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AFS CONVENTION PASSES ENTRY INTO FORCE CRITERIA

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The International convention banning the use of harmful organotins in anti-fouling paints used on ships’ hulls will enter into force on 17 September 2008, following accession to the treaty by Panama on Monday 17 September 2007 (see p.6)

Opinion

4 Regulatory compliance is just a starting point – a message from IMO Secretary-General Efthimios E. Mitropoulos

Intelligence

6 Anti-fouling convention meets entry-into-force criteria
8 Milestone agreement reached on Straits co-operation

Feature

10 The naval contribution to sustainable development in West and Central Africa, by Chris Trelawny, IMO
25 A statistical overview of ship recycling, by Nikos Mikelis, IMO
30 IMO celebrates World Maritime Day

Meetings

16 Dangerous Goods, Solid Cargoes and Containers Sub-Committee, 12th session
18 Legal Committee, 93rd session
19 Maritime Safety Committee, 83rd session

IMO at Work

39 World Maritime University conference to highlight women’s successes
40 IMO publishes new GMDSS manual
40 International Maritime Prize goes to two recipients
Compliance – just a starting point

As a regulatory body, IMO, as you might expect, champions the view that compliance with the rules is vital. But I see compliance as a starting point. What matters even more is the attitude each of us adopts towards compliance; is simply obeying the letter of the law sufficient, or do we genuinely embrace the spirit intended by the regulations? I believe that, to protect the environment and, thus, save the planet from degradation, we need, over and above any duty and obligation to comply with the rules and regulations, to foster a culture of environmental consciousness that everyone can buy into – it has to be a collaborative effort.

Certainly, as far as IMO is concerned, our work to protect the environment is of little value if that culture is not assimilated wholeheartedly by a whole chain of other entities and individuals, who must each play their part. Indeed, none of the multitude of measures adopted by IMO for that purpose could be truly effective unless they were fully and properly put into practice.

In that chain the first link belongs to Governments as they are the ones, which, through IMO, develop, refine, adopt and ratify the regulations that govern international shipping. But then they have the duty and obligation to implement and enforce them rigorously to ensure that they produce the desired results. A responsible national maritime administration must do everything in its power to ensure that the ships flying its flag are genuinely up to the standards that international legislation, and public expectation, require of them.

And, while the prime responsibility rests with Governments, they are just one of the links in what we have all come to know as the “quality shipping” chain. Ships need to be designed and built to the appropriate standards; classification societies need to perform their task of verification and certification with appropriate diligence; there should be commitment from the top in the management of shipping companies and technical departments need to pay proper attention to the upkeep and maintenance of the vessels in their care; charterers need to make the right decisions about the quality of the tonnage they fix; while financiers and insurers need to be wary that they lend their support only to high-quality operations.

In the end, of course, it comes down to individual people. If they do not perform their tasks properly and with meticulous care, the end result can be disaster. A proactive safety and security orientated culture, coupled with environmental consciousness, must be established among all those involved with the operation and running of ships. The part played in this by shipowners and operators at senior management level cannot be over-estimated; for, a strong message from them that a culture of corporate social responsibility is a major contributing factor to their company’s overall productivity, vitality and profitability will be all the more readily assimilated by all their staff.

As a regulatory body, IMO tries to help create a climate in which such a culture can be nurtured, and flourish. IMO’s principal task has been to help develop and maintain a thoroughgoing array of treaty instruments laying down rules and regulations designed to ensure that shipping is safe, secure, efficient and environmentally friendly. As a result of our work there is, today, a comprehensive set of standards surrounding just about every aspect of ship design, construction, equipment, manning and operation, all designed to ensure that maritime transport is carried out with one ultimate goal in mind, which is, zero accidents, zero loss of life and zero pollution.

A message from the Secretary-General
Efthimios E. Mitropoulos
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Harmful ships’ paint systems to be outlawed as international Convention meets entry into force criteria

An international convention banning the use of harmful organotins in anti-fouling paints used on ships’ hulls will enter into force on 17 September 2008, following accession to the treaty by Panama on Monday 17 September 2007.

The International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention) was adopted by IMO on 5 October 2001. Under the terms of the Convention, it enters into force 12 months after 25 States representing 25 per cent of the world’s merchant shipping tonnage have ratified it. With the ratification by Panama, the AFS Convention has been ratified by 25 States, with a combined 38.11 per cent of world merchant shipping tonnage.

When the Convention is in force, ships will no longer be permitted to apply or re-apply organotin compounds which act as biocides in their anti-fouling systems; ships either shall not bear such compounds on their hulls or external parts or surface or, for ships already carrying such compounds on their hulls, a coating that forms a barrier to such compounds will have to be applied to prevent them leaching from the underlying non-compliant anti-fouling systems. The Convention also establishes a mechanism to evaluate and assess other anti-fouling systems and prevent the potential future use of other harmful substances in these systems.

The Convention will apply to ships flying the flag of a Party to the Convention, as well as ships not entitled to fly their flag but which operate under their authority and to all ships that enter a port, shipyard or offshore terminal of a Party. It will apply to all ships, including fixed or floating platforms, floating storage units (FSUs), and floating production storage and off-loading units (FPSOs).

IMO Secretary-General Mr. Efthimios E. Mitropoulos welcomed the latest ratification and encouraged others to follow suit. “This is an important convention which is one of a series of measures that IMO has adopted over the years to prevent and control pollution caused by ships and to mitigate the effects of any damage that may occur,” he said. “These are all positive proof of the firm determination of Governments and the industry to reduce, to the barest minimum, the impact that shipping may have on our fragile environment.”

Mr Mitropoulos urged all those States who have not yet ratified this convention to do so at the earliest opportunity, so that the percentage of global merchant shipping tonnage covered by the convention can be as high as possible.

Anti-fouling paints are used to coat the bottoms of ships to prevent sealife such as algae and molluses attaching themselves to the hull – thereby slowing down the ship and increasing fuel consumption.

The AFS Convention defines “anti-fouling systems” as “a coating, paint, surface treatment, surface, or device that is used on a ship to control or prevent attachment of unwanted organisms”.

In the early days of sailing ships, lime and later arsenic were used to coat ships’ hulls, until the modern chemicals industry developed effective anti-fouling paints using metallic compounds. These compounds slowly “leach” into the sea water, killing barnacles and other marine life that have attached to the ship.

But studies showed that these compounds persist in the water, killing sealife, harming the environment and possibly entering the food chain. One of the most popular anti-fouling paints, developed in the 1960s, contained the organotin compound tributylin (TBT), which has been proven to cause deformations in oysters and sex changes in whelks.

Today, there are a variety of effective anti-fouling systems available which do not contain TBT, such as organotin-free anti-fouling paints and biocide-free non-stick coatings which have an extremely slippery surface - preventing fouling occurring and making it easier to clean when it does.
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Milestone agreement reached on co-operation over the Straits of Malacca and Singapore

A new framework, in which the littoral States of the Straits of Malacca and Singapore (the Straits) can work together with the international maritime community to enhance navigational safety, security and environmental protection in the Straits, has been formally agreed. Dubbed the “Co-operative Mechanism”, this far-reaching initiative was cemented at an international meeting in September, hosted by Singapore, convened by IMO and organized in close co-operation with the Straits’ two other littoral States, Indonesia and Malaysia.

The Singapore Meeting was a direct outcome of the initiative of the IMO Council to consider the protection of vital shipping lanes such as the Straits of Malacca and Singapore. It was designed to follow up and build on the outcome of previous meetings on enhancing safety, security and environmental protection in the Straits that were held in Jakarta, Indonesia, in September 2005 and in Kuala Lumpur, Malaysia, in September 2006.

The Co-operative Mechanism will provide a regular platform for dialogue between the littoral States, user States and users of the Straits, as well as a structured framework for co-operation with the international community. It represents the successful establishment, for the first time ever, of the type of co-operative mechanism for the management of international straits envisaged in Article 43 of the United Nations Convention on the Law of the Sea. It will enable the three littoral States, user States and users of the Straits to exchange views, jointly to undertake voluntary monetary contributions through the following three components:

- a forum for regular dialogue;
- a committee to co-ordinate and manage specific projects; and
- a fund to receive and manage financial contributions.

Participation in the Co-operative Mechanism is intended to be inclusive of all stakeholders and undertaken voluntarily.

The Meeting saw a widespread show of support for the projects aimed at enhancing the safety of navigation and environmental protection in the Straits that were first proposed by the littoral States at the Kuala Lumpur Meeting. The projects (on response to incidents involving hazardous and noxious substances (HNS); Class B transponders on small ships; establishing a tide, current and wind measurement system; and replacement and maintenance of aids to navigation and aids to navigation damaged in the tsunami disaster of December 2004) were widely endorsed and the Governments of Australia, China, Japan, the Republic of Korea, the United Arab Emirates and the United States of America pledged financial and in-kind support. In some cases, work is already underway. China, for example, has been actively pursuing the implementation of the project concerning the replacement of aids to navigation damaged by the 2004 tsunami and, along with the United States of America, has conducted a needs’ assessment survey on the response to HNS incidents.

