WORLD MARITIME DAY ISSUE

TECHNICAL CO-OPERATION - IMO’S RESPONSE TO THE 2005 WORLD SUMMIT

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or attached your business card
The World Maritime Day theme for 2006 is Technical Co-operation: IMO’s response to the 2005 World Summit. This cadet was one of a group of 14 from Africa who joined the Gdynia Maritime University’s training vessel for a five-week stint, funded by IMO’s Integrated Technical Co-operation Programme. See pages 24-35 and page 41.

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Technical Co-operation: IMO’s response to the 2005 World Summit

Six years ago, the adoption of the Millennium Declaration by the General Assembly of the United Nations was a defining moment for global co-operation in the 21st century. The Declaration sets out, within a single framework, the key challenges facing humanity at the threshold of the new millennium; outlines the response the world community should provide to these challenges; and establishes concrete measures for judging performance.

The measures necessary to realize those challenges are embodied in the Millennium Development Goals – universally known as the MDGs. The MDGs pursue the quest for a peaceful, secure and poverty-free world, and emphasize the need to focus development efforts on areas in which they can be translated into clear, measurable and sustainable improvements in the quality of the lives of people, especially the poor.

Last year, as a follow-up to the Millennium Summit, a World Summit was organized at the UN Headquarters in New York, in conjunction with the sixtieth session of the General Assembly. This Summit was the largest gathering of world leaders in history, attended by Heads of State or Government from more than 150 countries, observers representing various UN specialized agencies and programmes, as well as intergovernmental and non-governmental organizations. I had the privilege and honour to represent IMO at the Summit and later to report on its outcome to the IMO Council and Assembly.

The 2005 World Summit endorsed and re-affirmed the eight MDGs that were enshrined in the original Millennium Declaration. Which brings me to the theme of this year’s World Maritime Day which is “Technical Co-operation: IMO’s Response to the 2005 World Summit”. It reflects how important it is that the work of the Organization should be seen, not just in terms of the service it provides to the maritime community itself, but also in the wider context of the international agenda set by the United Nations.

At a cursory glance, you might wonder how, beyond professing general support, we, in IMO, can make a really positive contribution to the achievement of the MDGs. The answer, of course, is that we simply have to. It has been widely acknowledged that the scale of the MDGs means that achieving them is beyond the responsibility or the capability of individual Governments. The challenges they present are too massive to be tackled by a single entity or a single agency or even by a single strategy.

It, therefore, falls to the international community as a whole to take action to address them. We should all be aware of the unsustainability and unacceptable of the current situation. The knowledge that hundreds of millions of people are, for example, left defenceless against hunger, disease and environmental degradation, even though the means to rescue them are there, must galvanize us all. Within its sphere of responsibility, IMO – and the maritime community as a whole - has to make its own contribution.

IMO’s work strongly supports certain of the MDGs and will contribute substantively to the delivery of the 2005 World Summit Outcome. In particular, the Organization’s technical co-operation activities make a valuable contribution to the UN’s wider goals by promoting sustainable development, human resource development and capacity-building. Although IMO adopts international shipping regulations, it is the responsibility of Governments to implement those regulations. IMO’s technical co-operation programme is, therefore, designed to assist Governments that lack the technical knowledge and resources needed to oversee a shipping sector successfully.

Thus, by fostering capacity-building in the maritime sector, IMO’s technical co-operation activities help countries to ensure safe, secure and effective shipping services and protect their waters and coasts from the environmental degradation that can be caused by ships and related maritime activity.

The effectiveness and efficiency of maritime transport and, by extension, IMO’s technical co-operation work, can have a major and direct impact on at least five of the MDGs. It can help to eradicate extreme poverty and hunger; to promote gender equality and empower women; to combat HIV/AIDS, malaria and other diseases; to ensure environmental sustainability; and to develop a global partnership for development.

Maritime activity has a key role to play in the eradication of extreme poverty and hunger. It already provides an important source of income and employment for many developing countries, through such activities as the registration of ships, the supply of sea-going manpower and ship recycling, as well as shipowning and operating, shipbuilding and repair and port services, among others. But, seen in a wider context, shipping has an even more important role to play. Sea transport remains by far the most cost-effective way to move goods and raw materials en masse around the world, and the vast majority of global trade is carried in ships.

The part played by the maritime sector as an enabler of global trade and thereby global prosperity, as well as its direct, beneficial input to many developing economies, has made and continues to make a substantial contribution towards the goal of halving poverty by the year 2015. Such a welcome development will lead, in time, to progress with other Millennium Goals, particularly those related to education and health. For shipping moves the world’s burgeoning trade, while international commerce promotes production, job creation and greater socio-economic prosperity. And the combination of all these has, undoubtedly, the potential to lift people from hunger and poverty and also eradicate life-threatening diseases.

IMO’s technical co-operation activities, therefore, help ensure that developing countries are better equipped not only to play a part in this vital activity that is shipping but
also to carry out their obligations as members of the wider maritime community.

While the Millennium Development Goal for gender equality has the target of eliminating the disparity in primary and secondary education, it could, and should, also address the disparity in vocational education and training. One of the most important of IMO’s technical co-operation objectives is to help improve developing countries’ human capital through training, education and other means of knowledge transfer. IMO’s programme for the Integration of Women in the Maritime Sector continues to support measures to increase the participation of, and the establishment of formal regional associations for, women in the maritime industry.

In relation to another goal, it is a sad but almost inevitable truth that workers in transport, including maritime transport, can, all too easily, become contributors to the transmission of diseases. IMO’s work in the education of the workforce is not, therefore, confined to regulatory issues and operational methods but must include health and safety training, with a specific focus on methods to prevent the spread of HIV/AIDS. This will not address the whole problem, but should form an integral part of an overall strategy to meet this important goal.

Of all the MDGs, perhaps those with which the work of IMO is most closely aligned are to ensure environmental sustainability and to develop a global partnership for development.

As far as the environment is concerned, shipping and IMO are also making a notable contribution thanks to the comprehensive array of measures developed and adopted by the Organization and put in place by its Members and by the maritime industry to improve ship safety and thereby reduce accidents. Fewer vessel casualties mean that less pollutants find their way into the sea, and there are any number of statistical indicators that reveal shipping’s record of steady improvement in this regard over many years. Enhancing marine environment protection along the coasts has an impact in greater access to protein through improved catches (especially in artisanal fisheries), cleaner waters and coasts, increased tourism and integrated coastal zone management. Moreover, within its mandate, IMO has developed and adopted a wide range of international measures designed to reduce the negative impact of shipping’s everyday operations on the environment and, thereby, help promote environmental sustainability in that way. They range from the management of ships’ ballast water to prevent the unwanted transport of potentially harmful micro-organisms across the globe, to the restriction of toxic substances in ships’ hull coatings, the exhaust emissions from ships’ engines and the quality of fuel used for the propulsion of ships.

IMO and shipping also have, I believe, a good story to tell about their efforts to promote a global partnership for development, another of the MDGs that was highlighted once again at the 2005 World Summit. For many years, IMO’s technical co-operation programme has played a leading role in training and, therefore, in building and reinforcing the maritime capacity in developing countries to deal with the wide range of maritime activities which, as I mentioned earlier, are now helping to boost so many of their economies.

IMO’s technical co-operation activities are, in fact, conceived and developed through partnership arrangements – between the recipient countries, the resource-providers and the Organization – which are based on three complementary factors: the assessed needs of developing countries, and their full ownership and direction of the assistance process; the interests of the resource-providers in supporting sustainable maritime development; and the promotion of uniform implementation and enforcement of IMO’s rules and standards. Partnership development continues to be the main thrust of the Organization’s strategic approach for technical co-operation. The objective is to widen the concept of partnership as broadly as possible, so as to strengthen and increase regional implementation capacities.

Once approved for execution, IMO’s technical assistance activities are delivered mostly through experts stationed in the field or through institutions and networks in the developing world which, in partnership with IMO, co-ordinate and manage regional technical assistance programmes. The IMO Secretariat also provides a project execution function where regional outreach mechanisms are not present, and when the activities have a global nature that applies to all developing regions. Furthermore, the Secretariat has put in place systems to ensure project monitoring, evaluation and impact assessment. In this manner, IMO’s technical assistance activities can be adjusted to meet new challenges, and lessons learned can be assimilated for the future.

UN Secretary-General Kofi Annan has often stressed the link between security and development, re-iterating that we cannot enjoy one without the other. Developing a workable and effective international regime for maritime security has been on IMO’s agenda for some considerable time and, at the 2005 World Summit, I was able to report on IMO’s work in this respect. As well as adopting a comprehensive range of measures designed to raise the protective barriers of the shipping and port industries against the threat of terrorism, IMO has also put in place a technical co-operation programme to assist Governments to strengthen maritime and port security.

The importance of this programme was confirmed in the statement made by the G8 countries, during their meeting in St. Petersburg in July of this year, on strengthening the UN’s Counter-Terrorism Program. The leaders of the G8 countries referred to the call in the 2005 World Summit Outcome document for the UN to do more “to assist States in building national and regional capacity to combat terrorism”. The G8 warmly welcomed the emphasis on capacity-building in the Secretary-General’s recommendations for a global counter-terrorism strategy and stressed the need for the pro-active engagement of specialized organizations and agencies such as IMO.

Meeting the special needs of Africa is one of the key objectives of the Millennium Declaration. Secretary-General Annan has spoken of “Africa’s third wave”, characterized by peace, development and respect for human rights. Most of the UN system’s work in Africa is channelled through the New Partnership for Africa’s Development, or NEPAD. In line with several resolutions adopted by the UN General Assembly, IMO has, since the mid-1990s, given priority to Africa in the allocation of its technical assistance resources and our

Continued on page 42
IMO and UNEP meeting backs €50 million anti-pollution action plan

A n action plan to assist the authorities in Lebanon with the clean-up of coastal oil pollution and to prevent any damage to neighbouring countries was agreed at an international meeting convened by the International Maritime Organization (IMO) and the United Nations Environment Programme (UNEP) in Athens, Greece, on 17 August 2006.

United Nations officials and experts, along with countries in the region and the European Commission, backed a plan aimed at dealing with an estimated 10,000 to 15,000 tonnes of fuel oil that seeped into the Mediterranean Sea from a damaged power utility 30 km south of Beirut. The pollution, triggered by bombs striking the facility between 13 and 15 July, is estimated to have affected 150 km of coastline with some oil reaching as far north as Syria.

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The International Assistance Action Plan has been prepared by the Experts Working Group for Lebanon and supervised by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), which is jointly administered by IMO and UNEP/MAP. Members include the joint UNEP/Office for the Coordination of Humanitarian Affairs (OCHA) Environment Unit; the European Commission Monitoring Information Centre; the International Tanker Owners Pollution Federation; the United Nations Development Programme; ICRAM- Istituto Centrale per la Ricerca Scientifica e Tecnologica Applicata al Mare; the Oceanography Centre-University of Cyprus and CEDRE * the Centre de Documentatation, de Recherche et d’Expérimentions sur les Pollutions Accidentelles des Eaux.

IMO Secretary-General Efthimios Mitropoulos said: “I am delighted that we have been able to agree on this action plan which now sets the stage for the wide-ranging assistance the Lebanese, and to a lesser extent the Syrian, authorities so urgently needed”.

“While IMO’s traditional role is dealing with shipping and the aftermath of a ship or tanker accident, we have in international law a sound basis for being part of the response through such conventions as the United Nations Convention on the Law of the Sea and the International Convention on Oil Pollution Preparedness, Response and Co-operation. I sincerely hope that the damage to the environment is contained to the current level and that other Mediterranean Sea countries do not suffer as a result of the oil spill, also that we can all learn a lot from this tragic incident and take these lessons forward so we are better prepared in the future,” he added.

Mr. Achim Steiner, UNEP’s Executive Director who attended the event hosted by the Greek Mercantile Ministry in Piraeus, said: “Firstly our thoughts are with the people on all sides of this conflict who have suffered over the past few weeks. It is an absolute priority that every effort is made to bring the humanitarian assistance so urgently needed.”

“However, it is also a sad fact that the environment – so vividly underlined by the oil slick and the blackened, damaged coastline – is also a victim with all the repercussions for livelihoods, human health, economic development, ecosystems, fisheries, tourism and rare and endangered wildlife,” he said.

“No the bombs have stopped and the guns have been silenced we have a chance to rapidly assess the true magnitude of the problem and finally mobilize the support for an oil clean-up and a restoration of the coastline,” he added.

In a statement to the meeting, Stavros Dimas, the Commissioner in charge of the environment and civil protection in the European Commission, said: “The recent oil spill off the coast of Lebanon may affect the livelihood, health and future prospect of Lebanon and the surrounding countries. With the help of the Commission’s civil protection mechanism, Member States of the European Union have been able to provide coordinated assistance, including experts and specialized materials”.

Mr. Dimas added: “The Commission also anticipates, subject to formal approval, to provide a €10 million complement to the 2006 financing package to Lebanon for technical assistance in the upcoming reconstruction process, with a particular emphasis on infrastructures and environment sectors.”

It is estimated that an initial mobilization of €50 million will be needed for the clean-up with possibly more funds needed in 2007.

Several aerial surveillance have been carried out, confirming the suspicion that most of the oil that had not already dispersed, evaporated or sunk, has now come ashore. As such, the current response operations are concentrating on shoreline clean-up and recovery of bulk oil in confined areas such as marinas and ports.
IMO launches Award for Exceptional Bravery at Sea

The International Maritime Organization, has launched a new award for exceptional bravery at sea. The Award will, uniquely, provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment.

