miami, Fla. The Summit will be held in conjunction with the USMSA annual meeting and conference.

The Hon. Mark V. Rosenker, Vice Chairman of the US National Transportation Safety Board will open the Summit and Mr Igor Ponomarev, Chairman of the IMO Design and Equipment Sub-Committee, will lead off the technical session with a presentation on “direction and developments” within that group.

Participants at the Summit will include IMO, the European Maritime Safety Agency, the United States Coast Guard, Canadian Transport and various other flag State authorities, the National Marine Research Institute of Japan, the International Lifesaving Manufacturers’ Association and IACS.

“The International Summit will significantly enhance co-operation and communication within the global maritime safety community,” said USMSA Executive Director Tom Thompson. “We are pleased to welcome IMO as co-sponsors of what we expect will become an annual event.”

Among the topics under discussion will be panel presentations on the status of IMO and ISO standards, enforcement and application and reciprocal agreements.

IMO Secretary General welcomes new IMLI students

The lawyers attending the 16th LLM. Course at IMLI were given a personal welcome by IMO Secretary General Efthimios E. Mitropoulos.

In his message, the Secretary General observed that: “Over the past 15 years, the number of competent and professional maritime lawyers around the globe continues to grow, demonstrating in the most practical way, the important role of this Institute. Graduates from IMLI are now making their contribution to IMO’s goals of safer and more secure ships on cleaner oceans throughout the world.

He urged the students to remember that they constituted a select band of graduates and encouraged them to take every opportunity during their stay in Malta to develop their skills and enhance their knowledge in order to maintain the consistently high quality of graduates from IMLI in the past.

“The responsibility for managing the legal framework, to ensure that quality shipping prosper, depends in large measure on the knowledge and professional skills of the cadre of maritime lawyers that you aspire to join,” said Mr Mitropoulos. He added “It is your chance to make a positive impact on the maritime industry at large.”

Over 40 Distributors of IMO publications from 19 countries on five continents convened at IMO headquarters with Publishing Service staff for the second Distributor’s Conference earlier this year. They are pictured here with the Secretary-General, Mr Efthimios Mitropoulos, and the Director, Administrative Division, Mr Roger G. Jones.

Yemen, IMO discuss strengthening relationship

During September 2004. The President of the Republic of Yemen, His Excellency Ali Abdullah Saleh, received the Secretary General of IMO. The two leaders discussed the strengthening of relations and co-operation between Yemen and the Organization in the field of maritime affairs, marine pollution, lighthouse management and maritime security. The Minister of Transport, Mr. Omar Alamoudi and the Executive Chairman of the Maritime Affairs Authority, Mr. Khaled Alwazir, were also present.

Secretary-General holds Japan talks

During his official visit to Japan in October this year to meet with the Japanese shipping community, IMO Secretary-General Mitropoulos held discussions with Mr. Kazuo Kitagawa, Minister of Land, Construction and Transport in charge of Tourism Promotion.

There was an error on pages 6 and 20 of IMO News issue 2/2004. In the articles headlined Revised ship sewage regulations, the correct wording is as follows:

“The revised Annex will apply to new ships engaged in international voyages, of 400 gross tonnage and above or which are certified to carry more than 15 persons. Existing ships will be required to comply with the provisions of the revised Annex IV five years after the date of its entry into force. The Annex requires ships to be equipped with either a sewage treatment plant or a sewage comminuting and disinfecting system or a sewage holding tank.

The discharge of sewage into the sea will be prohibited, except when the ship has in operation an approved sewage treatment plant; or is discharging comminuted and disinfected sewage using an approved system at a distance of more than 12 nautical miles from the nearest land; or is discharging sewage which is not comminuted or disinfected at a distance of more than 12 nautical miles from the nearest land.”

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