The Meeting also noted the progress made in the implementation of the Marine Electronic Highway Demonstration Project for the Straits of Malacca and Singapore (the MEH Demonstration project), developed by IMO in co-operation with the littoral States and funded by the Global Environment Facility through the World Bank, with additional financial support provided by the Republic of Korea. The Meeting also noted, with appreciation, developments in the Malacca Straits Security Initiatives of the littoral States and that the Information Sharing Centre of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) had become operational.

At the end of its deliberations, the Meeting adopted the Singapore Statement, which confirmed the consensus among the participants that collective efforts were needed to enhance navigational safety and environmental protection in the Straits and expressed support and encouragement for the Co-operative Mechanism.

Some 250 delegates representing 38 countries, one United Nations Specialized Agency, one intergovernmental and 14 maritime-related non-governmental organizations attended the Meeting. Statements of support for the Co-operative Mechanism came from Australia, Bahamas, Belgium, China, Cyprus, Germany, India, Japan, Kenya, Liberia, Norway, Panama, Republic of Korea, South Africa, Thailand, Turkey, the United Arab Emirates, the United Kingdom and the United States of America, as well as from industry representatives ICS, INTERTANKO, BIMCO, OCIMF and the Asian Shipowners Forum. Furthermore, the Nippon Foundation stated that it is prepared to contribute to the Aids to Navigation Fund (which is established under the Co-operative Mechanism) up to a third of the costs associated with the funding of the maintenance and repair of the aids to navigation in the Straits during the initial five-year period, until the necessary funds have been collected from voluntary contributions from around the world.

The three littoral States are now working toward convening the inaugural meetings of the three components of the Co-operative Mechanism in 2008. These meetings are expected to be held annually.
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The naval contribution to sustainable development in West and Central Africa

By Chris Trelawny, International Maritime Organization

IMO and the Maritime Organization of West and Central Africa (MOWCA) are co-operating on a wide-ranging project to establish a network of agencies performing coastguard functions, both on a national and a sub-regional basis. Although the intended outcomes are essentially civilian in nature, they depend primarily on States being able to maintain situational awareness in their exclusive economic zones (EEZ) and to police them effectively. It is therefore clear that navies will have a significant role to play in the process. This article examines some roles, challenges and opportunities for West and Central African Navies.

In the maritime domain, as elsewhere, States have a number of rights and obligations conferred on them through their ratification of international conventions and agreements, and, in particular the United Nations Convention on the Law of the Sea (UNCLOS). In the context of this article, these may include: the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS) and its subordinate International Ship and Port Facility Security Code (ISPS Code); the International Convention on Maritime Search and Rescue, 1979 (the SAR Convention); and the Convention on the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 and associated protocols of 1988 and 2005; as well as wider obligations under instruments such as United Nations Security Council resolutions; the Convention on Facilitation of International Maritime Traffic, 1965, as amended (FAL Convention); the United Nations Convention against Trans-national Organized Crime, 2000; the 1951 Convention relating to the Status of Refugees, and its 1967 Protocol. In the African context, these may also include the 1969 OAU Convention governing the specific aspects of refugee problems of Africa.

‘Coastguard Functions’

In order to meet these and other obligations States are expected to conduct a number of what might be termed ‘coastguard functions’. These are primarily civilian rather than military in nature, and are concerned with the enforcement of international and national law at sea. Such activities include fishery protection, prevention of trafficking of people, drugs, weapons and other prohibited or restricted items; prevention of attacks on ships and offshore installations; suppression of piracy and armed robbery against ships; protection of the marine environment; and the safety of navigation, including conducting hydrographical surveys and search and rescue. These ‘coastguard functions’ which are additional to the defence and diplomatic tasks traditionally carried out at sea by navies, ultimately require the presence of patrol craft at sea in order to deter and detect wrongdoing and to take appropriate action where offences have been committed. No matter how strong the legal base, the inability actually to arrest and prosecute offenders is no deterrent.

States also have a number of primarily land-based tasks with respect to their coastal zones. SOLAS chapter XI-2 and the ISPS Code place obligations on States to protect and implement preventive security regimes in port facilities serving international maritime traffic. SOLAS chapter XI-2 also places obligations on States with respect to threat assessment, promulgation of threat-related information to ships operating in their territorial waters; and ensuring that ships arriving from foreign ports comply with the international maritime security regime.

Most of these activities require their own legislative bases, enforcement powers and skill sets. For example, those directly involved in fishery protection need to be trained in areas such as legislation, quotas, fishing methods and boarding operations. Those involved in counter-trafficking operations need to be skilled in legislation, boarding and search techniques, drug or weapons recognition, safe handling of contraband, gathering and preservation of evidence and all the other skills necessary to bring about a successful prosecution. However, as already stated, key to any law-enforcement activities at sea must be an awareness of what is going on in the maritime zones: what is now often referred to as maritime situational awareness.

For a small State with limited resources and a large EEZ to protect, the challenges can, at first sight, seem insurmountable.

West and Central Africa

One challenge is that not many States in West and Central Africa have coastguards, but many do have a navy1, albeit one which acts in a coastguard role. Few have a navy large enough to be an effective military force capable of conducting traditional naval military and diplomatic functions independently, let alone the full range of constabulary tasks outlined above. Few, if any, of these States have the capability to maintain a credible maritime law-enforcement presence in their own territorial waters, let alone in their EEZs.
Even in military-orientated African States, the perceived threat has traditionally been land-based and thus the navy is often seen as the poor relation when it comes to budgets. As a consequence, navies themselves are under-resourced by comparison to the land and air forces and have to compete for scarce resources. This tends to make navies even more protective of their maritime roles and consequently more likely to oppose the creation of civilian coastguards.

As many of the Governments of West and Central African States are indeed military in nature, and as several of these States have recently emerged from bloody civil wars, there is also a corresponding reluctance among donors to bolster military forces even for peaceful purposes. This reluctance, coupled with other donors' legal or doctrinal prohibitions on the provision of what could be seen to be military aid, is a major challenge to the development of an effective constabulary regime and sustainable fisheries for the region. (This has certainly been the case in other regions, for example in Latin America, where, in the majority of States, the maritime administration has been a subset of the navy).

The IMO/MOWCA Integrated Coastguard Project

MOWCA comprises 20 coastal States and 5 landlocked States stretching from Mauritania to Angola. Nineteen of the coastal States have ratified UNCLOS. Of these 19 coastal States, 14 claim EEZs of 200 nautical miles; one claims an EEZ to the Continental Shelf; one to the line of maritime delimitation; and one claims a 200 nautical mile fisheries zone. Two (plus the non-UNCLOS party) claim a territorial sea of 200 nautical miles.

In October 2006, the International Maritime Organization (IMO) and MOWCA convened a meeting in Dakar, Senegal to discuss the establishment of a system whereby the various national entities responsible for carrying out coastguard functions could co-operate both domestically and regionally for the benefit of West and Central Africa as a whole.

The ‘Forum on the establishment of an integrated sub-regional coastguard function network for West and Central African countries’ (the Forum) was attended by over 160 participants and observers from 22 Member States of MOWCA, namely Angola, Benin, Burkina Faso, Cameroon, Cape Verde, Central African Republic, Congo, Côte D’Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea Bissau, Guinea, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone and Togo; as well as representatives from international and regional institutions, regional maritime academies and MOWCA specialized agencies. Subject-matter experts from the United Nations Division for Ocean Affairs and the Law of the Sea (UNDOALOS), the United Nations Office on Drugs and Crime (UNODC), the Office of the United Nations High Commissioner for Refugees (UNHCR), the Food and Agriculture Organization (FAO), the International Civil Aviation Organization (ICAO), INTERPOL, the Commonwealth of Dominica, France, Norway, United Kingdom, and the United States, as well as IMO, also participated actively.

The Forum addressed issues including development of national legal frameworks; the technical challenges for the establishment of an integrated coastguard function network; the sustainable development of exclusive economic zones; and maritime security.
and law enforcement issues. This led to the adoption of a resolution listing twenty-two action points in a variety of disciplines, the operative paragraphs of which will form the basis of action plans to be developed for the implementation of the integrated coastguard function network, and which will facilitate the coordination of specialized agencies' and other donors' capacity and capability building programmes in their own areas of expertise.

In developing the concept of the integrated sub-regional coastguard function network, the focus was on the functions themselves and their intended outcomes, rather than on which particular entity was charged with carrying out the task. The intention was to enhance co-operation, communication and co-ordination between existing structures, rather than to create any new ones. There is no intention to create a single, multi-national Coastguard for the whole region, States are instead encouraged to establish a matrix of what needs to be done, identify any gaps in coverage, rationalize any unnecessary duplication and then to allocate the derived tasks to existing agencies accordingly in a co-ordinated way.

The ultimate aim of this project is for States in the region to meet their international treaty obligations and to realize the potential of their EEZs and to develop and maintain viable fishing industries, thus contributing to sustainable development throughout the region, consistent with the United Nations Millennium Development Goals.