At its 96th session in June, the IMO Council gave the formal go-ahead for the Award, approving guidelines for the process of selecting the winner. Nominations are now being invited for the 2007 IMO Award for Exceptional Bravery at Sea.

Nominations are expected to focus on such factors as location of the incident; prevailing weather conditions; skill displayed; leadership demonstrated; determination to conduct the rescue operation; exceptional courage demonstrated; and degree of risk (to human lives and/or the marine environment) involved. The Award may also be granted posthumously.

The nominations for the Award may be made, with a deadline of 15 April 2007, by United Nations Member States; intergovernmental organizations; and non-governmental international organizations in consultative status with IMO.

The nominations will be scrutinized initially by an assessment panel made up of members of non-governmental organizations (NGOs) in consultative status with IMO who will serve in their personal and expert capacity and not as representatives of the organization nominating them. The NGOs represented will include the International Shipping Federation Limited (ISF); the International Confederation of Free Trade Unions (ICFTU); the International Maritime Pilots’ Association (IMPA); the International Federation of Shipmasters’ Associations (IFSMA); the International Salvage Union (ISU); the International Lifeboat Federation (ILF); and the International Christian Maritime Association (ICMA). Where the circumstances of a nomination involve marine environmental protection, an expert nominated by relevant NGOs will also be included in the Panel. A panel of judges will select the winner from the shortlist provided by the assessment panel.

The winner of the Award will be presented with a medal, which will be accompanied by a certificate citing the act of exceptional bravery performed, at a special ceremony to be held, in London or elsewhere, on the occasion of World Maritime Day or another major IMO occasion.

Spain is financially supporting the production of the medal.

Funds agreed for Marine Electronic Highway in Straits of Malacca and Singapore

Implementation of the Marine Electronic Highway (MEH) Demonstration Project in the Straits of Malacca and Singapore is set to begin shortly, following the signing of a US$6.86 million grant agreement (on 19 June) between the Global Environment Facility (GEF)/World Bank and the International Maritime Organization (IMO). The four-year regional demonstration project aims to link shore-based marine information and communication infrastructure with the corresponding navigational and communication facilities aboard transiting ships, while being also capable of incorporating marine environmental management systems. The overall objectives are to enhance maritime services, improve navigational safety and security and promote marine environment protection and the sustainable development and use of the coastal and marine resources of the Straits’ littoral States, Indonesia, Malaysia and Singapore.

In addition to the US$6.86 million assigned to IMO for the regional MEH demonstration project, the GEF/World Bank has also agreed to grant US$1.44 million to Indonesia for the procurement of equipment for a differential global positioning system (DGPS) station and automatic ship identification (AIS) stations, as well as tidal instruments and an ocean data buoy.

The MEH is being built upon a network of electronic navigational charts using electronic chart display and information systems (ECDIS) and environmental management tools, all combining in an integrated platform covering the region that allows the maximum of information to be made available both to ships and shipmasters as well as to shore-based users, such as vessel traffic services. The overall system – which would also include positioning systems, real-time navigational information like tidal and current data, as well as providing meteorological and oceanographic information – is designed to assist in the overall traffic management of the Straits and provide the basis for sound marine environmental protection and management.

The implementation of the demonstration project follows a preparatory phase, from 2001 to 2005, involving IMO, the littoral States and other partners, which was also funded by the GEF/World Bank (amounting to US$473,000).

The financial go-ahead for the project from the GEF/World Bank followed the signing, in Jakarta, Indonesia, in September 2005, of agreements to co-operate and collaborate to implement the MEH Project. Signatories to those agreements included the three littoral States, IMO, the International Hydrographic Organization (IHO), the International Association of Independent Tanker Owners (INTERTANKO) and the International Chamber of Shipping (ICS).
OPRC-HNS Protocol to enter into force in 2007

The Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol), 2000, has now achieved enough ratifications for entry into force on 14 June 2007, twelve months after its accession by Portugal, on 14 June 2006, the 15th State to ratify the treaty.

The OPRC-HNS Protocol follows the principles of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990, which itself entered into force in 1995. As in the OPRC Convention, Parties to the OPRC-HNS Protocol will be required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries. Ships will be required to carry a shipboard pollution emergency plan to deal specifically with incidents involving HNS, which are defined as any substance other than oil which, if introduced into the marine environment, is likely to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.

Mr. Martin Böckenhauer

Mr. Martin Böckenhauer (Germany), former chairman of the IMO Sub-Committee on Bulk Liquids and Gases (BLG), has died in Germany. He was seventy-four.

Mr. Böckenhauer, who had a long career with Germanischer Lloyd, attended the IMO Sub-Committee on Bulk Chemicals (BCH) from 1975 as a delegate and was elected as its Chairman from 1993. He was then Chairman of the renamed Sub-Committee on Bulk Liquids and Gases (BLG) from its 1st session in March 1996 through to its 5th session in 2000. He chaired both Sub-Committees with a unique style, preparing and submitting, when there was need, technical “Notes by the Chairman” for consideration, which was highly appreciated by all delegations.

Mr. Böckenhauer will be remembered for his outstanding contribution to a large amount of technical work throughout his career, including pioneering work since 1972 on ships with Ge rmanischer Lloyd, attended the IMO Committee on Bulk Liquids and Gases (BLG), and submitting, when there was need, technical “Notes by the Chairman” for consideration, which was highly appreciated by all delegations.

ICS/ISF chief retires from WMU board

The June session of the Board of Governors of the World Maritime University was attended, for the last time before his retirement, by Mr. Chris Horrocks, Secretary-General of the International Chamber of Shipping and the International Shipping Federation.

Praising Mr. Horrocks for his contribution to both shipping and the WMU, IMO Secretary-General and Chancellor of the University, Mr. Efthimios Mitropoulos, said:

“I cannot think of many who have defended and promoted the cause of quality shipping and the interests of this University more ably than Chris. Through extensive travelling all over the world, he has contributed to enhanced safety, security and environmental protection with strong and convincing argumentation in a robust and articulate manner. One of the founders of the round table of industry organizations, he has played an influential role in many aspects of shipping, going beyond those of IMO’s immediate concern.

A few weeks ago, I read in the Lloyd’s List: “The ICS represents 41 national shipowner organisations in regulatory and legal matters, while the ISF represents maritime employers. The challenge for the head of such associations is to form a position and put it across positively and coherently. Mr. Horrocks, who has run the two organisations since 1978, has a reputation for doing just that.”

There has not been a single case, no matter how difficult, complex or complicated the issue, how invisible the solution, how fathomless the implications, when Chris failed to do just that: to form a position and put it across positively and coherently, with clarity and an argumentation that those sitting at the other side of the table would find it extremely hard to argue against.

He has defended the faith (or faiths) very well and we owe him a big “thank you”. A man of principles, as he just demonstrated. I am sure the Board would wish to join me in thanking Chris and wishing him every happiness in whatever he chooses to do next. He will be a very hard act to follow.”
SOLAS, SAR amendments enter into force: bulk carriers, persons in distress at sea

Amendments to the International Convention for the Safety of Life at Sea (SOLAS) and the International Convention on Maritime Search and Rescue (SAR) entered into force on 1 July 2006, including amendments relating to bulk carrier safety and persons in distress at sea.

Bulk carrier safety
The amendments to SOLAS (adopted in December 2004) replace chapter XII – Additional safety measures for bulk carriers with a revised text, incorporating revisions to some regulations and new requirements relating to bulk carriers of double-side skin construction.

The amendments include new requirements for bulk carriers of double-side skin construction as an optional alternative to single-side skin construction; additional maintenance requirements; and a new regulation 14 on restrictions from sailing with any hold empty. The option of double-side skin construction will apply to new bulk carriers of 150 m in length and over, designed to carry solid bulk cargoes having a density of 1,000 kg/m³ and above.

Also, amendments (adopted in December 2004) to SOLAS regulation III/31 – Survival craft and rescue boats, make mandatory the carriage of free-fall lifeboats on bulk carriers.

Amendments (adopted in May 2004) to SOLAS regulation III/32 – Personal life-saving appliances make changes to the number of immersion suits to be carried on cargo ships and introduce carriage requirements for one immersion suit per person on board all cargo ships, including bulk carriers. Consequential amendments to the 1988 SOLAS Protocol, relating to the records of equipment, also entered into force.

Persons in distress at sea
The amendments to the SOLAS and SAR Conventions, adopted in May 2004, concern the treatment of persons rescued at sea, including undocumented migrants, asylum seekers and refugees and stowaways. The resolution requested IMO to review all IMO instruments so that any existing gaps, inconsistencies, ambiguities, vagueness or other inadequacies could be identified and any action needed could be taken.

The prime concern with respect to such incidents was that, unless the matter was considered in all its aspects and appropriate action was taken, there might be a negative impact on the integrity of the global search and rescue system which IMO has put in place.

The amendments include:

- Amendments to SOLAS chapter V – Safety of Navigation, adding a definition of search and rescue services. They add to and clarify the existing longstanding obligation to provide assistance, adding the words: “This obligation to provide assistance applies regardless of the nationality or status of such persons or the circumstances in which they are found.”

- Amendments to the Annex to the SAR Convention, adding a new paragraph in chapter 2 – Organization and co-ordination, relating to the definition of persons in distress; new paragraphs in chapter 3 – Co-operation between States, relating to assistance to the master in delivering persons rescued at sea to a place of safety; and a new paragraph in chapter 4 – Operating procedures, relating to rescue co-ordination centres initiating the process of identifying the most appropriate places for disembarking persons found in distress at sea.

Related Guidelines on the treatment of persons rescued at sea, adopted in May 2004, aim to provide guidance with regard to humanitarian obligations and obligations under the relevant international law.

Other SOLAS amendments
Accidents with lifeboats
The amendments (adopted in May 2004) to SOLAS chapter III – Life-saving appliances...
and arrangements are intended to help prevent accidents with lifeboats during drills. They stemmed from work by the Sub-Committee on Ship Design and Equipment (DE) intended to address the unacceptably high number of accidents with lifeboats in which crew have been injured, sometimes fatally, while participating in lifeboat drills and/or inspections. The amendments to SOLAS regulations III/19 – Emergency training and drills and III/20 – Operational readiness, maintenance and inspections concern the conditions in which lifeboat emergency training and drills should be conducted and introduce changes to the operational requirements for maintenance, weekly and monthly inspections so as not to require any persons to be on board, and servicing of launching appliances and on-load release gear.

Voyage data recorders and simplified voyage data recorders on cargo ships

The amendments (adopted in December 2004) to SOLAS regulation V/20 – Voyage data recorders give a phased-in carriage requirement for a voyage data recorder (VDR) on cargo ships built before 1 July 2002, allowing for these ships to be fitted with a simplified voyage data recorder (S-VDR).

The current regulation already required passenger ships, and ships other than passenger ships of 3,000 gross tonnage and upwards, constructed on or after 1 July 2002, to carry VDRs to assist in accident investigations. The amendment adds a new paragraph to require a VDR, which may be an S-VDR, to be fitted on cargo ships as follows:

• in the case of cargo ships of 20,000 gross tonnage and upwards constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2006 but not later than 1 July 2009;
• in the case of cargo ships of 3,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2002, at the first scheduled dry-docking after 1 July 2007 but not later than 1 July 2010.

Administrations may exempt cargo ships from the application of such requirements when such ships will be taken permanently out of service within two years after the implementation date specified.

The S-VDR is not required to store the same level of detailed data as a standard VDR, but, nonetheless, should retain, in a secure and retrievable form, information concerning the position, movement, physical status, command and control of a vessel. In accordance with the performance standards for S-VDRs, the time for which all stored data items are retained should be at least 12 hours while data items which are older than this may be overwritten with new data.

Other amendments

Other SOLAS amendments adopted in December 2004 which entered into force on 1 July 2006 include those:

• to Chapter II-1, regulation 18 – Construction and initial tests of watertight doors, sidescuttles, etc., in passenger ships and cargo ships to allow testing of watertight doors by a prototype pressure test in certain circumstances. Also to regulation 45 – Precautions against shock, fire and other hazards of electrical origin to amend the existing paragraph 10 and to add a new paragraph 11 which controls the installation of electrical equipment cables and wiring in hazardous locations on tankers.

• to Chapter V, regulation 19 – Carriage requirements for shipborne navigational systems and equipment to add the words “being clearly readable by the helmsman at the main steering position” in paragraph 2.5 relating to the carriage of a gyro-compass, or other means to determine and display heading by shipborne non-magnetic means.

• to Chapter VII, regulation 10 – Requirements for chemical tankers to delete the words “For the purpose of this regulation, the requirements of the Code shall be treated as mandatory” as the revised IBC Code has been developed in a mandatory format.

• to Chapter V – Safety of navigation, addition of simplified voyage data recorder (S-VDR) to the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E).
LONDON, 26 March – 05 April 2007

This widely recognised and practical intensive course is now in its 19th successive year. The course is designed especially for officials in national marine departments, port or terminal operators, ship managers and shipowners.

The course includes port and vessel visits and covers in detail the major IMO conventions and codes along with other relevant international regulations and conventions, inspection systems and documentation.

Special sections of the course concentrate on the ISPS code.