Lost opportunities

One of the core principles of the Forum was that the increased revenues generated by coastal States through correct management of sustainable fisheries and development of the EEZ, coupled with the processes involved in monitoring, control and surveillance of the EEZ, would also contribute to the enhancement of maritime security; countering piracy and armed robbery against ships, illegal migration and the trafficking of drugs, weapons and people; enhancing search and rescue capabilities; and the prevention of pollution and protection of the marine environment.

In the longer term, it was anticipated that increased prosperity, security and stability in the region would lead to further investment in other industries such as food processing and tourism which, in turn, would generate higher revenues for Governments and promote further sustainable development throughout the region, which could significantly reduce economic and illegal migration.

The importance of sustainable fisheries to West and Central Africa cannot be overstated. The region has significant fisheries resources which could contribute immensely to food security and export income. Well-managed fisheries could also provide cheap animal protein for coastal communities (in Senegal and The Gambia, 40 per cent of animal protein is from fish) and sustain the livelihoods of thousands of fishermen and their families. Given the fish-consumption patterns and the population growth rates in the region, more fish needs to be landed to meet the demand. Increasing pressure will, therefore, continue to be exerted on currently declining fishery resources. Management of fisheries to ensure sustainability should therefore be of prime concern to all the coastal States in the region.

Fishing is an important source of revenue for national economies. FAO statistics indicate that, in Mauritania, for example, fish landings amount to about 430,000 metric tons annually contributing 10 per
cent to GDP, 22 to 29 per cent to the national budget, providing over 26,000 jobs and accounting for over 50 per cent of foreign exchange earnings. In Senegal, earnings from the export of fishery products usually exceed 160 billion FCFA (approx. US$280 million), about 20 per cent of earnings from exports. With annual fish landings of over 400,000 metric tons (80 per cent caught by artisanal fishermen), the Senegalese marine fisheries provide over 600,000 employment opportunities. In Cape Verde where most of the fisheries’ production is exported to the European Union (EU), fisheries’ products represent 63 per cent of the country’s exports.

The financial cost of illegal, unreported and unregulated (IUU) fishing is a serious global problem. Recent studies put the worldwide value of IUU catches at between US$ 4.2 billion and US$ 9.5 billion per year. While US$ 1.25 billion comes from the high seas, the remainder is taken from the EEZs of coastal States. Losses from the waters of Sub-Saharan Africa amount to US$ 0.9 billion per year.

In the context of the West and Central African Region, 2.5 million tons of fish worth an estimated $1.3 billion are caught in the waters off the member States of the Sub-Regional Fisheries Commission (Mauritania to Sierra Leone). Of this, an estimated $700 million is caught by legal industrial vessels, $269 million is caught by small-scale fishers and $254 million is attributed to illicit fishing activities.

**Developing the role of navies in the Integrated Coastguard Project**

Although the IMO/MOWCA initiative is civilian in nature, it has distinct synergies with other navy-focussed initiatives conducted in the region, for example the United States-led Gulf of Guinea Maritime Safety and Security Ministerial Conference held in Cotonou, Benin in November 2006; and the French-led ‘Seminar on African Navies and Maritime Safety and Security Missions’ held in Lomé, Togo in June 2007.

As already intimated above, for most developing States (and for many developed States), having both a navy and a coastguard is not an affordable option. As navies are very unlikely to relinquish their maritime power bases willingly, Governments and naval chiefs should therefore decide upon and clarify their navies’ roles as strategic economic assets; and generate acceptance of the concept of the navy as a force for good within a co-ordinated national maritime policy framework. This needs to be done both internally, i.e. within Government; and internationally, in order to attract acceptance, technical assistance and investment from the international community. (A good example of such acceptance of the use of a navy for civilian purposes is the current program of co-operation between the World Wildlife Fund and the Mozambican Navy in seeking to protect marine areas and species against illegal fishing. The pooling of scarce resources, such as boats and fuel, has resulted in the interests of both organizations being addressed more effectively).

The co-ordinated national maritime policy framework should not only comprise the legislative basis for all the previously-mentioned ‘coastguard functions’, but should also address co-ordination, cooperation and communication between all the agencies with a stake in the marine domain.

At national level, navies need to participate actively in national and local maritime security committees, engaging with other stakeholders and sensitizing them as to what naval assets can contribute to the civil maritime effort. The use of naval assets for patrolling ports and their approaches, anchorages and offshore installations; the provision of naval vessels as platforms to transport law enforcement officers into the maritime domain; sharing of the navy’s situational awareness picture; and other ‘sponsored’ tasks such as search and rescue, conducting hydrographic surveys and monitoring the marine environment for pollution prevention, would contribute significantly to a State’s ability to meet its obligations for maritime safety and security. Such services could be provided on a “user pays” basis, with appropriate billing arrangements between navies and client government departments. Law enforcement and other agencies would benefit from having platforms available when needed, without the considerable infrastructure costs associated with running, maintaining and crewing their own vessels; navies would benefit from the additional income as well as the training benefit of the operational experience gained and the associated increased morale from actually having several useful functions to perform.
The way forward

Navies and other stakeholders need to identify all the core functions and derived tasks which need to be performed in order to progress the ‘integrated coastguard’ concept. The use of an estimate process, coupled with a detailed gap analysis, should help to reveal any legislative, organizational, material, technical or manpower requirements, as well as to highlight duplications and areas where efficiency could be improved. The development of a credible business plan identifying priorities, timelines and progressions will facilitate assistance and investment in the process by both national Governments and investors from the international community.

On a single service level, naval personnel from developing countries may require additional training in a number of disciplines, for example general conduct of boarding operations at sea, seaman ship, navigation, boat handling, joint operations with civil agencies, and support services such as equipment maintenance. Navies should, therefore, review their current capabilities to provide platforms and to perform or assist in operational coastguard functions and determine their training, material and organizational needs so as to ensure sustainable effectiveness in performing such roles. (Similarly, law-enforcement agencies intending to operate law-enforcement detachments on board naval vessels, should assess their own needs).

At the national level, consideration should be given to maximizing the effectiveness of infrastructure and equipment, for example the co-location of SAR, coastal radar, fishery surveillance, automatic identification system, long range identification and tracking and other sensors in single centres, networked to relevant departments and services. As already discussed, the use of law-enforcement detachments from relevant agencies transported by warships, is a potential win-win situation which deserves strong consideration.

On a regional level, Governments may wish, at an early stage, to consider sharing assets and responsibilities. Sharing of assets could be through joint patrolling, co-operation, training and exercises with neighbouring or visiting navies, for example the US Navy-led taskforce currently circumnavigating Africa; officer exchange programmes; use of regional training centres and development of centres of excellence; and sharing of recognized maritime pictures and security-related information beyond the level already required in international law.

Sharing of responsibilities could include legal agreements on hot pursuit, prosecution and extradition; and intra-regional agreements on joint policing of the outer reaches of the EEZ, (while the coastal States continue to exercise sole jurisdiction in their territorial waters and out to a stated distance from the coastline, and to develop their maritime capacities).

Conclusions

There is a considerable interest within the international community to invest in sustainable development in West and Central Africa. Whether or not this stems from self-interest, for example the security of energy supplies, prevention of terrorism, combating trafficking or the reduction of illegal migration into Europe, remains of less importance than the potential benefits to the people of West and Central Africa accruing from a secure and well managed EEZ regime throughout the region. However this investment is more likely to be forthcoming if the States concerned develop their action plans and give clear signals of their willingness to co-ordinate the activities of the various government agencies concerned.

International and non-governmental organizations such as IMO, UNDOLOS, UNODC, FAO, WCO and INTERPOL; financial institutions; national Governments; and navies around the world, have capacity and capability to coordinate their activities to promote sustainable development in Africa. However, it is up to the Governments of the Member States of MOWCA to take action to drive the process forward.

Chris Trelawny is the Head of the Maritime Security Section of the International Maritime Organization (IMO).

The views expressed in this article are those of the author. They are intended to promote discussion (and action) and should not be taken as a reflection of the views of any organization. This article first appeared in the Journal of the Royal United Services Institute for Defence and Security Studies, volume 152, number 5 (October 2007).

1 UNCLOS Article 29 defines a warship as “a ship belonging to the armed forces of a State bearing the external marks distinguishing such ships of its nationality, under the command of an officer duly commissioned by the government of the State and whose name appears in the appropriate service list or its equivalent, and manned by a crew which is under regular armed forces discipline”.

2 From a presentation by Mr. Alhaji Jallow of FAO, delivered at the Dakar Forum.


4 World Bank, cited by Mr. Alhaji Jallow of FAO delivered at the Dakar Forum.
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Draft mandatory BC Code and SOLAS amendments finalized

The text of the mandatory Code of Safe Practice for Solid Bulk Cargo (BC Code), and related draft amendments to SOLAS chapters VI and VII to make the Code mandatory, were agreed by the DSC Sub-Committee.

The draft text of the mandatory Code is expected to be approved at the Maritime Safety Committee (MSC)’s 84th session in May 2008, with a view to adoption at MSC 85, in November 2008. This would see the mandatory BC Code enter into force on 1 January 2011. The Sub-Committee agreed to recommend to the Committee that Contracting Governments to the Convention may apply the BC Code in whole or in part voluntarily from 1 January 2009.