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

Venue: London School of Economics & Political Science, University of London

Fees: Sterling £2,750

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

Further details can be obtained from:

Miss Angeles Aguado, Course Co-ordinator
ICC Centre for Maritime Co-operation
Maritime House, 1 Linton Road, Barking, Essex IG11 8HG, United Kingdom
Tel: +44 20 8591 3000  Fax: +44 20 8594 2833
E-mail: cmc@icc-ccs.org.uk  Web: www.icc-ccs.org
A draft Action Plan to tackle the alleged inadequacy of port reception facilities – seen as a major hurdle to overcome in order to achieve full compliance with MARPOL – was agreed by the Sub-Committee on Flag State Implementation when it met for its 14th session.

The development of the action plan followed a submission to the MEPC by the shipping and port industry’s Reception Facilities Forum (which includes BIMCO, IAPH, ICS, INTERCARGO, INTERTANKO and OCIMF), which has identified a number of problem areas associated with the inadequacy of port reception facilities.

The draft plan, which will be submitted to the next session of the Marine Environment Protection Committee (MEPC 55) for approval, contains a list of proposed work items to be undertaken by IMO with the aim of improving the provision and use of adequate port reception facilities.

**BWM reception facilities guidelines agreed**

The Sub-Committee finalized draft Guidelines for sediment reception facilities and for ballast water reception facilities under the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004 (BWM Convention), which will be submitted to MEPC 55 for consideration and adoption.

Also agreed were draft Guidelines for additional measures including emergency situations under the BWM Convention, for submission to MEPC 55.

**Review of the Survey Guidelines under the HSSC**

The Sub-Committee reviewed proposed draft amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC) (resolution A.948(23)), which are intended to bring the guidelines up to date with amendments to IMO instruments. A correspondence group was established to further develop the draft amendments and prepare a consolidated draft of the Revised Survey Guidelines, for submission to the Maritime Safety Committee (MSC) and MEPC, for approval, and then to the 25th Assembly in 2007 for adoption.

Meanwhile, the Sub-Committee agreed the following:

- draft form for the automatic identification system (AIS) Test Report for further review by the Sub-Committee on Safety of Navigation (NAV);
- draft Guidelines on annual testing of voyage data recorders (VDR) and simplified voyage data recorders (S-VDR), for review by NAV prior to submission to MSC 82;
- draft Guidelines for pre-planning of surveys in dry-dock of ships which are not subject to the Enhanced Programme of Inspections under resolution A.744(18), as amended, for submission to MSC 82;
- draft Survey Guidelines under the HSSC for the purpose of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004 (BWM Convention), for submission to MEPC 55.

**Casualty statistics and investigations**

The Sub-Committee conducted its review of the analyses of reports of investigations into casualties, making ample use of the direct reporting and viewing facilities of the GISIS module on casualties. The Overview of lessons learned from casualty investigations and the Lessons learned for presentation to seafarers, prepared by the correspondence group on casualty analysis, were approved by the Sub-Committee. In particular the Sub-Committee noted the following:

- a report into a death resulting from an entry into enclosed spaces was submitted, and such reports were received with a disturbing regularity. It seems that, despite the Organization’s best endeavours, circulars and other publicity relating to the problem were not reaching some seafarers. Member States were urged to target such accidents with a view to submitting reports for analysis and possible referral to the appropriate technical sub-committees; and
- there was an alarming number of fatalities and serious injuries associated with mooring and unmooring ships. Six reports considered involved either the failure of mooring equipment, or fatality or injury through apparent human factors. Member States were urged to target such accidents with a view to submitting reports for analysis and possible referral to the appropriate technical sub-committees; and
- collisions and groundings accounted for a significant percentage of reports issued and the number of reports on occupational fatalities and injuries had increased. The casualty analysis group agreed to focus on these types of casualties to try and discern trends.

The Sub-Committee also noted the view of one delegation that the Sub-Committee on Standards of Training and Watchkeeping (STW) should consider making bridge resource management training mandatory for deck officers under the STCW Convention, to help reduce casualties.

**Review of the Code for the investigation of marine casualties and incidents**

The Sub-Committee continued its review of the Code for the investigation of marine casualties and incidents, with a view to making the Code mandatory. The foreword, general provisions, mandatory standards and recommended practices in the new draft revised code were further developed, taking into account the Guidelines on fair treatment of seafarers in the event of a maritime accident, which were adopted by the Legal Committee at its 91st session in April, and by the Governing Body of ILO in June 2006. A correspondence group was established to continue the work.
Harmonization of port State control activities

The Sub-Committee initiated the development of a framework to promote the global harmonization and co-ordination of port State control activities, bearing in mind the fundamental principle that flag State implementation is the very first line of defence for compliance with international standards, with port State control being complementary to the role of the flag States. The Sub-Committee benefited in this matter from the participation of representatives of seven regional port State control regimes, which have signed agreements of cooperation with IMO and attended as observers from inter-governmental organizations (IGOs).

It was recommended that IMO continue organizing global workshops for secretaries of port State control MOUs/agreements and directors of PSC information centres.

The Sub-Committee also commenced work on the revision of the Procedures for Port State control (resolution A.787(19), as amended by resolution A.882(21)) in view of the entry into force of the revised MARPOL Annex IV and the revision of MARPOL Annex II, and established a Correspondence Group to continue the work ahead of the next session.

Draft PSC guidelines on seafarers’ working hours agreed

Draft port State control guidelines on seafarers’ working hours were agreed, for submission to the Maritime Safety Committee (MSC) and to the ILO.

Excessive hours of work or insufficient rest can contribute to fatigue, identified as an important contributing factor to maritime casualties and to health problems of seafarers. The guidance notes that States which have ratified ILO Convention No.180 (Seafarers’ Hours of Work and the Manning of Ships Convention) are entitled to examine the records for hours of work or minimum rest periods on ships flying their flags. (The ILO Maritime Labour Convention 2006 (MLC 2006), adopted in February, incorporates the provisions of ILO Convention No.180 relative to seafarers’ hours of work.)

Illegal, unregulated and unreported (IUU) fishing

The Sub-Committee was updated on preparatory work on IUU fishing ahead of the three-day meeting of the Joint IMO/Food and Agriculture Organization (FAO) Working Group on IUU Fishing and Related Matters, scheduled to be held in July 2007. This will be the second meeting of the group since it met in 2000, but FAO and IMO officials have met since then on several occasions to discuss IUU issues.

The second Joint Working Group meeting is expected to discuss a range of IUU issues including mechanisms and areas for cooperation and collaboration between IMO and FAO, such as the FAO Global Fishing Vessel Record; vessel tracking and detection systems; port State measures and port State control; marine pollution issues arising from fisheries and the review of MARPOL Annex V (regulations for the prevention of pollution by garbage from ships); and use of the FAO Fisheries Global Information System (FIGIS) and IMO’s GISIS.

Future active co-ordination between FAO and IMO could include co-ordinated technical co-operation activities, exchange of delegations at respective meetings, joint conferences and, as appropriate, expansion of the mandate of FAO/IMO institutional mechanisms for collaboration.

The Sub-Committee noted once again that the two IMO treaties addressing fishing vessel safety have yet to enter into force: the 1993 Torremolinos Protocol for the Safety of Fishing Vessels and the International Convention on Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995.

Mandatory reports under MARPOL 73/78

The Sub-Committee noted the low rate of mandatory reporting by MARPOL Parties – 21 per cent of Parties submitted reports for 2004 – and urged all Parties to fulfil the reporting requirements of their treaty obligations, and to bring to the attention of the Sub-Committee any difficulties encountered in the implementation of the reporting requirements. Based on the reports submitted under MARPOL 73/78 for 2004 by 27 Parties to MARPOL 73/78 and one Associate Member, the following was reported:

- 7 incidental spillages of 50 tonnes or more, with the type of substance spilled in most cases being oil;
- 277 incidental spillages of less than 50 tonnes, with the type of substance spilled in most cases being oil;
- a total of 52 cases of alleged oil discharge violations;
- two flag States submitted seven reports of alleged inadequacies of reception facilities;
- the compliance rate of certification, record keeping, and equipment requirements of MARPOL 73/78 was 97.6%, 94.1% and 95.1%, respectively. Fifty ships were reported to have no IOPP Certificate or equivalency, 829 ships were reported to have IOPP Certificate or equivalency discrepancies; 147 ships lacked required pollution prevention equipment on board; and 1,691 ships had required equipment not functioning; and
- the total number of ships boarded for port State control was 36,796 for 2004, while the total number of ships detained in port or denied entry was 715, or 1.9% of those boarded.

www.imo.org. No.3 2006 IMO NEWS 13
Technical co-operation in 2004 – 2005 “best ever” results

The 2004 – 2005 biennium saw the highest ever number of activities executed under IMO’s Integrated Technical Co-operation Programme (ITCP), the Technical Co-operation Committee was informed at its 56th session. During the biennium, IMO delivered 224 courses, seminars and workshops at the national, regional and global levels, training 7,367 participants. Spending on global and regional activities amounted to some US$13 million in 2005, with a total of US$827 million for the biennium. This represented an increase of US$1.5 million over the previous two years.

The activities delivered covered a wide range of subjects with maritime safety issues remaining central to the Programme, while the enhancement of maritime security continued to be a priority. Other aspects of IMO’s mandate addressed during the 2004-2005 biennium: included: development of flag and port State capacities; preparation of maritime legislation; implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), and of the International Safety Management (ISM) and International Maritime Dangerous Goods (IMDG) Codes; training for pollution preparedness and response; fellowships for study at the World Maritime University (WMU), IMLI and, on a cost-sharing basis, for training at the Arab Academy for Science, Technology and Maritime Transport, in Alexandria, Egypt, which has traditionally offered training places to students from Africa.

Most of the United Nations system’s work in Africa takes into account the action plans of the New Partnership for Africa’s Development (NEPAD) and IMO has aligned its ITCP delivery in Africa in line with the NEPAD-related programmes within its area of mandate, including the development of search and rescue (SAR) facilities along the African coast, which was also among the priorities of IMO.

Regional Presence in Africa

The Committee noted that the three Memoranda of Understanding (MoUs) signed between IMO and the Governments of Côte d’Ivoire, Ghana and Kenya for the establishment of IMO Regional Presence offices for Eastern and Southern Africa and West and Central Africa (Anglophone and Francophone) had been extended for a further period of two years, up to 31 December 2007. During 2005, the three IMO Regional Coordinators in Africa carried out a total of 27 needs assessment and/or advisory missions in 16 countries and these resulted in 11 different requests for technical assistance. In addition, the Regional Coordinators had represented IMO at various other regional and subregional meetings and continued to facilitate the co-ordination of the implementation of the ITCP in Africa.

ITCP funding

The Committee noted that, during 2005, the overriding proportion of the ITCP funding base was provided by the Organization’s Technical Co-operation (TC) Fund and the Global Environment Facility (GEF), which between them accounted for 71.2% of expenditure. More than twenty donors made significant contributions, which covered the rest. Meanwhile, the value of non-financial inputs played an increasing part in facilitating the implementation of regional and national activities, primarily through the provision of host facilities for seminars and workshops, of consultants free of charge for short-term advisory missions, and of equipment.

The Committee expressed its appreciation to all the donors who had made cash contributions to multilateral trust funds and/or provided in-kind support to facilitate the implementation of ITCP activities and it urged IMO Member States, international and regional organizations and the maritime industry to maintain and, if possible, to increase their financial and in-kind contributions to the ITCP.

IMO and the Millennium Development Goals

The Committee noted that IMO strongly supported the United Nations Millennium Development Goals, with this year’s World Maritime Day theme being “Technical Co-operation: IMO’s Response to the 2005 World Summit”, reflecting the work of the Organization within the wider context of the international agenda set by the United Nations. (See pages 24 to 35.)

The Committee agreed to hold an intersessional working group, in early 2007, to consider further the linkage between the ITCP and the Millennium Development Goals.

The needs of Africa

The Committee noted that the special needs of Africa were one of the key objectives of the Millennium Declaration and that, through the 2006 World Maritime Day theme, particular emphasis would be given to the maritime needs of Africa.

In this regard, when opening the session of the Committee, IMO Secretary-General Efthimios Mitropoulos announced his decision to transfer an additional sum of up to US$800,000 from the un-programmed reserves of the Technical Co-operation Fund to support further IMO’s ongoing maritime capacity-building activities in Africa, including, for example, assistance in the development and implementation of safety regulations for non-Convention vessels and the provision of additional fellowships for study at the WMU, IMLI and, on a cost-sharing basis, for training at the Arab Academy for Science, Technology and Maritime Transport, in Alexandria, Egypt, which has traditionally offered training places to students from Africa.
Regional presence in East Asia

The IMO Regional Co-ordinator for East Asia, based in Manila (Philippines), carried out three needs assessments missions and assisted in the delivery of six regional and national activities and participated in seven regional or national training events, in 2005, the Committee was informed. A visit was also paid to the Secretariat of the Association of South-East Asian Nations (ASEAN) to identify new linkages between the regional ITCP activities for 2004 – 2005 and ASEAN’s new maritime programmes.

Partnerships

The Committee noted that, to date, there were 35 partnership arrangements in operation. Twenty-one had been made with developing countries and 14 with international and regional organizations.

Voluntary IMO Member State Audit Scheme programme

The global ITCP programme on implementation of the Voluntary IMO Member State Audit Scheme was initiated in 2005. Sixty-eight participants attended the three training courses for auditors held in Slovenia (September 2005), Sri Lanka (February 2006) and Ecuador (March 2006). In addition to two other courses in 2006 (Egypt in June and Tanzania in September), another four are scheduled for 2007, to be held in Fiji, Algeria, Nigeria and in the Caribbean region in a host country to be confirmed.

Programme for the Integration of Women in the Maritime Sector

During 2005, activities under the Programme for the Integration of Women in the Maritime Sector (IWMS) included the provision of short-term fellowships, and an ongoing series of regional workshops. The Committee was informed that there has been a noticeable increase in the number of women employed at management level in national maritime and port authorities and this has enabled the Secretariat to work on the facilitation of the establishment of formal networks or associations for women employed in maritime authorities, in ports, and in related maritime employment such as lecturing in maritime institutes.

A number of delegations reported increased participation of women at the senior management and director level within their regions. Moreover, the Committee included amongst its delegates a number of woman graduates, trained through the ITCP at the International Maritime Law Institute, who now held high-level executive posts within their national maritime administrations.

World Maritime University

In 2005, WMU had a total of 382 full-time M.Sc. students in three campuses, the highest number of students ever registered (including 199 students in the Malmö campus and 44 and 39 students in the Shanghai and Dalian campuses in China, respectively). In addition, over 300 students attended short-term Professional Development and distance-learning courses organized by WMU, bringing to over 600 the total number of maritime professionals trained by the University through such courses. WMU graduates now totalled 2,061 graduates from 144 countries and territories worldwide.

IMO International Maritime Law Institute

The Institute now counts 332 graduates from 102 States and territories worldwide, many of whom, as already indicated, have been entrusted with high-level posts in their native countries.

IMO International Maritime Academy, Trieste, Italy

The Academy held two courses in 2005, on Marine Accident Investigation Procedures and on Flag State Implementation. Courses planned for 2006 include Electronic Nautical Cartography, Marine Accident Investigation and Flag State Implementation and Port State Control. The academy is also executing three projects related to safety of navigation and the prevention of marine pollution in the Mediterranean Sea, as well as the development of maritime transportation and harbour functionality in the subregion; safety of navigation in the Rio de la Plata, Argentina, and in its access routes; and MEDChartNet Mediterranean ENC Network, which aims to create a network that will link the Mediterranean Hydrographic Offices.
Persons rescued at sea - administrative procedures to be reviewed

The administrative procedures involved when dealing with persons rescued at sea, especially those who subsequently turn out to be involved in unregulated migration, should be reviewed, with a view to preparing guidance, the Facilitation Committee agreed at its 33rd session.

The Committee established a correspondence group on administrative procedures for persons rescued at sea. The group will identify relevant administrative procedures from Member States, consider the procedures and identify common threads and prepare additional guidance that could be useful for the expeditious and orderly disembarkation of persons rescued at sea.

Meanwhile, the Committee recognized the humanitarian act, in line with international law and custom, of the master and crew of the cruise ship Noordam in rescuing 22 people in the Aegean Sea, in June 2006. It expressed sympathy for the people who had to leave their countries of origin under compelling circumstances and commended the collective efforts of the IMO Secretary-General, the UN Refugee Agency, UNHCR, and the authorities of the Netherlands and Turkey which led to the refugees being landed safely at the port of Kusadasi, Turkey.

The Committee was informed that close cooperation continued between the IMO Secretariat and UNHCR and other UN agencies relevant to persons rescued at sea who subsequently turn out to be involved in unregulated migration.

The Committee noted that, on 1 July 2006, amendments to the SOLAS and SAR Conventions concerning the treatment of persons rescued at sea (adopted in May 2004) entered into force. These amendments were developed in response to IMO Assembly resolution A.920(22) on Review of safety measures and procedures for the treatment of persons rescued at sea, which was adopted by IMO’s 22nd Assembly in 2001, following a number of incidents that highlighted concerns surrounding the treatment of persons rescued at sea, in particular undocumented migrants, asylum seekers, refugees and stowaways. (See page 9.)

Revision of the Guidelines for the Prevention and Suppression of the Smuggling of Drugs, Psychotropic Substances and Precursor Chemicals

The Committee approved the draft revised Guidelines for the Prevention and Suppression of the Smuggling of Drugs, Psychotropic Substances and Precursor Chemicals on ships engaged in International Maritime Traffic, resolution A. 872(20), and agreed to adopt them at FAL 34, subject to any amendments that may be proposed by the MSC.

Security and facilitation of closed cargo transport units

The Committee agreed to the establishment of a joint MSC/FAL working group on the security and facilitation of the movement of closed cargo transport units and of freight containers to meet during MSC 82 and FAL 34 (subject to the relevant decisions of the MSC). Terms of reference were agreed for the working group, taking into account the Framework of Standards to secure and facilitate global trade, adopted by the World Customs Organization (WCO) in June 2005. In particular, the joint group is expected to consider whether there is a need to develop any relevant amendments to the SOLAS and/or FAL conventions.

Explanatory manual to the FAL Convention

Progress was made on the development of an explanatory manual to the FAL Convention and a correspondence group was set up to continue the work intersessionally. The manual will include explanations of the Standards and Recommended Practices of the FAL Convention with a view to facilitating their implementation by providing technical advice and highlighting best practices.

Electronic means for the clearance of ships

The Committee reviewed developments in other organizations in relation to electronic means for the clearance of ships. A correspondence group was established to finalize the revision of the IMO Compendium on Facilitation and Electronic Business and to submit it to FAL 34 for approval and to the World Customs Organization (WCO), United Nations Centre for Trade Facilitation and Electronic Business (UN CEFACT) and other organizations for comments. The correspondence group will also continue to work on issues relating to electronic data interchange (EDI) messages for transmission of security-related information.

On-line access to databases of certificates and documents.

The Committee established a correspondence group on on-line access to databases of certificates and documents, with a view to identifying which certificates...
might be appropriate for inclusion in online databases, identifying and explaining the steps leading to the online access to certificates and documents required to be carried on board ships and commenting on the reliability and security of databases on online access to information.

Both the MSC and MEPC have expressed the view that further work is needed before the implementation of such a system, which, from the facilitation point of view, would have the advantages of reducing delays in ports, as port State control officers could examine and verify the validity of certificates and documents before a ship's arrival, and enhancing security, as it would reduce the risk of fraudulent paper certificates. On-line verification could also reduce the risk of vessels being detained in ports if paper certificates were accidentally destroyed due to fire or water or other incidents on board, enable the master to spend less time collecting and presenting certificates and documents for ship inspections, since they could be verified before arrival, and enable port State control authorities to access a ship's certificates and documents at all times, enabling any problems between port State and flag State to be addressed, without thereby considering on-line access to certificates and documents as an alternative to their physical inspection.

**Difficulties in the carriage of IMDG Code Class 7 radioactive materials**

A correspondence group was established to prepare a working process by which IMO, in co-operation with the International Atomic Energy Agency (IAEA), will monitor, facilitate and co-ordinate the resolution of difficulties identified in the carriage of IMDG Code Class 7 radioactive materials. The aim is to alleviate the reported difficulties encountered in the shipment of IMDG Code Class 7 radioactive materials and, in particular, cobalt-60, a non-fissile radioactive material (UN 2916), which has medical and public health uses including sterilization of medical supplies and food products.

The Committee agreed that the following entry could be added in the Transport Document and Dangerous Goods Manifest (FAL Form 7) to confirm that "cobalt-60 in this shipment has been specifically produced for immediate use in medical, consumer, public health or agriculture applications."

The Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) and the MSC were invited to comment on this matter.

The establishment of the correspondence group follows the adoption in 2005 of Assembly resolution A.984(24) on Facilitation of the carriage of the IMDG Code class 7 radioactive materials including those used in medical or public health applications and the approval of FAL/5/Circ.12 on Difficulties encountered in the shipment of the IMDG Code class 7 radioactive materials and, in particular, Cobalt-60.

**Draft amendments to the FAL Convention**

The Committee noted draft amendments to the Annex to the FAL Convention, relating to arrival and departure of persons, and invited submissions on them with a view to their approval at FAL 34 and adoption at FAL 35. The proposed draft amendments include the following:

In Section 2 – Arrival, stay and departure of the ship, section B. Contents and purposes of documents, Standard 2.6.1 and Recommended Practice 2.7.3 to be amended to add a reference to travel documents and visas, if required.

In Section 3 – Arrival and departure of persons, section A. Arrival and departure requirements and procedures, to clarify the documents required, Standard 3.10 to be amended to read: “A passport or an identity document issued in accordance with relevant ILO conventions, or else a valid and duly recognized seafarer’s identity document, shall be the basic document providing public authorities with information relating to the individual member of the crew on arrival or departure of a ship.”

In section B. Measures to facilitate clearance of cargo, passengers, crew and baggage, Standard 3.15 is to be replaced by Recommended Practice 3.15, which would state that: “Public authorities should not impose unreasonable or disproportionate fines upon shipowners, in the event that any control document in possession of a passenger is found by public authorities to be inadequate, or if, for that reason, the passenger is found to be inadmissible to the State.”

In section D. Facilitation for ships engaged on cruises and for cruise passengers, Standard 3.21 is to be replaced by Recommended Practice 3.21 which would state that: “For cruise ships, the General Declaration, the Passenger List and the Crew List should be required only at the first port of arrival and final port of departure in a country, provided that there has been no change in the circumstances of the voyage.”

Proposed deletion of Recommended Practice 3.24, relating to visas not being needed for passengers on a cruise ship staying at a port for less than 72 hours.

Proposed deletion of Recommended Practice 3.35, which refers to details which may not be required on the passenger list.

In section E. Special measures of facilitation for passengers in transit, proposed deletion of Recommended Practice 3.30, which allows for a passenger in transit who is continuing his journey from the same port in the same ship to normally be granted temporary permission to go ashore during the ship’s stay in port if he so wishes.
Passenger ship safety - draft SOLAS amendments finalized

The Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) agreed, at its 49th session, modifications to the draft amendments to SOLAS chapters II-1 and II-2, relating to passenger ship safety, for adoption at MSC 82.

The draft regulations had been approved by MSC 81, subject to final modifications. Specific draft regulations revised include those relating to safe return to port after a casualty, and to water ingress detection and flood level monitoring systems.

The draft amendments are part of a package developed by IMO to improve passenger ship safety, based on the guiding philosophy of using the ship as its own best lifeboat. As an example, the proposed draft regulation II-1/8-1 requires a passenger ship to be designed to be capable of returning to port under its own power when subject to flooding of any single watertight compartment. It was agreed that MSC 82 should decide on the specific size of passenger ship (in terms of numbers of passengers carried) to which the regulation should be applied.

The Sub-Committee also agreed to the draft MSC circular on Performance standards for the systems and services to remain operational on passenger ships for safe return to port after a casualty and orderly evacuation and abandonment, for approval by the MSC.

Interim Explanatory Notes for the revised SOLAS chapter II-1 agreed

The Sub-Committee agreed to the Interim Explanatory Notes for the revised SOLAS chapter II-1 Construction - Subdivision and stability, machinery and electrical installations, which was adopted at MSC 80 and is expected to enter into force on 1 January 2009. The revised chapter harmonizes the provisions on subdivision and damage stability for passenger and cargo ships. The Interim Notes, which will be submitted to MSC 82 in November – December for approval, provide guidance for the industry in order to apply the revised chapter in a uniform and consistent manner.

Meanwhile, the Correspondence Group on subdivision and damage stability (SDS) was instructed to further develop the Explanatory Notes with a view to finalizing them by the entry-into-force date of the revised SOLAS chapter II-1.

Revision of the Intact Stability Code

Work on revising the Intact Stability Code (IS Code) continued during the session and the IS Correspondence Group was instructed to prepare the final texts with a view to agreement at SLF 50. The Correspondence Group will also prepare draft amendments to the 1988 Protocol relating to the 1966 International Convention on Load Lines (LL) and to the SOLAS Convention, to make the IS Code mandatory under both instruments. The aim is to gain the widest application of the mandatory criteria of the IS Code.

The IS Code was adopted in 1993 by resolution A.749 and later amended by the MSC in 1998. The revision of the IS Code involves restructuring it and, as long-term tasks, developing performance-based stability criteria to replace, or add to, the existing prescriptive provisions. The trend towards goal- or performance-based standards is in line with the directions laid down in the Organization’s Strategic Plan, allowing for technological developments and novel solutions, whilst still meeting the goal of providing the highest practicable standards.

Revision of guidance to master for avoiding dangerous situations

The Sub-Committee agreed to the draft revised Guidance to the master for avoiding dangerous situations in adverse weather and sea conditions, for submission to MSC 82 for approval. The guidance will replace the existing Guidance to the master for avoiding dangerous situations in following and quartering seas (MSC/Circ.707).

Safety of small fishing vessels

Work on developing safety standards for fishing vessels below 12 m in length continued during the session and a Correspondence Group was re-established to finalize draft safety recommendations and report to the next session.

A representative from the Food and Agriculture Organization (FAO) informed the Sub-Committee that the fishing industry suffers in excess of 24,000 fatalities per year, the large majority of them occurring on small vessels.
Northeast Maritime Institute provides technical assistance and advisory services for the implementation of International Conventions, Codes and Regulatory Requirements.
IMO Award for Exceptional Bravery at Sea - guidelines approved

The IMO Council, at its 96th session, approved the guidelines for the establishment of the IMO Award for Exceptional Bravery at Sea.

The purpose of the Award, which will take the form of a medal, accompanied by a certificate citing the act of exceptional bravery performed, is to provide, uniquely, international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage at sea.

The Council expressed appreciation to Spain for its generous support and assistance in the design and production of the medals.

International Maritime Prize for 2005

The Council awarded the International Maritime Prize for 2005 to Mr. Tom Allan (United Kingdom) by acclamation.