The BC Code, which was first adopted in 1965, addresses the prime hazards associated with the shipment of solid bulk cargoes. It provides information on the dangers associated with the shipment of certain types of solid bulk cargoes and instructions on the appropriate procedures to be adopted.

SOLAS and HSC Code amendments agreed

The Sub-Committee agreed amendments to SOLAS and the 2000 International Code of Safety for High-Speed Craft (HSC Code) relating to the application of requirements for dangerous goods in packaged form, for submission to the MSC for approval and adoption.

Specifically, the amendments update and revise table 19.3 in SOLAS regulation II-2/19 Carriage of dangerous goods, which aims to provide additional safety measures in order to address the fire safety objectives of the chapter for ships carrying dangerous goods. The table gives relevant requirements, depending on classes and flashpoints of dangerous goods, for the carriage of dangerous goods in packaged form.

Draft amendments to the related table 7.17-3 in the 2000 HSC Code, in line with those to table 19.3 in SOLAS, were also agreed.

Guidance on providing safe working conditions for securing of containers

The Sub-Committee further developed proposed amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), to include a new Annex giving guidance on providing a safe working platform for securing containers.

The aim is to ensure that persons carrying out container-lashing operations on deck have safe access and places of work; and that this requirement is taken into account at the design stage when lashing systems are devised. The guidelines in the new annex will provide ship-owners, shipbuilders, classification societies, Administrations and ship designers with guidance on producing a Cargo Safe Access and Securing Plan.

Meanwhile, the Sub-Committee agreed to a draft MSC circular giving Revised Guidelines for the preparation of the Cargo Securing Manual and agreed draft revised Recommendations on safety of personnel during container securing operations.

Recommendations on the safe use of pesticides in ships

The Sub-Committee agreed to a draft MSC circular giving Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds and Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units for submission to MSC 84 for approval.

Inspection programmes for cargo transport units (CTUs) carrying dangerous goods

The Sub-Committee noted an improvement in the rate of deficiencies found in container inspection programmes.
The 2007 consolidated report on container inspection programmes, prepared on the basis of reports for 2006, showed that, of a total 34,416 cargo transport units inspected, 8,319 were found with deficiencies, about 24 per cent of those units inspected. A total of 10,606 deficiencies were found, giving a deficiency rate of 30.8 percent. This compares with the 2006 consolidated report on container inspection programmes, which showed of a total 25,284 cargo transport units inspected, 7,979 were found with deficiencies, about 32 per cent of those inspected. A total of 8,574 deficiencies were found, giving a deficiency rate of 34 per cent.

The Sub-Committee agreed that the mandatory training of shore-side personnel and future work on revision of the CSC in the context of container examination programmes were both positive measures that would further improve the situation.

**Draft amendment to the IMDG Code approved**

The Sub-Committee agreed draft amendment 34-08 to the IMDG Code, for submission to the MSC for approval and subsequent adoption. The amendment includes changes to provisions for certain substances, including changes to requirements for documentation for dangerous goods in excepted quantities. Amendments to the IMDG Code arising from the outcome of the July meeting of the UN Sub Committee of Experts (UNSCO E 31) relating to the UN Recommendations on the transport of dangerous goods are also included.

**Amendments to EmS Guide approved**

The Sub-Committee agreed to a draft MSC circular on Carriage of dangerous goods, Amendments to the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide).

**Marine pollutants circular approved**

The Sub-Committee approved a DSC circular on Marine Pollutants, which gives information on the Marine Pollutants provisions in the IMDG Code, which will come into force on a voluntary basis from 1 January 2009 and mandatory from 1 January 2010, and a DSC circular on Guidance on the application of chapter 2.10 (Marine Pollutants) of the International Maritime Dangerous Goods (IMDG) Code (amendment 33-06).

**Revision of Code of Safe Practice for ships carrying timber deck cargoes**

A correspondence group was established to review Resolution A.715(17) Code of Safe Practice for ships carrying timber deck cargoes, paying particular attention to updating the requirements for safe and efficient securing.

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Container lashing came under the spotlight at DSC, with proposed amendments to the Code of Safe Practice for Cargo Stowage and Securing being further developed (pic: UK MCA)
Single model insurance certificate to be developed

The Legal Committee requested the IMO Secretariat to prepare a model insurance certificate, which may be issued by States Parties in respect of every ship under the relevant IMO conventions, for consideration at its 94th session.

The decision followed the adoption of a resolution at the Conference, in May this year, that adopted the Nairobi International Convention on the Removal of Wrecks, 2007, inviting IMO, specifically the Legal Committee, to develop a model for such a single insurance certificate.

The resolution also urged Member States to ensure the entry into force of liability and compensation conventions which have yet to be ratified by sufficient numbers of States, namely the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (the HNS Convention), the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (which has now met its entry-into-force requirements), and the Protocol to the Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea, 2002.

Seafarers’ issues – work continues

The Committee continued its revision of the implementation of three sets of IMO-ILO Guidelines, namely on Claims for Death and Personal Injury, Abandonment, and Fair Treatment of Seafarers. The first two sets of guidelines were elaborated by the Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers and adopted in 2001. The Committee noted with thanks the offer made by the representative of ILO to host the eighth meeting of the Group at its premises in Geneva, in view of the ongoing refurbishment of the IMO Headquarters. The meeting will continue with its monitoring of the implementation of both sets of guidelines.

The Committee also considered issues related to the implementation of the Guidelines on Fair Treatment of Seafarers adopted in 2006, and agreed that it would be appropriate to gain experience with the current Guidelines before considering any revisions. It was suggested that the Guidelines be widely disseminated and their application encouraged. In this regard, the Committee agreed that the Joint IMO/ILO Working Group should be reconvened to monitor the implementation of the Guidelines on the basis of the terms of reference approved by the ILO Governing Body, including the addition concerning the collection of information.

Review of HNS Convention continues

The Committee reviewed the status of the HNS Convention. The International Oil Pollution Compensation Funds advised the Committee that the Funds’ Assembly, at its twelfth session (15 to 19 October 2007), had decided to establish an HNS Focus Group to develop a draft protocol which would provide legally-binding solutions to the issues preventing entry into force, namely, contributions to the LNG account; the concept of receiver; and the non-submission of reports on contributing cargo. The Committee expressed its readiness to consider any proposals based on the outcome of the deliberations of the Focus Group.

The HNS Convention currently has ten Contracting States. Entry into force will occur 18 months after 12 States have accepted the Convention, four of which have not less than two million units of gross tonnage, provided that persons in these States who would be responsible to pay contributions to the general account have received a total quantity of at least 40 million tonnes of contributing cargo in the preceding calendar year. States are obliged, pursuant to Article 43 of the Convention, to submit information on contributing cargo received, or, in the case of LNG, discharged in that State, when depositing their instruments of ratification or acceptance with the Secretary-General, and annually thereafter, until the Convention has entered into force.

Legal committee celebrates its fortieth anniversary in Panama

The 93rd session of the Legal Committee became the first regular session of a standing IMO Committee to be held in Latin America. The session, held in Panama City, also marked the fortieth anniversary of the Legal Committee which held its first session in July 1967 to consider legal matters arising out of the grounding of the Torrey Canyon oil tanker.

In his opening speech, the Secretary-General noted the main achievements of the Legal Committee since then, notably the successful development of liability and compensation treaties to cover pollution damage caused by the spillage of oil and other hazardous and noxious substances at sea.
Key decisions on long-range ship tracking made at IMO’s Maritime Safety Committee

Key decisions relating to the implementation of the Long Range Identification and Tracking (LRIT) System were among a raft of important issues on the agenda of IMO’s Maritime Safety Committee (MSC), when it met in Copenhagen, Denmark, for its 83rd session from 3 to 12 October. Other items included the adoption of proposed amendments to SOLAS relating to the provision of mobile satellite communication services in the Global Maritime Distress and Safety System (GMDSS), further development of goal-based standards for new ship construction and discussion of maritime security issues.

Long Range Identification and Tracking

The MSC accepted the offer of the United States to host, build and operate, on an interim and temporary basis, the International LRIT Data Exchange (IDE), agreeing that a permanent home should be found for the IDE as soon as possible (within two years from 1 January 2008, subject to a further review by the Committee). An MSC resolution on Establishment of the IDE on an interim basis was adopted.

The LRIT system will consist of the shipborne LRIT information transmitting equipment, the Communication Service Provider(s), the Application Service Provider(s), the LRIT Data Centre(s), including any related Vessel Monitoring System(s), the LRIT Data Distribution Plan and the IDE. The LRIT Data Centres communicate with each other and exchange information and data though the IDE and thus the IDE has a key and pivotal role in the establishment and functioning of the system. Its establishment will allow the LRIT system to be launched on schedule with multiple LRIT Data Centres operating and joined through the IDE.

As a result of work done in relation to various technical aspects of the LRIT system, the MSC adopted a resolution on Amendments to the Performance Standards and functional requirements for the Long-Range Identification and Tracking of Ships. It also authorized the finalizing of draft technical specifications for the IDE, International LRIT Data Centre, communications, and protocols for the development testing of the LRIT, which had been prepared by the ad hoc Working Group on Engineering aspects of LRIT, and to issue them as an MSC circular.