Voluntary IMO Member State Audit Scheme

The Council encouraged Members States to nominate as many qualified auditors as possible for participation in the Voluntary IMO Member State Audit Scheme, under which the first audits are anticipated to be carried out in late 2006. Member States were also encouraged to continue to volunteer for audits as and when they were ready, so as to assist in the regular planning and updating of the audit timetable.

During the Council session, Chile and Denmark became the first two countries to formally sign the Memorandum of Co-operation for the conduct of audits of their respective Administrations.

Wreck removal convention - conference dates agreed

The Council agreed to the holding of a diplomatic conference in Nairobi, Kenya, from 14 to 18 May 2007, to consider the adoption of the draft wreck removal convention.

(see also page 39)

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small fishing vessels. As there are, currently, no international safety standards for decked fishing vessels of less than 12 m in length, nor undecked fishing vessels of any length, there was an urgent need to develop safety standards for such vessels. This has been duly recognized by IMO, hence the ongoing urgent work of the Sub-Committee.

Tonnage measurement of open-top containerships

The Sub-Committee agreed to a draft MSC resolution on Recommendations concerning tonnage measurement of open-top containerships, which includes a method to calculate a reduced gross tonnage of open-top containerships, for submission to MSC 82 for adoption. The calculation amends the provisional formulae for reduced gross tonnage for open-top containerships prescribed in TM.5/Circ.4, which was issued in 1990.

Harmonization of damage stability provisions in all IMO instruments

The Sub-Committee finalized its work to harmonize damage stability provisions in IMO instruments, taking into account the revised SOLAS chapter II-1, and agreed to draft editorial amendments to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code) and modifications to the footnote of the revised SOLAS chapter II-1 related to the 1966 LL Convention and the 1988 LL Protocol.

Revision of resolution A.266(VIII)

Work on developing a draft revised Recommendation on a standard method for establishing compliance with the requirements for cross-flooding arrangements in passenger ships (resolution A.266(VIII)) continued during the session. The SDS Correspondence Group was instructed to finalize the revised text for submission to the next SLF Sub-Committee session.

Review of the SPS Code

The Sub-Committee continued its work on revising the subdivision and damage stability requirements in the Code of Safety for Special Purpose Ships (SPS Code) and established a Correspondence Group to continue the work intersessionally. The SPS Code was adopted in 1983 (by resolution A.534(13)) and recommends design criteria, construction standards and other safety measures for special purpose ships.
Strategy for e-navigation to be developed

Discussions on developing a strategy on
e-navigation were initiated at the Sub-
Committee on Safety of Navigation (NAV),
when it met for its 52nd session. The aim is
to develop a strategic vision/concept that
will integrate existing and new navigational
tools, so as to contribute to navigational
safety while simultaneously reducing the
burden on the navigator.

The debate followed the decisions of the
Maritime Safety Committee (MSC) at its 81st
session, in May 2006, to include a high-priority
item on “Development of an e-navigation
strategy” in the work programmes of the
NAV and Radiocommunications and Search
and Rescue (COMSAR) Sub-Committees.
The target completion date for this item is
2008 and the NAV Sub-Committee is acting
as co-ordinator.

The Sub-Committee fully supported the
concept of e-navigation, agreeing on the
need to work expeditiously towards
developing a strategic vision/concept in a
well defined and structured manner. IMO
should take the lead but it would also be
important to invite other organizations, in
particular, the International Association of
Marine Aids to Navigation and Lighthouse
Authorities (IALA) and the International
Hydrographic Organization (IHO), to
participate in its work and provide relevant
input.

An intersessional Correspondence Group on
e-navigation was established to provide
comments and make recommendations on the
following:
1. the definition and scope of the concept of
e-navigation in terms of its purpose,
components and limitations, with the aim of
producing a system architecture;
2. the identification of the key issues and
priorities that will have to be addressed in
a strategic vision and a policy framework
on e-navigation;
3. the identification of both benefits and
obstacles that may arise in the further
development of the strategic vision and
policy framework;
4. the identification of the roles of the
Organization, its Member States, other
bodies and industry in such development; and
5. the formulation of a related work
programme, including an outline
migration plan (to give timescales for the
phased roll-out of the proposed system)
and the roles of the NAV and COMSAR
Sub-Committees and the input of other
parties concerned.

Routeing of ships, ship
reporting and related matters

The Sub-Committee approved the following,
for submission to the MSC for adoption:
• New traffic separation schemes “Off the
coast of Norway from Vardo to Røst”,
“In the SUNK Area and in the northern
approaches to the Thames Estuary” and
“Off Neist Point”;
• Amendments to existing traffic separation
schemes “In the Strait of Gibraltar”, “In
the approach to Boston, Massachusetts”,
“In the Adriatic Sea”, “Off Cani Island”,
“Off Cape Bon” and “Off Botney Ground”;
• Establishment of an Area to be
Avoided/Mandatory No Anchoring Area In
the approaches to the Gulf of Venice;
• Establishment of a Precautionary Area off
the west coast of the North Island of New
Zealand;
• Establishment of Recommended
Routes in the Minches,
• Amendments to the existing Deep-Water
route west of the
Hebrides, amendments to the
Recommendations on
navigation around the
United Kingdom
coast, including
abolition of the Area
to be Avoided around
the EC2 Lighted buoy
and a consequential
amendment relating
to the cancellation of
the Recommendations
on directions of traffic
flow in the English
Channel;
• Establishment of a
new mandatory ship
reporting system “In the Galapagos
Particularly Sensitive Sea Area (PSSA)”;
• Amendments to the existing mandatory
ship reporting systems “In the Storebælt
(Great Belt) Traffic Area” and “In the Gulf
of Finland”.

XML format for ship reporting
systems

The Sub-Committee noted that it would be
appropriate to standardize the format for
ship reporting systems and agreed, in
principle, with the proposed Extensible
Markup Language (XML) format standards
for maritime services and forwarded this
view to the COMSAR Sub-Committee. It was
felt that direct data exchange between ship
and shore, but also between vessel traffic
services (VTS) and others (authorities,
shipowners and shipping agencies), by XML
format, would contribute to improved safety
and security.

Amendments to the ECDIS
performance standards

Draft revised performance standards for
electronic chart display and information
systems (ECDIS) were finalized for adoption

The Sub-Committee fully supported the concept of e-navigation, with the aim of
developing a strategic vision/concept that will integrate existing and new
navigational tools, so as to contribute to navigational safety while simultaneously
reducing the burden on the navigator (pic: Nedlloyd).
by MSC 82 in November – December 2006. The aim behind the revision is to ensure the operational reliability of such equipment, taking into account technological progress and experience gained. The proposed revised performance standards are more detailed than the current version and include references to newer equipment such as automatic identification systems.

It is proposed that the new revised performance standards would apply to ECDIS installed after 1 January 2009.

Meanwhile, a Safety of Navigation (SN) circular on Additional guidance on chart datums and the accuracy of positions on charts (SN.1/Circ.255) was approved and circulated, to give guidance on methods of detection of datum inconsistencies in electronic charts, such as by using radar overlay in advanced models of ECDIS.

**Carriage requirements for ECDIS**

The Sub-Committee considered the results of a formal safety assessment (FSA) study by Japan, which indicated that the mandatory installation of ECDIS on cargo ships was justified as being cost-effective, if the ships sailed in routes or sea areas where suitably scaled electronic navigational charts (ENCs) are available. The study concluded that, when considering a mandatory carriage requirement for ECDIS, the implementation date should be harmonized with the date when ENCs become available for such routes or sea areas and, in addition, the mandatory application of ECDIS installations to existing ships and small ships should be carefully examined.

The Sub-Committee recorded considerable support for the results of the FSA study including its recommendations, although some delegations felt that this did not mean 100% ENC coverage would be necessary or achievable.

The target completion date for development of mandatory carriage requirements for ECDIS is 2008 and the Sub-Committee invited further submissions on the subject to its next session.

**World-wide radionavigation system – Galileo performance standards approved**

Draft performance standards for shipborne Galileo receiver equipment were approved for adoption by MSC 82. The Sub-Committee noted that the performance standards were intended for a stand-alone Galileo receiver and that there might be a future need for performance standards for combined Galileo/Global Navigation Satellite Systems (GNSS) receivers.

**IACS unified interpretations – circulars agreed**

The Sub-Committee agreed two draft MSC circulars clarifying the application of IACS unified interpretations concerning the 1972 COLREGs, as amended, and SOLAS chapter V, for approval by MSC 82.

**Emergency wreck marking buoy – circular agreed**

A draft SN circular on Emergency wreck marking buoy was developed for approval by MSC 82. The circular includes the recently adopted IALA Recommendation O-133, which introduces, on a trial basis, a new emergency wreck marking buoy that could be used in addition to the IALA Buoyage System.

**Amendments to COLREGs**

The Sub-Committee agreed proposed amendments to Annex IV to the 1972 COLREGs and submitted its view to COMSAR 11, for subsequent adoption by the MSC and consideration by the Assembly, as appropriate. The Sub-Committee endorsed the view that mobile satellite providers for Global Maritime Distress and Safety System (GMDSS), other than Inmarsat, should be recognized by COLREGs.
Developments in Classification and International Regulations
24 - 25 Jan 2007, London, UK
Second Notice

Advances in structural modelling have allowed regulators to move away from the traditional deterministic approaches that were based on empirical formulae derived from experience. Modern methods allow for a more predictive approach and mark a significant step in the evolution of ship design.

The notion of goal-based ship construction standards was introduced to the International Maritime Organisation (IMO) in 2002. These standards are to give the IMO a greater role in determining the standard to which ships are built. The job of ensuring that ships meet these standards will still be largely with the classification societies. The IMO is scheduled to introduce goal-based standards by 2010.

In response to industry requests, and with these new developments at the IMO in mind, the International Association of Classification Societies (IACS) has developed common structural rules (CSR) for Bulk Carriers and Tankers. These were implemented on 1 April 2006.

The concept of risk based design has been made possible by the advances in numerical modelling. This concept can be used to determine the most efficient means by which to reduce risk. This technique was used in the formulation of the Common Structural Rules.

This conference will bring together classification societies, regulators, naval architects, shipbuilders and operators to discuss the impact of these new concepts and regulatory changes. Papers are invited on all related topics including the following:

- The effect on ship design
- The impact of the Common Structural Rules
- Consequences for industry
- Future directions for development
- The role of IMO, Flag States and Class Societies

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Six years ago, the adoption of the United Nations Millennium Declaration of 2000, by the ‘Millennium Assembly of the United Nations’, was a defining moment for global co-operation in the 21st Century. The Declaration sets out, within a single framework, the key challenges facing humanity at the threshold of the new millennium; outlines the response the world community should provide to these challenges; and establishes concrete measures for judging performance.

Five years later, as a follow-up to the outcome of the Millennium Summit, a World Summit was organized in conjunction with the sixtieth session of the UN General Assembly. The Summit took place at the UN Headquarters in New York from 14 to 16 September 2005 and was attended by Heads of State or Government from more than 150 countries, as well as by observers representing various UN specialized agencies and programmes, intergovernmental and non-governmental organizations. This Summit was the largest gathering of world leaders in history. IMO was represented by Secretary-General Efthimios E. Mitropoulos, who reported on the outcome of the summit to the IMO Council, at its twenty-third extraordinary session, and to the IMO Assembly, at its twenty-fourth session respectively.

The report of the 2005 World Summit was adopted as UN General Assembly resolution 60/1 and has become widely known as the ‘World Summit Outcome’. Resolution 60/1 is, in effect, a call to action for Member States of the United Nations, civil society, other stakeholders, and for the UN system as a whole to become more effective and efficient across the breadth of its agenda and to demonstrate greater coherence. In the area of development, the 2005 World Summit served as the trigger for important commitments that the system had been seeking for many years on debt relief, quick-impact projects and developing country plans for achieving the eight goals – known as the Millennium Development Goals, or MDGs – that were enshrined in the original Millennium Declaration. The 2005 World Summit agreed and re-affirmed these goals.

The theme of our World Maritime Day for 2006 is “Technical Co-operation: IMO's Response to the 2005 World Summit”. It is a theme that, firstly, pays homage to the decision of the IMO Assembly – reflected in resolution A.900(21) Objectives of the Organization in the 2000s – to give priority to and strengthen the Organization’s technical co-operation programmes and delivery, so as to achieve sustainable development and the effective implementation of the Integrated Technical Co-operation Programme (ITCP). This priority was reaffirmed in resolution A.970(24) Strategic Plan for the Organization (for the six-year period 2006 to 2011), through which the Assembly decided that IMO would strengthen its capacity-building programmes.

The World Maritime Day theme also reflects how important it is that the work of the Organization should be seen, not just in terms of the service it provides to the maritime community itself, but also in the wider context of the international agenda set by the United Nations. It was chosen in order to give the Organization the opportunity to contribute, from its perspective, to the fulfilment of the MDGs. And IMO's recognition of the link between the goals of its ITCP and the achievement of the MDGs led the way for the adoption by the IMO Assembly, in November 2005, of resolution A.986(24) The Importance and Funding of Technical Co-operation as a Means to Support the United Nations Millennium Declaration and the Millennium Development Goals.

This resolution sets out funding arrangements for the IMO’s Technical Co-operation Fund and reaffirms that technical co-operation is an essential part of the Organization’s work to achieve the global ratification and implementation of IMO’s instruments and to implement successfully the Voluntary IMO Member State Audit Scheme, taking into account that each Member State may, either before or after a voluntary audit, wish to apply for technical co-operation from IMO in order to further improve its own performance.

The MDGs provide the world with time-bound and quantified targets for addressing extreme poverty in all its many dimensions – income poverty, hunger, disease, lack of adequate shelter and exclusion – while promoting

By fostering capacity-building in the maritime sector, IMO’s technical co-operation activities help countries to ensure safe, secure and effective shipping services and protect their waters and coasts from the environmental degradation that can be caused by ships and related maritime activity (pic: OTAL)
The Millennium Development Goals (MDGs)

**Goal 1:** eradicate extreme poverty and hunger
- to reduce by half the proportion of people living on less than a dollar a day
- to reduce by half the proportion of people who suffer from hunger

**Goal 2:** achieve universal primary education
- ensure that all boys and girls complete a full course of primary schooling

**Goal 3:** promote gender equality and empower women
- eliminate gender disparity in primary and secondary education, preferably by 2005, and at all levels of education by 2015

**Goal 4:** reduce child mortality
- reduce by two-thirds the mortality rate among children under five

**Goal 5:** improve maternal health
- reduce by three-quarters the maternal mortality ratio

**Goal 6:** combat HIV/AIDS, malaria and other diseases
- halt and begin to reverse the spread of HIV/AIDS
- halt and begin to reverse the incidence of malaria and other major diseases

**Goal 7:** ensure environmental sustainability
- integrate the principles of sustainable development into country policies and programmes;
- reverse the loss of environmental resources
- reduce by half the proportion of people without sustainable access to safe drinking water and basic sanitation

**Goal 8:** develop a global partnership for development, with targets for aid, trade and debt relief
- develop further an open trading and financial system that is rule-based, predictable and non-discriminatory, including a commitment to good governance, development and poverty reduction – nationally and internationally
- address the least developed countries’ special needs. This includes tariff- and quota-free access for their exports; enhanced debt relief for heavily indebted poor countries; cancellation of official bilateral debt; and more generous official development assistance for countries committed to poverty reduction
- address the special needs of landlocked and small island developing States
- deal comprehensively with developing countries’ debt problems through national and international measures to make debt sustainable in the long term
- in co-operation with the developing countries, develop and implement strategies for decent and productive work for youth
- in co-operation with pharmaceutical companies, provide access to affordable essential drugs in developing countries
- in co-operation with the private sector, make available the benefits of new technologies – especially information and communications technologies

The work of IMO should be seen, not just in terms of the service it provides to the maritime community itself, but also in the wider context of the international agenda set by the United Nations.

The MDGs pursue the quest for a peaceful, secure and poverty-free world and emphasize the need to focus development efforts on areas in which they can be translated into clear, measurable and sustainable improvements in the quality of the lives of people, especially the poor. They are both specific in nature and visionary in their intent and all the United Nations Member States have pledged to meet them by the Year 2015.

**Maritime transport and developing countries**

Although high transport costs are recognized as a problem, no specific targets have been set for maritime transport or for transport in general. Nevertheless, such targets clearly need to be developed and incorporated into regional and country programmes.

The term “maritime transport” embraces so much more than simply the operation of ships. It also includes, for example, the operation of seaports and the broad gamut of services that are, of necessity, provided to shipping in these ports. It is, therefore, best considered as a combination of shipping, port operations and all of the many services that provide support to both. It can even be held to include the road and rail access necessary to link ports to the hinterland they serve.

Developing countries all have a vital need for maritime transport, whether for the essential purposes of trade and public transportation or, even, for the efficient distribution of aid. In this regard, notwithstanding the establishment of several open registries, the majority of whose ships may never actually visit the respective countries of registration, few developing nations have significant shipping fleets of their own – that is, merchant ships owned by their nationals or by companies domiciled in them. Thus, the domestically-owned fleets of the developing countries of Africa, for example, totalled 5.6 million tonnes dwt in 2005, representing 0.6% of the world total.
IMOs Integrated Technical Co-operation Programme to help developing countries improve their ability to comply with international rules and standards relating to maritime safety, security and the prevention and control of marine pollution, giving priority to technical assistance programmes that focus on human resource development, particularly through training, and institutional capacity-building.

To date, the ITCP has put emphasis on meeting the human capacity development and training needs of developing countries. However, there is a growing expectation that the Organization should consider tackling, in partnership with other agencies, poverty triggered by the non-existence of, or inadequacies in, maritime activity and/or resource capacity.

**IMO, shipping and the Millennium Development Goals**

It is estimated that more than 50% of the worlds population lives in poverty. Of the twenty poorest countries in the world, 10 are littoral States, of which 9 are on the African continent. Put another way, half of the poorest countries in the world are coastal States and 90% are in Africa. This means that maritime activities and resources have a direct relationship with ten of the poorest countries in the world. The United Nations further states that, of the 49 Least Developed Countries (LDCs), 31 are littoral States. With the exception of three countries which have access to lakes, the remaining LDCs are landlocked States, while 34 of the LDCs are in the African continent.

It was because of the particular development circumstances of Africa that, in adopting this years World Maritime Day theme – with its focus on IMOs technical co-operation activities and their contribution to the attainment of the MDGs – the IMO Council added that a special emphasis should be given to the maritime needs of Africa.

At a cursory glance, however, you might wonder how, beyond professing general support, we, in IMO, and indeed the shipping community as a whole, can make a really positive contribution to the achievement of the MDGs. The answer, of course, is that we simply have to. It has been widely acknowledged that the scale of the MDGs means that achieving them is beyond the responsibility or the capability of individual governments. The challenges they present are simply too massive to be tackled by a single entity or a single agency or even by a single strategy.

It, therefore, falls to the international community as a whole to take action to address them. We should all be aware of the unsustainability and unacceptability of the current situation. The knowledge that hundreds of millions of people are, for example, left defenceless against hunger, disease and environmental degradation, even though the means to rescue them are there, must galvanize us all. Within its sphere of responsibility, IMO – and the maritime community as a whole – has to make its own contribution. And, in that context, the IMO Assembly has taken action by adopting resolution A.901(21) IMO and Technical Cooperation in the 2000s, in which it affirmed that the Organization’s work in developing global maritime standards and in providing technical co-operation for their effective implementation and enforcement, can and does contribute to sustainable development.

IMO’s work strongly supports certain MDGs and will contribute substantively to the delivery of the 2005 World Summit Outcome. In particular, the Organization’s technical co-operation activities make a valuable contribution to the UN’s wider goals by promoting sustainable development, human resource development and capacity-building. And although IMO adopts international shipping regulations, it is the responsibility of Governments to implement those regulations. IMOs technical co-operation programme is, therefore, designed to assist Governments that lack the technical knowledge and resources needed to implement IMO instruments and oversee a shipping sector successfully.

Thus, by fostering capacity-building in the maritime sector, IMOs technical co-operation activities help countries to ensure...
The open registry system also generates throughout the world. The picture is repeated in other developing and Bangladesh are also major suppliers and the balance of payments. China, Indonesia, India made an immense contribution to the country's income – not to mention the accompanying political influence and prestige. Figures for 2004 from UNCTAD, the United Nations Conference on Trade and Development, reveal that the share of the domestically-owned developing-country fleet reached 22.6%, or 202.3 million dwt (deadweight tonnes), at the beginning of 2005. About 77% of this fleet belongs to developing countries in Asia. The net increase of the developing countries' fleet was 20.9 million dwt, more than four times the net increase of the fleet of major open-registry countries, which increased by 4.5 million dwt. The worldwide merchant fleet increased by 38.8 million dwt to a record 895.8 million dwt.

So, shipping and the wider maritime industry, as a whole, clearly have an important role to play in spreading the benefits of globalization among the countries of the developing world. But, seen in a wider context, shipping has an even more important role to play, in underpinning the new global economy. Sea transport remains by far the most cost-effective way to move goods and raw materials en masse around the world, and the vast majority of global trade is carried in ships.

UNCTAD figures for 2004 show that, while world output grew by 4.1 per cent during that year, world seaborne trade (goods loaded) increased by 4.3 per cent, with worldwide fleet expansion continuing at a pace of 4.5 per cent. World container-ports traffic expanded by 9.6 per cent over that of the previous year, reaching 303.1 million TEUs (20-foot equivalent units), with ports of developing countries handling 122.4 million TEUs, or 40.4 per cent of the total.

Based on considerations like these, it becomes evident that the part played by the maritime sector, as an enabler of global trade and, thereby, global prosperity, as well as its direct, beneficial input to many developing economies, has made and continues to make a substantial contribution towards the goal of halving poverty by the year 2015. Such a welcome development will lead, in time, to progress with other Millennium Development Goals, particularly those related to education and health. For shipping moves the world's burgeoning trade, while international commerce promotes production, job creation and greater socio-economic prosperity. And the combination of all these has, undoubtedly, the potential to lift people from hunger and poverty and also eradicate life-threatening diseases.

IMO's technical co-operation activities, therefore, help ensure that developing countries are better equipped not only to play a part in this vital activity that is shipping but also to carry out their obligations as members of the wider maritime community.

**Promoting gender equality and empowering women**

While the Millennium Development Goal for gender equality has the target of eliminating the disparity in primary and secondary education, it could, and should, also address the disparity in vocational education and training. One of the most important of IMO's technical co-operation objectives is to help improve developing countries' human capital through training, education and other means of knowledge transfer. Undertaking this on

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**World Maritime Day 2006**

IMO’s Integrated Technical Co-operation Programme in action: a participant presents his group’s findings to the IMO Sub-Regional Seminar on Maritime Security, Piracy and Armed Robbery against Ships for countries from the Caribbean area held in Port of Spain, Tinsilad and Tobago, in April 2006.
an “equal opportunities” basis can develop skills within the female population and so improve their economic and social position. The improvement of the economic and social status of women will also have beneficial consequences for their children and will, therefore, contribute to another MDG – that of reducing child mortality.

IMO’s programme for the Integration of Women in the Maritime Sector (IWMS) continues to support short-term fellowships for women as well as other measures to increase the participation of, and the establishment of formal regional associations for, women in the maritime industry. This programme provides a significant link with the implementation of MDG 3, to promote gender equality and empower women.

Combating HIV/AIDS, malaria and other diseases

It is a sad but almost inevitable truth that workers in transport, including maritime transport, can all too easily become contributors to the transmission of diseases. IMO’s work in education of the workforce is not, therefore, confined to regulatory issues and operational methods but must include health and safety training, with a specific focus on methods to prevent the spread of HIV/AIDS. This will not address the whole problem, but should form an integral part of an overall strategy to meet this important MDG.

Ensuring environmental sustainability

Of all the MDGs, perhaps those with which the work of IMO is most closely aligned are to ensure environmental sustainability and to develop a global partnership for development.

As far as the environment is concerned, shipping and IMO are making a notable contribution thanks to the comprehensive array of measures developed and adopted by IMO and put in place by its Members and by the maritime industry to improve ship safety and thereby reduce accidents. Fewer vessel casualties mean that less pollutants find their way into the sea, and there are any number of statistical indicators that reveal shipping’s record of steady improvement in this regard over many years. Enhancing marine environment protection along the coasts also has an impact in greater access to protein through improved catches (especially in artisanal fisheries) cleaner waters and coasts, increased tourism and integrated coastal zone management.

Moreover, within its mandate, IMO has also developed and adopted a wide range of international measures designed to reduce the negative impact of shipping’s everyday operations on the environment and, thereby, help promote environmental sustainability in that way. They range from the management of ship’s ballast water to prevent the unwanted transport of potentially harmful microorganisms across the globe, to the restriction of toxic substances in ships’ hull coatings, the exhaust emissions from ships’ engines and the quality of fuel used for the propulsion of ships.

Although, overall, the number of ships registered in the developing countries (excluding open-registry ships) is relatively small, these countries are nevertheless dependent to a considerable extent on maritime trade. By helping developing countries improve their capacity for effective management of their ports and harbours and their coastal zones, IMO’s technical cooperation activities have helped to protect the environment and promote sustainable development, which calls for economic and social systems in which the consumption of resources is reduced to a long-term affordable level, while economic output, and with it the social cohesion that flows from having one’s material requirements met, is steadily maintained. Any natural resource, be it a rain forest or a fish stock, can be exploited for the good of mankind but also over-exploited to its and our detriment, unless we manage it prudently and sensibly to ensure that this does not happen.

Developing a global partnership for development

IMO and shipping also have a good story to tell about their efforts to develop a global partnership for development, another of the MDGs that was highlighted once again at the
2005 World Summit. For many years, IMO’s technical co-operation programme has played a leading role in training and, therefore, building and reinforcing the maritime capacity of developing countries to deal with the wide range of maritime activities which, as mentioned earlier, are now helping to boost so many of their economies.