The schedule for the implementation of the LRIT system, which was agreed during MSC 81, remains in effect. However, the MSC, with a view to ensuring the timely establishment of the LRIT system and bearing in mind that its next session will be in May 2008, established an ad hoc LRIT Group and authorized it, (if the need arises during the design, establishment and testing of the LRIT system) to consider and agree, on behalf of the MSC, amendments to the technical specifications and standards it has approved.

Amendments to SOLAS

The MSC adopted the following amendments to SOLAS chapters IV and VI, SOLAS appendix, the INF Code, which is mandatory under SOLAS chapter VII, and the 1988 SOLAS Protocol.

- Amendment to SOLAS chapter IV, to add a new regulation 4-1 on GMDSS satellite providers. The new regulation provides for the MSC to determine the criteria, procedures and arrangements for the evaluation, recognition, review and oversight of the provision of mobile satellite communication services in the GMDSS. The amendment is expected to enter into force on 1 July 2009.

The MSC also approved the related draft revised Criteria for the provision of mobile-satellite communication systems in the GMDSS (resolution A.888(21)), for submission to and
From the meetings

Marine Safety Committee

83rd session

3-12 October 2007

• Amendment to SOLAS chapter VI, to add a new regulation 5-1 on material safety data sheets (MSDSs), to require ships carrying MARPOL Annex I cargoes (oil) and marine fuel oils to be provided with an MSDS prior to loading such cargoes. The regulation refers to the Recommendation for material safety data sheets (MSDS) for MARPOL Annex I cargoes and marine fuel oils, adopted by the Organization through resolution MSC.150(77). The amendment is expected to enter into force on 1 July 2009.

• Amendment to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code), specifically, to Chapter 2, on Damage Stability, to bring it into line with updates to SOLAS. The amendment is expected to enter into force on 1 July 2009.


Goal-based new ship construction standards

The MSC re-established the Working Group on Goal-based Standards (GBS) for New Ship Construction and further progressed the work on the issue. A work plan for the further development of GBS was agreed, with both the prescriptive and the safety level approach included as integral elements of GBS. The plan includes:

- clarification of the work to be done to develop a generic GBS framework;
- identification and compilation of the elements of the framework that have already been agreed to or proposed in previous MSC submissions, working group reports or other IMO instruments (e.g. FSA Guidelines, HEAP process guidelines) and identification of existing gaps; and
- development of a prioritized plan to close the gaps and provide a unified framework that ensures consistent development of GBS, i.e. both the prescriptive and safety level approaches.

The MSC also agreed a short-term plan, which would lead to the finalization of GBS for bulk carriers and oil tankers, including Tier III and the associated SOLAS amendments, with adoption of relevant SOLAS amendments and associated guidelines at MSC 86, scheduled for 2009. A correspondence group on GBS was established to report to MSC 84.

The reports of two correspondence groups were reviewed, namely the Correspondence Group on GBS for oil tankers and bulk carriers and the Correspondence Group on GBS based on the safety level approach.

The MSC also considered the report of the Pilot Panel on the Pilot project on trial application of the GBS Tier III verification process using the IACS Common Structural Rules (CSR).

The Working Group reviewed draft Guidelines for the verification of compliance with GBS, prepared by the Pilot Panel, following which the Committee agreed that a second trial application of the Guidelines using the IACS CSR for oil tankers would be necessary in order to finalize the draft Guidelines and approve the project plan for a second trial application.

The MSC noted that the GBS Working Group had discussed a draft MSC circular on Guidelines for the information to be included in a Ship Construction File and that this would be further considered at MSC 85, when the GBS Working Group would finalize the draft SOLAS amendments on GBS for bulk carriers and oil tankers.

With regard to GBS for bulk carriers and oil tankers, the MSC has already agreed on a five-tier system, consisting of goals (Tier I), functional requirements (Tier II), verification of compliance criteria (Tier III), technical procedures and guidelines, classification rules and industry standards (Tier IV) and codes of practice and safety and quality systems for shipbuilding, ship operation, maintenance, training, manning, etc. (Tier V). Tier I goals and Tier II functional requirements have already been agreed in principle.

Measures to enhance maritime security

The MSC re-established the ad hoc Working Group on Maritime Security to discuss issues relating to maritime security.

Security arrangements for non-SOLAS vessels

Following discussions in the working group, the MSC established a correspondence group on security arrangements for vessels which do not fall within the scope of SOLAS chapter XI-2 and the ISPS Code (non-SOLAS vessels). The correspondence group was instructed to develop recommendatory guidelines to enhance maritime security to complement measures required by SOLAS chapter XI-2 and the ISPS Code, which could be utilized by Contracting Governments and/or Administrations at their own discretion. The aim is to address security measures for possible application by non-SOLAS vessels in order to protect such vessels against security threats; and prevent them from posing a security threat to other vessels and port facilities.
Enhance maritime security for such vessels

Securing and facilitating international trade facilitation of the movement of closed cargo transport units and for freight containers transported by sea. The circular was first approved by the MSC in March 2007, and will now be issued.

The MSC endorsed proposed draft amendments to the International Convention for the Safety of Life at Sea, 1974, as amended

Resolution MSC.239(83) – Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended

Resolution MSC.240(83) – Adoption of amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended

Resolution MSC.241(83) – Adoption of 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)

Resolution MSC.242(83) – Use of LRIT information for safety and environmental purposes

Resolution MSC.243(83) – Establishment of International LRIT Data Exchange on an interim basis

Resolution MSC.244(83) – Performance standard for protective coatings for void spaces on bulk carriers and oil tankers

Resolution MSC.245(83) – Recommendation on a standard method for evaluating cross-flooding arrangements

Resolution MSC.246(83) – Performance standards for AIS search and rescue transmitters (AIS-SART) for use in search and rescue operations

Resolution MSC.247(83) – Adoption of amendments to Performance standards for survival craft radar transponders for use in search and rescue operations (resolution A.802(19))

Resolution MSC.248(83) – Adoption of a new ship reporting system “the Papahanaumokuakea Marine National Monument” Particularly Sensitive Sea Area (PSSA)

Resolution MSC.249(83) – Adoption of a new mandatory ship reporting system “On the approaches to the Polish ports in the Gulf of Gdansk”

Resolution MSC.250(83) – Adoption of a new mandatory ship reporting system “Off the south and southwest coast of Iceland”

Resolution MSC.251(83) – Adoption of amendments to the existing mandatory ship reporting systems “Off Ushant”, “off Les Casquets” and “Dover Strait/Pas de Calais”

Resolution MSC.252(83) – Adoption of the Revised performance standards for Integrated Navigation Systems (INS)

Resolution MSC.253(83) – Adoption of performance standards for navigation lights, navigation light controllers and associated equipment

Resolution MSC.254(83) – Adoption of amendments to the performance standards and functional requirements for the long-range identification and tracking of ships

Container security

The MSC approved, from its own point of view, a Joint MSC/FAL circular on Securing and facilitating international trade, previously developed by the Joint MSC/FAL working group on security and facilitation of the movement of closed cargo transport units and of freight containers transported by sea. The circular was first approved by the Facilitation Committee at its 34th session in March 2007, and will now be issued.

Security-related training

The MSC endorsed proposed draft amendments to the STCW Convention. The proposed amendments relate to regulation VI/1 and sections A-VI/1 and B-VI/1, addressing the basic security-related training, and security-related familiarization training, for seafarers without designated security-related duties and for all shipboard personnel, respectively, and propose a new regulation VI/6 and new sections A-VI/6 and B VI/6, addressing the standards of competency, and security-related familiarization training, for seafarers with designated security-related duties.

The intention is that the draft amendments will be reviewed by the Sub-Committee on Standards of Training and Watchkeeping (STW), in conjunction with the comprehensive review of the STCW Convention and the STCW Code, being carried out by the STW Sub-Committee.

The MSC also decided that seafarers serving on ships which are not required to comply with SOLAS chapter XI-2 and the ISPS Code should be required to undertake basic security-related training or instruction.

Meanwhile, the MSC approved a draft MSC.1 circular on Guidelines on security-related training and familiarization training for shipboard personnel.

Implementation of the revised STCW Convention

The list of Parties deemed to be giving full and complete effect to the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, was updated following the submission by the Secretary-General of his report on those countries whose reports of independent evaluations had been completed since the previous MSC meeting.