IMO’s technical co-operation activities are, in fact, conceived and developed through partnership arrangements – between the recipient countries, the resource-providers and the Organization – which are based on three complementary factors: the assessed needs of developing countries, and their full ownership and direction of the assistance process; the interests of the resource-providers in supporting sustainable maritime development; and the promotion of uniform implementation and enforcement of IMO’s rules and standards. Partnership development continues to be the main thrust of the Organization’s strategic approach for technical co-operation. In this regard, in December 2003, the IMO Assembly adopted resolution A.965(23) Development and improvement of Partnership arrangements for Technical Co-operation, the objective of which is to widen the concept of partnerships as broadly as possible, so as to strengthen and increase the regional implementation capacities. Over the last few years, IMO has developed some 35 technical co-operation partnership arrangements with Member States and a number of regional, international and national institutions, including:

- Port Management Association of Eastern and Southern Africa (PMAESA)
- Port Management Association of West and Central Africa (PMAWCA)
- Arab Academy for Science, Technology and Maritime Transport (AASTMT)
- The Co-operation Council for the Arab States of the Gulf
- Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEIC)
- Association of South East Asian Nations (ASEAN)
- South Pacific Regional Environment Programme (SPREP)
- Secretariat of the Pacific Community (SPC)
- Central American Commission on Maritime Transport (COCATRAM)
- Operative Network of Regional Co-operation among Maritime Authorities of South America, Mexico, Panama and Cuba (ROCRAM)

Once approved for execution, IMO’s technical assistance activities are delivered mostly through experts stationed in the field or through institutions and networks in the developing world which, in partnership with IMO, co-ordinate and manage regional technical assistance programmes. The IMO Secretariat also provides a project execution function where regional outreach mechanisms are not present, and when the activities have a global nature that applies to all developing regions. Furthermore, the Secretariat has put in place systems to ensure project monitoring, evaluation and impact assessment. In this manner, IMO’s technical assistance activities can be adjusted to meet new challenges and lessons learned can be assimilated for the future.

In a wider context, landlocked countries also need access to efficient and reliable maritime transport as an essential part of their development through trade. Littoral States, therefore, need to develop their maritime transport systems not only for their own benefit, but also to meet the needs of neighbouring landlocked States. This requires a partnership approach to organizational and infrastructure issues which should be designed to be to the advantage of all concerned. Such partnerships must be based on trust and require good governance in respect of both regulatory and commercial matters. Good governance arises from well founded institutions operated by properly trained and educated personnel – which IMO’s technical co-operation activities are designed to foster.

**Maritime security and the World Summit**

UN Secretary-General Kofi Annan prepared a comprehensive, all-embracing report, prior to the 2005 World Summit, entitled *In Larger Freedom – Towards development, security and human rights for all*. In it, he pointed out the crucial part that security plays in development and the furtherance of human rights. He said, “Not only are development, security and human rights all imperative; they also reinforce each other. This relationship has only been strengthened in our era of rapid technological advances, increasing economic interdependence, 

Enhancing marine environment protection along the coasts also has an impact in greater access to protein through improved catches, especially in artisanal fisheries, cleaner waters and coasts, increased tourism and integrated coastal zone management (pic: Crozet M, ILO)
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globalization and dramatic geopolitical change.” He added, “We will not enjoy development without security, we will not enjoy security without development and we will not enjoy either without respect for human rights. Unless all these causes are advanced, none will succeed.”

At the 2005 World Summit, one of the four interactive round-table sessions that ran concurrently with the plenary sessions was dedicated to the topic of global security. Under the chairmanship of H.E. Mr. Olusegun Obasanjo, President of Nigeria, this meeting was attended by Heads of State or Government or Foreign Ministers and other high-ranking officials from 37 Member States of the United Nations as well as the Executive Heads of ICAO, WMO, World Tourism Organization and UNITAR. IMO Secretary-General Efthimios E. Mitropoulos also attended this session and was able to report to the meeting on IMO’s work to strengthen maritime security.

Mr Mitropoulos explained how the events of 11 September 2001, and a plethora of other incidents all over the world since, have brought home to us all the vulnerability of transport networks and the potential they hold to be either the targets or the instruments of terror. The shipping industry is, unfortunately, no exception.

In response to Security Council resolution 1373 (2001), calling on the international community to redouble its efforts to prevent and suppress terrorist acts, including full implementation of the anti-terrorist conventions, the IMO Assembly adopted, in November 2001, resolution A.924(22) calling for a review of measures and procedures to prevent acts of terrorism which may threaten the security of passengers and crews and the safety of ships.

A year later, in December 2002, the Organization convened an international Conference which adopted a series of amendments to the Safety of Life at Sea Convention (SOLAS) to incorporate special measures to enhance maritime security, as well as an associated Code – the International Ship and Port Facility Security (ISPS) Code – which, together, provide an internationally agreed regulatory framework through which Governments, ships and port facilities can co-operate to detect and deter acts which threaten security in the maritime transport sector.

In addition to provisions relating to security plans, equipment and operations on ships and in port facilities, requirements in the Code also include provisions which establish the right of a State to impose control and compliance measures on ships in, or intending to visit, its ports, and for coastal States to advise ships of the applicable security level and measures that the coastal State has put in place and of any security measures that should be put in place by ships to protect themselves from attack.

Mr. Mitropoulos told the round-table meeting that, to assist Governments to strengthen maritime and port security, a global technical co-operation programme on maritime security had been launched by IMO in January 2002 and run concurrently with the process of review and amendment of the regulatory regime. The aim of the global programme initially was to raise awareness of maritime security threats and of the possible future regulatory measures that were under development at the time.
Subsequently, following the adoption of the ISPS Code in December 2002, training materials have been updated in order to place more emphasis on the practical implementation of the new regulatory regime, with particular attention on the preparation of port facility security assessments and plans. Furthermore, to provide a dedicated source of financial support for IMO’s maritime security technical co-operation activities and, in particular, for national initiatives in the developing regions, an International Maritime Security Trust Fund was established in 2003.

Additionally, IMO has developed and published three model courses for Ship, Company, and Port Facility Security Officers and another on maritime security Control and Compliance. Videos and CD-ROMs on port security are being produced in all official UN languages and distributed to developing countries along with a multimedia CD-ROM for the training of Port Facility Security Officers.

Mr Mitropoulos was able to inform the round-table session of the progress IMO had achieved by the middle of 2005: needless to say, all of the figures he was able to give have risen since the World Summit, and continue to do so. IMO’s global technical co-operation programme on maritime security has provided assistance to all countries who have requested it. To date (since the programme’s launch to the end of July 2006), 41 regional or subregional and 59 national workshops, seminars or training courses have been delivered. In addition, 32 country needs’ assessment and advisory missions have been fielded, with some 4,380 people (977 of which have been from Africa) having been trained in the process.

To further enhance the maritime and port security programme, IMO has also developed a separate “Train-the-Trainer” programme which identifies potential instructors from Member States and the industry who, following initial training through IMO, can return to their countries and regions and train other instructors, using the relevant IMO Model Courses. To date, a total of 17 regional and 8 national courses have been conducted, resulting in 977 trained instructors.

Although a lot has been achieved in the global efforts to strengthen maritime security and, thus, keep terrorist threats against ships, port facilities and shipping in general at bay, there is more to be done at both the Governmental and industry levels. Mr. Mitropoulos pledged that IMO stands ready to play its role in achieving just that.

Meeting the special needs of Africa

“Within this immense continent exist more peoples, more languages, more cultures, more animals than anywhere else on our world. It is quite simply the most extraordinary, beautiful and luminous place on our planet.” These were the evocative words used by aid activist and former pop-star Sir Bob Geldof, at the launch of a special BBC documentary, to describe Africa, the continent that he has grown to love during more than 20 years of passionate campaigning.

Meeting the special needs of Africa is one of the key objectives of the Millennium Declaration and, in this respect, UN Secretary-General Annan has spoken of “Africa’s third wave”, characterized by peace, development and respect for human rights. IMO too has long given priority to Africa in its technical co-operation work and, as mentioned previously, both the IMO Council, when adopting the World Maritime Day theme, and the IMO Assembly, when adopting resolution A.986(24) The Importance and Funding of Technical Co-operation as a Means to Support the United Nations Millennium Declaration and the Millennium Development Goals, reiterated that the maritime needs of Africa require special emphasis.

To that end, the 56th session of the IMO’s Technical Co-operation Committee explored, in June 2006, some of the most innovative and forward-thinking issues under documents on “Achieving Millennium Development Goals through the ITCP” and “Defining Maritime Poverty”, presented by the Governments of Angola and South Africa, respectively, which were considered...
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in tandem with the report of the 2005 World Summit Outcome. It was most appropriate that these two important submissions were presented by African Member States.

Most of the UN system’s work in Africa is channelled through the New Partnership for Africa’s Development, or NEPAD. IMO has participated extensively in this process, in particular through the implementation of NEPAD-related programmes on marine pollution prevention; training of trainers for maritime security; flag State implementation courses; seminars on inland waterways navigation; and Port State Control training courses.

In line with several resolutions adopted by the UN General Assembly, since the mid-1990s, priority has been given to Africa in the allocation of IMO’s technical assistance resources and our ITCP activities in that region also take into account the NEPAD action plans. Thus, some US$2,125,000, or 22 per cent, of the total allocation of our Technical Co-operation (TC) Fund for the current biennium was assigned to the ITCP’s Africa programme. And, through the ITCP, IMO is also addressing the “Transport Targets and Indicators related to the Millennium Development Goals”, as set out in the 2005 report of the Ministers of Transport of the African Union.

Against this continuing commitment to Africa, the Secretary-General decided, in June 2006, to transfer an additional sum of up to US$800,000 from the un-programmed reserves of the TC Fund to support maritime capacity-building activities in that continent, including, for example, assistance in the development and implementation of safety regulations for non-Convention vessels and the provision of additional fellowships for study at the World Maritime University, the IMO International Maritime Law Institute and, on a cost-sharing basis, for training at the Arab Academy for Science, Technology and Maritime Transport, in Alexandria, Egypt, which has traditionally offered training places to students from Africa.

Speaking at the opening of the IMO’s Technical Co-operation Committee in June this year, Secretary-General Efthimios E. Mitropoulos expressed his grave concern at the loss of over 1,400 lives at sea in accidents involving passenger ferries and other merchant vessels since the beginning of 2006, noting that five of the accidents happened off the coast or in the internal waters of Africa and four concerned non-Convention vessels. In this context, he emphasized that IMO was paying special attention to the safety of non-Convention vessels, including small fishing vessels and domestic passenger ferries, and providing assistance in whatever way it might be needed. In a wider context, he informed the Committee that the Organization had joined forces with INTERFERRY to implement a technical co-operation project aimed at enhancing the safety of non-Convention ferries in developing countries. An initial pilot phase of the project, in Bangladesh, would serve as a model for projects in other countries facing similar difficulties.

In the aftermath of the tragic sinking of the al-Salam Boccaccio 98 in February this year, with the loss of over 1,000 lives, IMO responded expeditiously to the tragedy and mobilized experts, through the ITCP, to assist in locating and recovering the vessel’s voyage data recorder. Assistance was also given in reviewing the maritime safety administration systems in Egypt. Through IMO, the Governments of France and of the United Kingdom were instrumental in facilitating the provision of such expertise – another excellent example of IMO’s ability to promote beneficial partnership arrangements in a wide variety of contexts.

Special mention should be made here of the continued support to African countries through IMO’s regional presence, with offices based in Côte d’Ivoire, Ghana and Kenya assisting in the upgrading of African maritime institutions and improving the ability of African countries concerned to respond to the threat of marine pollution.

Through technical co-operation, IMO has been able to help them establish port State control regimes – vital for countries regularly visited by ships from other countries – and to play their part in the provision of search and rescue facilities on which any vessel, regardless of nationality, may one day have to call.

In this regard, in November 2004, the IMO Council approved the establishment of an International Search and Rescue Fund to be used, initially, for the development and improvement of technical co-operation activities relating to search and rescue along the African coast, anti-clockwise from Morocco to Somalia. This year, a massive gap in the effective search and rescue coverage along the east coast of Africa and out into the Indian Ocean was filled with the inauguration, in May, of a new Maritime Rescue Co-ordination Centre in Mombasa, Kenya, which the Secretary-General had the great honour to commission.

Others are scheduled to follow soon, for the Mombasa centre is the first component in a comprehensive regional search and rescue system that is to be established as a result of a resolution adopted by the IMO Conference on search and rescue and the Global Maritime Distress and Safety System, held in October 2000 in Florence, Italy, proposing the establishment of five sub-regional MRCCs in western, southern and eastern parts of Africa. Accordingly, a second MRCC

IMO’s International Search and Rescue Fund has supported the establishment of a new Maritime Rescue Co-ordination Centre in Mombasa, Kenya, which was commissioned in May 2006, the first in a series of five sub-regional MRCCs to be established in western, southern and eastern parts of Africa, to cover what has been a massive gap in the effective search and rescue coverage along the east coast of Africa and out into the Indian Ocean.
under this initiative is expected to be inaugurated in Cape Town, South Africa, in January 2007, while three more, in West Africa, are currently at the planning stage.

Along with its associated Maritime Rescue Sub-Centres in Victoria, Seychelles and Dar es Salaam, United Republic of Tanzania, the Mombasa MRCC will provide search and rescue coverage in what had previously been identified as one of the areas suffering considerably from a lack of adequate SAR and GMDSS facilities.

The successful fruition of this project has been based on a broad co-operation between the three host Governments, IMO and stakeholders from the international and non-governmental sectors – another excellent example of a partnership for development that really works. IMO, as project leader within the framework of its ITCP, has collaborated with all parties concerned, co-ordinated the various responsibilities in the provision of expert advice, training and infrastructure and provided the overall supervision.

In conclusion

Overall, there is no doubt that the world is making progress towards achieving many of the MDGs, although, as several Heads of State or Government disconcertingly acknowledged at the 2005 World Summit, not currently at the desirable rate that would ensure the achievement of the Goals by the 2015 deadline. There are still huge disparities remaining across and within regions. Within countries, poverty is greatest for rural areas, though urban poverty is also extensive and growing.

In his pre-Summit report entitled *In Larger Freedom – Towards development, security and human rights for all*, UN Secretary-General Kofi Annan said: “Today’s is the first generation with the resources and the technology to make the right to development a reality for everyone and to free the entire human race from want. There is a shared vision of development. The Millennium Development Goals have become globally accepted benchmarks of broader progress, embraced by donors, developing countries, civil society and major development institutions alike.”

And then, most tellingly, he added, “These goals can be met by 2015 – but only if we break from ‘business as usual’ and dramatically accelerate and scale up action now.” Let us all follow that wise counsel and try to ensure that, in this respect at least, it is no longer ‘business as usual’.

IMO and its Members are playing their part. Our response to the MDGs, and to their strong re-affirmation at the 2005 World Summit has been to emphasize, once again, the key strategic role our technical co-operation activities play in building capacity among the disadvantaged and empowering them to build a better and sustainable life for the future.

If the Millennium Development Goals are to be achieved, we will all need vision, foresight, purpose and strength of will. It can be done; but it will not happen unless we all take up the challenge and act together, pro-actively, positively and with due sense of responsibility towards our planet and the children of our children.
Ballast water and exhaust gases, an environmental threat which is about to become reality: a possible solution

By Mr Luis Martínez Wolf, winner of the 2004 International Maritime Prize

S

ince the invention of the internal combustion engine, we have watched as its emissions were dumped into the atmosphere, spoiling the air that we breathe and increasing the amounts of gases released into the environment, and have feared that, sooner or later, we shall have to pay the price for our careless approach to development. Carbon monoxide has already caused serious harm to the air we breathe and to marine life.

At the 1992 Rio summit, warnings were given about climate change triggered by high carbon monoxide emissions from fossil fuels, and countries were implored to reduce pollution to 1990 levels and revise their future strategies. By the time a further meeting was held in Rio in 1997, not only had the environmental damage not been improved by bringing pollution down to the 1990 levels, but conditions had actually worsened.

In a frenzy of financial speculation, carbon certificates were devised as the instrument by which, in accordance with the Kyoto Protocol, the developed countries would pay the underdeveloped countries to allow them to continue polluting the environment to the limits demanded by their development strategies. The ridiculous prices set for this financial conjuring trick – from two to five dollars per tonne of captured carbon – made it unworkable. At the Johannesburg Earth Summit, there were calls for carbon certificates to be priced at anything up to 100 US$ per tonne, but some delegates sensibly proposed a level of around 30 dollars per tonne, thus providing a greater incentive for intertropical countries to plant trees, forming large-scale carbon sinks, and to carry out clean energy generation projects involving alternative methods such as wind turbines or small-scale hydraulic generators – all based on the carbon-certificate system.

We know that the high levels of carbon and other pollutants dispersed in the atmosphere, once they bond chemically with rainwater, form acidic substances that seriously harm the environment, killing plankton and other small, purely stenohaline, organisms at the ocean surface. The mixture of carbon monoxide and surface water temporarily lowers pH, affecting zooplankton in particular.

The fuel oil used by the 15,000 vessels of more than 1,000 gross tonnage that ply freely across the oceans releases contaminating compounds more deadly than those emitted by the engines used on land, causing serious pollution to which an answer must be found. In addition, they are now shifting up to 10 billion tonnes of ballast water per year.

The subject that I wish to bring to the attention of IMO Member States, with a view to further discussion by the appropriate committee, is ballast water management and treatment, a problem already recognized by IMO and the relevant research bodies.

It is well known that carbon monoxide and carbon dioxide are lethal for all living organisms and can kill single-cell creatures, algae, bacteria and viruses even at concentrations as low as 100 ppm. Carbon monoxide kills fish and spores at 200 ppm and carbon dioxide at 300 ppm.

To date, what our efforts have amounted to is to try to inactivate the living invasive organisms or pathogens that are taken in ballast water from the water of a port or region and then dumped into foreign waters, causing pollution or other damage such as the creation of mutations through interbreeding between exotic and endemic species. It is thought that such damage can be alleviated if ballast water is emptied and changed at least 200 miles from the coast and in waters at least 200 metres deep: although matters have improved, the damage is still being done, and its scale is unpredictable owing to the reproductive rate of the organisms we are trying to destroy and their capacity to remain in the cracks of ballast tanks before ultimately being emptied into the enclosed bays of ports.

The costs of extermination by means of ultraviolet rays or halogens are incalculable and could threaten the financial stability of the maritime transport system, considering that 10 billion tonnes of ballast water are handled every year.

Bearing in mind the stenohaline or stenothermal behaviour of the invasive organisms that cause problems when transported in ballast water, and also the lethal effects of carbon monoxide and carbon dioxide on living organisms even at low concentrations, I have developed a procedure in which the exhaust gases from ships’ engines are introduced into ballast water by means of an interchange apparatus or through micro-bubbling directly into the ballast water tank. As well as the features just mentioned, the process also takes into account the following factors:

(a) When the components of seawater combine with those of exhaust gases, the chlorides (mainly NaCl) contained in the seawater act as a buffer in the solution, causing the equilibrium constants to bring the pH level to a minimum of 7.5, at which point neither ships’ plating nor their structure are vulnerable to attack by acid. The seawater maintains equilibrium up to a maximum pH of 8.5.

(b) It is assumed that the most important feature of carbon monoxide and carbon dioxide is their bacterecidal effect, but it is important to consider the deadly effect that change in temperature and pH exert on ballast water: when bicarbonates change to carbonates through thermal decomposition, the organic and inorganic residues in the ballast water tanks undergo flocculation and form micelles and heavy particles, which settle and can be eliminated by pumping out the tank wells.
(c) The maximum temperature to be applied would be specified by ship designers, who would mark the tolerance limits of welds or hull deformations; in any case an important consideration is the decontaminating effect that occurs when seawater is mixed fully with exhaust gases. The use of cooling plant to control the temperature should always be kept in mind as an alternative.

(d) The design options are to bring the gases to a point close to the tanks or to bring the ballast water close to the funnel where the interchange apparatus and cooling plant are located.

(e) As well as the interchange apparatus and, if necessary, the cooling plant being both commonly available and of straightforward design, they should be appropriate for the ship's size and the quantity of ballast water being handled, and on every ship the capacity of the fan or booster should be expanded to propel the exhaust gases and relieve any static pressure that arises.

The operational mechanics would follow on from trials carried out with an initial set of installed equipment, as would the diagrams pertaining to process recording and control.

I recommend that the committee dealing with this matter should consider forming a team of engineers and biochemists to tackle it on behalf of IMO. If this proposal is accepted, the team would undertake to produce a design suitable for installing in a particular ship, including all the cost implications of the research, which I consider to be of vital importance to IMO's objectives.
Safety at Sea and Marine Equipment Exhibition 2007 is a focused two-day event, combining an international exhibition with a variety of topical, high-quality seminars aimed at bringing together manufacturers and distributors of safety equipment/services with the buyers and end-users of these products.

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First Member State audits agreed

Chile and Denmark became the first two IMO States to cement formally their participation in the Voluntary IMO Member State Audit Scheme when they signed the first two Memoranda of Co-operation for the conduct of audit during the 96th session of the IMO Council (19 – 23 June). The Memoranda pave the way for audits on both Chile and Denmark under the Voluntary IMO Member State Audit Scheme during the current biennium (2006 – 2007).

Secretary-General Mitropoulos welcomed the signature of the two Memoranda. He said, “these represent a major milestone in the implementation of the audit scheme and I should like to express my wholehearted support for Chile and Denmark in being so ready to come forward. I have every confidence that many other IMO Members will follow soon and, by so doing, will do a great service to the cause of safe, secure and efficient shipping on clean oceans.”

Secretary-General thanks Spain for support on Bravery Award

IMO Secretary-General Mr. Efthimios Mitropoulos was able to thank the Government of Spain personally for its generous support and assistance in the design and production of the medals for the IMO Award for Exceptional Bravery at Sea, during an official visit to London of Spain's Minister for Development, Her Excellency Mrs. Magdalena Álvarez.

Through the Ministry of Development, the Spanish Royal Mint assisted with the design of the medal and, during her visit, Mrs. Álvarez kindly offered further support in covering the costs associated with the production of the mould of the medal.

Secretary-General Mitropoulos and Mrs. Álvarez also discussed other areas of mutual interest during their meeting.

United Nations CEB meeting in Madrid

The first regular session for 2006 of the United Nations System Chief Executives Board for Coordination (CEB) took place in Madrid, Spain, from 7 to 8 April 2006 at the headquarters of the United Nations World Tourism Organization (UNWTO).
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Kenya signs MOU on hosting of diplomatic conference in 2007

A high-level delegation from Kenya came to IMO in June to sign a Memorandum of Understanding regarding the holding of a diplomatic conference in Nairobi, Kenya, from 14 to 18 May 2007, to consider the adoption of the draft wreck removal convention.

(left to right) Mrs M. Mbanefo, Director, Conference Division, IMO, Mr P. Thuo (Director, Maritime & Shipping Affairs Dept., Ministry of Transport, Kenya), Mr A. Mwaruwa (Managing Director, Kenya Ports Authority), Ms. M. Gatere (Corporation Secretary, Kenya Ports Authority), Hon. R. Githae (Assistant Minister, Ministry of Transport, Kenya), Mr. Metropulos, His Excellency J. R. Muthoni (Kenya’s Permanent Representative to IMO and High Commissioner to the United Kingdom), Mrs N. Karigithu (Director General, Kenya Maritime Authority), Mr G. Ikara (Permanent Secretary, Ministry of Transport, Kenya)

A taste of life at sea

Fourteen sea cadets from Tanzania and Mozambique got a taste of life at sea when they boarded the Gdynia Maritime University’s training vessel, the sailing ship Dar Mlodziezy, for a five-week stint, working alongside cadets from the Polish institution. The training programme, which included vessel familiarization, basic sailor work, watch on the bridge, basic navigation, port manoeuvres and basic operation of navigational equipment, was jointly organized by IMO and the Gdynia Maritime University and the students were funded by IMO’s Integrated Technical Co-operation Programme.

The cadets get ready to board the vessel

Canada supports IMO maritime security activities

IMO’s Global Technical Co-operation Programme on Maritime Security has received a significant boost in the form of a grant from Canada of $500,000 Canadian Dollars over two fiscal years (2006/2007). Transport Canada formally announced the contribution during the 96th session of the IMO Council in June.

(left to right) Mr. Charles Gadula, Acting Deputy Commissioner, Canadian Coast Guard, Fisheries and Oceans, Canada, Mr. David Edwards, Director, Technical co-operation Division, IMO, Mr. Metropulos, Mr. J. Forster, Associate Assistant Deputy Minister, Safety and Security, Transport Canada, Mr. B. Nash, Acting Director General, Marine Safety, Transport Canada
Integrated Technical Co-operation Programme (ITCP) activities in that region also take into account the action plans of NEPAD. Thus, some US$2,125,000, or 22 per cent, of the total allocation of our Technical Co-operation (TC) Fund for the current biennium was assigned to the ITCP’s Africa programme; of the four IMO regional presence offices, three are located in Africa; and, through the ITCP, IMO is also addressing the “Transport Targets and Indicators related to the Millennium Development Goals”, as set out in the 2005 report of the Ministers of Transport of the African Union. As part of this continuing commitment to Africa, I decided, in June 2006, to transfer an additional sum of up to US$800,000 from the un-programmed reserves of the TC Fund to support maritime capacity-building activities in that continent.

Special mention should also be made here of the continued support to African countries through IMO’s regional presence, with offices based in Côte d’Ivoire, Ghana and Kenya assisting in the upgrading of African maritime institutions and improving the ability of African countries to respond to the threat of marine pollution. Through technical co-operation, IMO has been able to help them establish port State control regimes—vital for countries regularly visited by ships from other countries—and to play their part in the provision of search and rescue facilities on which any vessel, regardless of nationality, may one day have to call.

This year, a massive gap in the effective search and rescue coverage along the east coast of Africa and out into the Indian Ocean was filled with the inauguration, in May, of a new Maritime Rescue Co-ordination Centre in Mombasa, Kenya, which I had the great honour to commission. Others are scheduled to follow soon. The successful fruition of this project has been based on a broad co-operation between the Governments involved (namely, Kenya, Seychelles and the United Republic of Tanzania), IMO and stakeholders from the international and non-governmental sectors – another excellent example of a partnership for development that really works. IMO, as project leader within the framework of its ITCP, has collaborated with all parties concerned, co-ordinated the various responsibilities in the provision of expert advice, training and infrastructure and provided the general supervision.

Overall, there is no doubt that the world is making progress towards achieving many of the MDGs, although, as several Heads of State or Government disarmingly acknowledged at the 2005 World Summit, not currently at the desirable rate that would ensure the achievement of the Goals by the 2015 deadline. Nevertheless, it was of crucial importance that so many Heads of State or Government took the opportunity of the Summit to reaffirm their faith in the United Nations and the vital importance of an effective multilateral system in meeting the challenges and threats confronting our world today.

IMO and its Members are playing their part. Our response to the MDGs, and to their strong re-affirmation at the 2005 World Summit, has been to emphasize, once again, the key strategic role our technical co-operation activities play in building capacity among the disadvantaged and empowering them to build a better and sustainable life for the future.

If the Millennium Development Goals are to be achieved, we will all need vision, foresight, purpose and strength of will. It can be done; but it will not happen unless we all take up the challenge and act together, pro-actively, positively and with due sense of responsibility towards our planet and the children of our children.
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