Ships’ routing systems, ship reporting and other relevant measures

The MSC adopted twenty-two proposals on ships’ routing systems, ship reporting and other relevant measures all aimed at enhancing the safety of navigation in areas of identified navigational hazards and environmentally sensitive sea areas, which had been approved by the Sub-Committee on Safety of Navigation (NAV).
Other issues

The MSC considered other issues arising from the reports of Sub-Committees and other bodies, and took the following action:

- approved Guidelines for fixed fire detection and fire alarm systems for cabin balconies
- adopted performance standards for navigation lights, navigation light controllers and associated equipment
- adopted a performance standard for protective coatings for void spaces on bulk carriers and oil tankers
- approved Guidelines for the control of ships in an emergency, which cover the responsibilities of all parties in a maritime emergency
- approved Guidelines for evacuation analysis for new and existing passenger ships
- approved revised performance testing and approval standards for fire safety systems, submitted as draft amendments to the International Code for Fire Safety Systems (FSS Code), for future adoption
- approved, for adoption at MSC 84, draft amendments to SOLAS regulation II-2/10, to require all carbon dioxide fire extinguishing systems to have two separate releasing controls
- approved, for adoption at MSC 84, a draft new Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident, revoking resolution A.849(20) on the Code for the Investigation of Marine Casualties and Incidents. Relevant amendments to SOLAS Chapter IX I were also approved with a view to subsequent adoption at MSC 84
- approved, for adoption at MSC 84, draft amendments to SOLAS chapters II-1 and II-2, regarding drainage of special category and ro-ro spaces to prevent accumulation of water on the vehicle deck of ro-ro ships. The amendments are designed to enhance the current regulations, including addition of a requirement for measures to be taken to prevent the blockage of drainage arrangements. The MSC also approved an MSC circular on Drainage of firefighting water from closed vehicle and ro-ro spaces and special category spaces for passenger and cargo ships, which urges Member Governments to bring the proposed amendments to the attention of all interested parties, noting that the intention is to improve the safety of vehicle, special category and ro-ro spaces against the accumulation of large quantities of water, in light of the tragic loss of life on the passenger ship Al Salam Boccacio 98. The circular notes that associated guidelines to enhance the safety of closed vehicle and ro-ro spaces and special category spaces for passenger and cargo ships will be developed
- approved, for adoption at MSC 84, draft new SOLAS regulation II-1/3-9 (Means of embarkation on and disembarkation from ships), to require ships built after its adoption and entry into force to be provided with means of embarkation on and disembarkation from ships, such as gangways and accommodation ladders. The MSC also approved, in principle, a draft MSC circular on Guidelines for construction, maintenance and inspection of accommodation ladders and gangways
- approved, for adoption at MSC 84, a draft new SOLAS regulation and draft amendments to SOLAS regulation II-1/3-4 (Emergency towing arrangements on tankers), to extend the regulation to ships other than tankers. The proposed amendments would change the title of the regulation to Emergency towing arrangements and procedures; retain the requirements for tankers, which require emergency towing arrangements to be fitted at both ends on board every tanker of not less than 20,000 tonnes deadweight; and include a new paragraph 2 on Emergency towing procedures on ships, to require all ships to be provided with an emergency towing procedure. The MSC also approved, in principle, an associated draft MSC circular on Guidelines for owners/operators on emergency towing procedures

- approved a list of areas of the STCW Convention and the STCW Code to be considered under the comprehensive review of the Convention and Code
- approved the draft International Code on Intact Stability, 2008 (2008 IS Code) and the associated draft amendments to the 1988 LL Protocol and 1974 SOLAS Convention to make the 2008 IS Code mandatory, for adoption at MSC 85
- approved the report of the Joint MSC/MEPC Working Group on the Human Element and approved circulars on Guidelines for the operational implementation of the International Safety Management (ISM) Code by Companies; and Guidance on the qualification, training and experience necessary for undertaking the role of designated person under the provisions of the International Safety Management (ISM) Code (the circulars had already been approved by MEPC 56)

Seafarer training: the list of Parties deemed to be giving full and complete effect to the provisions of the STCW Convention was updated
agreed that there was an urgent need to consider the safety of general cargo ships, taking into account the current safety level of this type of ship, and that more detailed information, analysis of the cause of accidents involving general cargo ships and related FSA studies (in particular, the outcome of the SURSHIP project) are needed to facilitate the identification of the problem areas of such ships, so that there can be consideration of the appropriate measures to be taken, bearing in mind the variety of ship types covered by the category of general cargo ships. A working group on general cargo ship safety will be established at MSC 85.

1 SURSHIP - a strategic European research co-operation on maritime safety, which started in 2006 and will continue at least until the end of 2009, aiming at improving ship safety by designing ships with enhanced survivability.

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<th>List of circulars approved by MSC 83</th>
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<tr>
<td><strong>MSC.1 circulars</strong></td>
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<td>MSC.1/Circ.1234</td>
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Draft SOLAS amendments to prevent accumulation of water on the vehicle decks of ro-ro ships were approved, for adoption at MSC 84.
AUCKLAND INTERNATIONAL BOAT SHOW

2008
VIADUCT HARBOUR
Thursday 6th March - Sunday 9th March 2008
OPEN 10AM TO 6PM DAILY
A statistical overview of ship recycling

By Nikos E Mikelis, International Maritime Organization

During discussions on the development of the International Convention for the Safe and Environmentally Sound Recycling of Ships the need has occasionally arisen for data and statistics relating to different aspects of ship recycling activity. This article presents some relevant data and statistics which, hopefully, will help the interested reader to form some clearer views on the subject.

The size of the operating fleet

A key statistic which is often required is the size of the operating fleet that will be subject to the requirements of the Convention when it enters into force. The world fleet, of course, changes continuously with newbuildings being added, with old ships being sent for recycling and with casualties being removed from the fleet. An authoritative source of world fleet data is Lloyd's Register-Fairplay and, in particular, its annual publication World Fleet Statistics, which reflects the state of the fleet at the end of December of each year for ships of over 100 gross tons. Table 1 below presents relevant data from the World Fleet Statistics for 2006 and 2005. Data for the whole fleet (i.e. ships over 100 GT) and also for the fleet over 500 GT (i.e. the fleet which will be subject to the Convention's requirements) are presented. The substantial growth of the world fleet in the last year is worth noting (7 per cent growth in terms of gross tonnage and 4 per cent growth in terms of ship numbers for the fleet over 500 GT).

Although it is tempting to quote from table 1 the data at the end of 2006 (49,213 ships) as the fleet which in future will be subject to the requirements of the Convention, in fact some care is needed with this statistic. The draft Convention excludes government-owned ships on non-commercial service and is likely also to exclude ships engaged solely on domestic voyages, whereas table 1 does include such ships. Therefore the figure of 49,213 ships definitely represents an overestimate for the fleet relevant to the Convention. It would seem that a figure closer to 42,000 to 45,000 ships may be more appropriate. Once the scope of the application of the Convention is firmly decided, it might be possible to refine the statistics contained in table 1 accordingly, by excluding government-owned and/or domestic trading ships. Both the draft Convention and the Lloyd's Register – Fairplay statistics exclude the inland waterways fleet.

Table 1 World Fleet data

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<tr>
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<tr>
<td>number</td>
<td>GT</td>
<td>number</td>
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<tr>
<td>Fleet over 100 GT +</td>
<td>92,105</td>
<td>675,115,956</td>
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<tr>
<td>Fleet over 500 GT +</td>
<td>47,258</td>
<td>664,110,484</td>
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Lightship

A particularly relevant quantity in ship recycling is lightship. This is defined as the extreme displacement of a ship when fully equipped and ready to proceed to sea but with no crew, passengers, stores, fuel, ballast, water or cargo on board — in other words, the mass made up of the ship's structure, propulsion machinery, other machinery, outfit and constants. Lightship is relevant for ship recycling because it provides estimates of the quantities of materials that may be obtained when a ship is dismantled. Furthermore, almost all recycling sale & purchase transactions are conducted on the basis of prices per lightship (long) ton. The long ton is an imperial measurement unit equating to 2.240 pounds (lb) or 1.016 tonnes. Table 2 shows estimates of the lightship content of different ship types and sizes, provided by an experienced broker.

Table 2 Approximate estimates of lightship content of different ship types

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Size (DWT tonnes)</th>
<th>Gross Tonnage</th>
<th>Lightship (long tons)</th>
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<tbody>
<tr>
<td>Tanker VLCC (older)</td>
<td>270,000</td>
<td>146,000</td>
<td>35,000</td>
</tr>
<tr>
<td>Tanker VLCC (newer)</td>
<td>300,000</td>
<td>159,000</td>
<td>35,000</td>
</tr>
<tr>
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<td>150,000</td>
<td>80,000</td>
<td>22,000</td>
</tr>
<tr>
<td>Tanker Aframax</td>
<td>80-120,000</td>
<td>45-67,000</td>
<td>15-18,000</td>
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<td>Tanker Panamax</td>
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<td>40,000</td>
<td>10-13,000</td>
</tr>
<tr>
<td>Tanker Handysize</td>
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<td>22,000</td>
<td>7,000</td>
</tr>
<tr>
<td>Capesize bulkcarrier</td>
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<td>78-86,000</td>
<td>20-21,000</td>
</tr>
<tr>
<td>Panamax bulkcarrier</td>
<td>70,000</td>
<td>40,000</td>
<td>10-12,000</td>
</tr>
<tr>
<td>Handysize bulkcarrier</td>
<td>35,000</td>
<td>22,000</td>
<td>7,000</td>
</tr>
</tbody>
</table>

Recycling statistics

A question often asked is “what is the average age of recycled ships?” This is needed for making rough estimates of the expected average demand for ship recycling. If, for example, the average age of recycled ships is 30 years and there are 95,000 ships over 100 GT in the world fleet, we could estimate that the average future recycling demand would be around 3,100-3,200 ships per year (= 95,000/30). Furthermore, if we are looking for an estimate of the annual demand for recycling according to the Convention and if the size of the relevant fleet is, say, 44,000 ships, its average age 28 years and the percentage of the world fleet flying the flag of Parties to the Convention at some stage after its entry into force is, say, 60 per cent, then the requested estimate would be around 940 ships per year (= 0.6*44,000/28). Of course, such approximations are simplistic in that not all ship types, nor all ship sizes, share the same market dynamics over time.

Examining statistical databases on ship recycling reveals that the available data and databases suffer from what appear to be unavoidable discrepancies. Ships are not always reported as having been recycled and many are only reported a considerable time after they were recycled. Conversely, some ships recorded as having been recycled are subsequently found to be trading. Consequently, data published for a given year more often than not have to be revised upwards or even downwards in subsequent years. And, whereas the same erroneous records also affect the databases for the operating fleet, the problem is much larger on the accuracy of the recycling databases due to their relatively small size.

To appreciate the magnitude of the problem, consider an example the data published on disposals (recycling) of ships of 100 GT and above by Lloyd's Register-Fairplay in its annual publication World Casualty Statistics: In table 7B of the 1998 edition of the publication 750 ships of 12,284,673 GT are shown as having been
recycled in 1998. In the equivalent table 10C of the 2003 edition of the same publication the data for ships recycled in 1998 are shown as 969 ships of 13,736,890 GT. Finally, the data extracted in January 2007 from the Lloyd’s Register—Fairplay database for the present study show 1,053 ships of 14,474,430 GT of 100 GT and above as having been recycled in 1998. Expressed in percentage terms, the ship numbers that were published in 1998 increased by 20 per cent by 2003 or by 40 per cent by the beginning of 2007, whereas the gross tonnage figures published in 1998 increased by 12 per cent by 2003 or by 18 per cent by the beginning of 2007.

One additional element of uncertainty arises from differences in the information published by the different providers of maritime data. In part, these differences may be due to the reporting problems mentioned above, while differences may also arise because of the use of different ship-type groupings. The present analysis utilized the Lloyd’s Register—Fairplay database of 2007 which covered the then latest information on recycled ships from 1990 to 2006, inclusive. This has therefore been the source of all data used in the present study, unless stated otherwise. It should also be noted that the analyses in this paper use gross tonnage for presenting statistics on ship size, this being a measure of the internal volume of a ship and not a measure of its mass. The reason for this choice was that the Lloyd’s Register—Fairplay database does not contain lightship data for all ships. Therefore, if the same analysis was performed at another time or using another database then some differences may be expected from those presented here.

Table 3 shows annual recycling statistics for the world fleet of 500 GT and above for the last 17 years (1990 to 2006). The statistics include, for each year and for the 17 year period, the number of ships recycled, their total gross tonnage, the average gross tonnage, the average age (µ) and the standard deviation of the age (σ) of the recycled ships. The standard deviation is a measure of the variation of the age of each ship of the group from the average age of that group. In a normal distribution 68 per cent of all measurements fall within one standard deviation of the average (half above and half below) whereas 95 per cent of all measurements fall within two standard deviations of the average. For example, if the average recycling age of a group of ships was 25 years and the standard deviation was 5 years then 95 per cent of all ships would be recycled at an age between 15 and 35 years. Conversely 2.5 per cent of the ships would be recycled when older than 35 years and 2.5 per cent when younger than 15 years.

It is particularly relevant to note from the data in table 3 the cyclical nature of the recycling market, with particularly low volumes in recent times and at the beginning of the period examined. Also noteworthy is the significant increase (also shown on figure 1) in the average age of ships sent for recycling from around 26-27 years old in the 1990s (i.e. prior to the Intermediate Survey following the 5th Special Survey) to around 32 years presently (which is the time prior to the Intermediate Survey following the 6th Special Survey).

Ships are sent for recycling when the economics of their operation dictate it, although one important exception to this rule is the phasing out of the single hull tanker fleet according to Annex I of MARPOL. But, notwithstanding this, the low volumes of ship recycling and the high average ages of the ships sent for recycling in recent times can be explained to a great extent by the particularly buoyant state of the freight market in most shipping sectors as can be seen from figure 2 which depicts the historic weighted average earnings of tankers and figure 3 which charts the Baltic Freight Index for bulk carriers.

Low volumes of ship recycling now, as well as at the beginning of the period examined, have been accompanied by high recycling prices, as the data in figure 4 show for unadjusted-for-inflation recycling prices for dry cargo ships. It is tempting to assume the existence of a direct correlation between freight markets and recycling prices. This appears to be well supported by the general similarity of the shapes of the time series of freight and of recycling prices for dry cargo ships shown in figures 3 and 4 respectively. Nevertheless, it would be wrong to assume that the shipping markets alone drive the recycling prices and to forget the effects of local demand for scrap in each recycling market. In this respect, table 4 not only provides the latest information on recycling prices at the time this analysis was compiled but also underlines the price differentials that exist in four out of the five major recycling States (the fifth ship recycling State being Turkey, where prices tend to be below those offered by China). It is natural to conclude that these price differentials reflect not only differences in labour and environmental costs for recycling ships but principally the different internal demand and therefore the different prices obtained by recyclers for ship steel in each of these different economies. It is noted as an example that the higher prices afforded by Bangladesh are supported by the higher utilization of ship steel for re-use after being processed in re-rolling mills, as compared to the other recycling countries where more of the steel scrap is re-melted in electrical furnaces for making new steel. The higher energy cost for re-melting the scrap steel drives its price down. It is also noted that the lower prices offered by Turkish recyclers attract mainly smaller European trading ships, the lower lightship of which does not cover economically the costs of the Suez canal transit and of the longer voyage to, say, India.

![Table 3 Recycling statistics (ships > 499 GT)](chart)

<table>
<thead>
<tr>
<th>Year of recycling</th>
<th>number of ships (n)</th>
<th>average age (µ)</th>
<th>standard deviation (σ)</th>
<th>Gross Tonnage (GT)</th>
<th>average GT</th>
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</thead>
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<td>7.9</td>
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<td>64,946</td>
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<td>32.7</td>
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<tr>
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<td>31.7</td>
<td>8.7</td>
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<td>76,885</td>
</tr>
<tr>
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<td>874</td>
<td>29.7</td>
<td>7.3</td>
<td>16,532,724</td>
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<td>88,500</td>
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<td>27.7</td>
<td>5.7</td>
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</tr>
<tr>
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<td>5.9</td>
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<td>5.4</td>
<td>19,534,461</td>
<td>86,918</td>
</tr>
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<td>6.9</td>
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<td>26.6</td>
<td>8.1</td>
<td>12,807,811</td>
<td>98,692</td>
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<tr>
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<td>549</td>
<td>26.6</td>
<td>7.8</td>
<td>10,721,544</td>
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</tr>
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<td>7.7</td>
<td>7,566,541</td>
<td>84,435</td>
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<td>325</td>
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<td>3,301,650</td>
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<tr>
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<td>231</td>
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<td>7.8</td>
<td>1,983,758</td>
<td>67,863</td>
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<td><strong>10,389</strong></td>
<td><strong>27.7</strong></td>
<td><strong>6.9</strong></td>
<td><strong>182,796,704</strong></td>
<td><strong>17,995</strong></td>
</tr>
</tbody>
</table>

![Table 4 Recycling prices at end of June 2007](chart)

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Country</th>
<th>Market sentiment</th>
<th>General cargo prices $/ldt</th>
<th>Tanker prices $/ldt</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bangladesh</td>
<td>Positive</td>
<td>445</td>
<td>505</td>
</tr>
<tr>
<td>2</td>
<td>India</td>
<td>Positive</td>
<td>435</td>
<td>470</td>
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<td>3</td>
<td>Pakistan</td>
<td>Positive</td>
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<td>465</td>
</tr>
<tr>
<td>4</td>
<td>China</td>
<td>Neutral</td>
<td>245</td>
<td>300</td>
</tr>
</tbody>
</table>

Source: GMS WEEKLY demolition newsletter, vol 62, issue 266 June 22 2007
It is to be expected that not all major ship recycling States, nor all flag States, will become Parties to the new Convention immediately on its entry into force. It therefore follows that there will be two distinct recycling markets, one for recycling Convention ships and a separate one for non-Convention ships. The relatively low cost of changing a ship’s flag and the also modest cost for an existing ship to comply with the requirements of the Convention make it very likely that ships will be able to cross the Convention barrier in either direction, depending on the prevailing economic factors and also depending on the shipowners’ exposure to societal environmental concerns. One could make some reasonable assumptions regarding which States would become Parties to the Convention when it enters into force. It may then be possible to construct an economic model of the two markets that will emerge and therefore to try and anticipate the supply and demand dynamics of recycling under the regime of the IMO Convention.

For the statistical analysis of recycled ships presented in figure 1 and table 3, all recycled ships were grouped together regardless of their size or type. It was also thought relevant to analyze further the effects of ship size and then of ship type on the average age and its standard deviation over the period examined. It was considered, for example, that smaller ships might yield different statistics compared to larger ships and that ocean-going bulk carrying ships might show distinctive statistical patterns.

Table 5 and figure 5 present the results of the statistical analysis by ship size. It should be noted that the curves shown in figure 5 do not include all ship size groups, to reduce clutter on the graph. What is quite clear from both the table and from the figure is that, in addition to the overall recent increase in the operating life of the world fleet, smaller ships tend to have even longer operating lives. Also, the average operating life of ships of over 10,000 GT on average seems to have a standard deviation of around 5 years, which happens to be the interval period of one special survey. On the other hand, smaller ships have a larger standard deviation and therefore a larger scatter in the ships’ age at the time of recycling.

Table 6 and figure 6 present the results of
additional statistical analysis conducted for the average ship age at recycling by ship type. In the interest of space and clarity, the table and the figure show only the main trading types of ships. The following assumptions have been used in grouping ship types here: Bulkers = bulk, ore and combination carriers; Tankers = crude, product, chemical, shuttle, bunker, water and wine carriers; Gas ships = LPG and LNG ships; Cargo ships = general cargo, refrigerated cargo, container, cement, ro-ro cargo and woodchip carriers. Passenger ships = passenger, cruise and passenger ro-ro ships. As expected, bulk carriers and tankers enjoy shorter lives when compared with cargo, gas and passenger ships and also when compared with the world fleet.

Table 5 Recycling statistics by ship size (ships > 499 GT)

<table>
<thead>
<tr>
<th>Year of recycling</th>
<th>500-1,499 GT no. µ</th>
<th>1,500-2,999 GT no. µ</th>
<th>3,000-4,999 GT no. µ</th>
<th>5,000-9,999 GT no. µ</th>
<th>10,000-19,999 GT no. µ</th>
<th>20,000 + GT no. µ</th>
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<td>2006</td>
<td>96</td>
<td>36.5</td>
<td>50</td>
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<td>46</td>
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<tr>
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<td>55</td>
<td>31.6</td>
</tr>
<tr>
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<td>133</td>
<td>36.1</td>
<td>91</td>
<td>33.3</td>
<td>86</td>
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</tr>
<tr>
<td>2003</td>
<td>118</td>
<td>34.4</td>
<td>111</td>
<td>32.7</td>
<td>113</td>
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</tr>
<tr>
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<td>57</td>
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Year of Bulkers Tankers Gas ships Cargo ships Passenger ships
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<th>µ</th>
<th>no.</th>
<th>µ</th>
<th>no.</th>
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<td>2,087</td>
<td>27.4</td>
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With the Organization’s headquarters on London’s Albert Embankment currently being refurbished, Secretary-General Efthimios E. Mitropoulos welcomed dignitaries from the shipping and diplomatic communities to the historic setting of London’s Banqueting House for the annual celebration of the event.

Addressing the international maritime community in his World Maritime Day message, Mr. Mitropoulos said that “there is today, quite rightly, a growing concern for our environment and a genuine fear that, if we do not change our ways right now, the damage we will inflict on our planet will render it incapable of sustaining – for future generations – the economy we have grown accustomed to over the better part of the past two centuries.”

“The environmental credentials of every country and industry are now under sharper scrutiny than ever before. The pressure is mounting for every potential polluter, every user of energy and every conspicuous contributor to climate change and global warming to clean up their act and adopt greener practices.”

Mr. Mitropoulos referred to shipping’s green credentials as a mode of transport, pointing out that “the vast quantity of grain required to make the world’s daily bread, for example, could not be transported any other way than by ship. Both the economic and environmental costs of using, say, airfreight, would be exorbitantly high. Moreover, set against land-based industry, shipping is a comparatively minor contributor, overall, to marine pollution from human activities.”

While there is no doubt that the shipping industry, and IMO, still have more to do in this respect, there is, nevertheless, an impressive track record of continued environmental awareness, concern, action, response and overall success scored by the Organization and the maritime community and industry, Mr. Mitropoulos said, referring to IMO’s work in developing and adopting the International Convention for the Prevention of Pollution from Ships, now known universally as MARPOL. Other conventions adopted by IMO address issues such as the dumping of wastes at sea, the use of harmful anti-fouling paint on ships’ hulls; preparedness, response and co-operation in tackling pollution from oil and from hazardous and noxious substances; the management of ships’ ballast water to avoid the transfer of alien species, and the right of States to intervene on the high seas to prevent, mitigate or eliminate danger to their coastlines or related interests from pollution following a maritime casualty.

IMO is currently developing a new mandatory instrument providing legally binding and globally applicable ship-recycling regulations for international shipping and recycling facilities, which is due for adoption in the 2008-2009 biennium. And, in May of this year, IMO adopted a new Convention on the removal of wrecks that may present either a hazard to navigation or a threat to the marine and coastal environments, or both.

“But perhaps the most significant threat to our environment today concerns atmospheric pollution,” Mr. Mitropoulos said. “IMO continues to work towards further reductions as the evidence mounts and the world becomes more aware and more concerned about the further damage that might be caused if, from our various perspectives as Governments, industry and individuals, we do not address the challenges posed by air pollution, global warming and climate change.”

Mr. Mitropoulos said that the wide range of measures to prevent and control pollution caused by ships and to mitigate the effects of any damage that may occur, adopted and in development by IMO, were “all positive proof of the firm determination of Governments and the industry to reduce, to the barest minimum, the impact that shipping may have on our fragile environment.”

He expressed concern, however, about the slow pace of ratification of IMO’s environment-related conventions. It took almost eight years, for example, for MARPOL Annex VI to reach its entry into force criteria – by which time, it needed to undergo a substantial review. The 2004 Ballast Water Management Convention is not yet in force and the 2001 International Convention on the Control of Harmful Anti-fouling Systems on Ships will only enter into force in September 2008.

“The urgent need to ratify, as soon as possible, not only IMO’s environmental but, indeed, all outstanding Conventions adopted under its auspices, should be promptly recognized by all the parties concerned. After all, it was thanks to the strenuous and concerted efforts of the same Governments, working together under the
aegis of the Organization, over long periods of time, that these Conventions were developed and adopted in the first place,” he added.

In conclusion, Mr. Mitropoulos said that the decision of the IMO Council to select environmental issues to take centre stage this year, as the theme for World Maritime Day, was timely and appropriate.

“It is only very recently that mankind has begun to understand that the planet that sustains us and gives us life is a fragile entity and that our actions can, and do, have massive repercussions. That the earth and its resources do not belong to us and are not ours to squander without thought for the future is not proving an easy lesson for us to learn, but we are gradually succeeding – or, at least, waking up to the enormity of the task that confronts us,” Mr. Mitropoulos said.

Brazil event sees powerful call for new ethical mindset

Speaking in Salvador, Brazil, at the third “Parallel Event” to celebrate World Maritime Day formally and officially outside of IMO’s London base, Secretary-General Eftihimos E. Mitropoulos made a powerful call for a new ethical mindset if the world is to tackle effectively the current environmental challenges with which it is now faced.

The event, held on Friday, 14 September, took the form of a technical forum in which leading figures from the maritime community in Brazil took the opportunity, in the presence of representatives from several IMO member countries, to outline, from their perspective, the steps that had been taken in support of the theme for this year’s World Maritime Day, “IMO’s response to current environmental challenges.”

Speakers from Argentina and the United States of America were also present at what was an international event of significance.

Speaking at the opening of the forum, Mr. Mitropoulos drew attention to the considerable progress that had been made by shipping over many years to reduce its negative impact on the environment in a host of different arenas. IMO, as the specialized agency of the United Nations with the responsibility for creating the industry’s regulatory framework governing such matters, has been both a focal point and a driving force for such efforts, he said.

Mr. Mitropoulos drew attention to the unusual environmental pressures borne by the host country Brazil, as both a rapidly industrializing country experiencing dynamic economic growth, and as the guardian of unique environmental assets such as the Amazon rain forest.

“Historically,” he said, “the march to full economic development has been partly at the expense of the earth’s resources, to the extent that the fine natural equilibrium on which we all depend is now under threat. It will fall to countries like Brazil, and the other emerging economic powerhouses, to take a lead and find ways of ensuring that future growth and expansion takes full account of what we now know about the fragile state of the planet.”

Mr. Mitropoulos said that mankind’s unprecedented understanding of the effects of human activity puts us in a privileged position today, but also demands that we develop innovative solutions. He called for a “new ethical mindset” and said that the planet’s future depends on whether the long-overdue lessons that we are now learning have come in time to make a real difference.

Finally, he expressed his thanks and appreciation to all speakers and participants for their contributions to the overall success of the event, and to the Government of Brazil, in particular the Brazilian Navy, for enabling the World Maritime Day Parallel Event to be held, for the first time, in South America and for signing a Memorandum of Understanding with IMO, through which Brazil will support IMO’s technical assistance activities in Latin America and in other Portuguese speaking countries.

World Maritime Day Parallel Event – background

When it was conceived some 30 years ago, World Maritime Day was intended to provide a common opportunity for Member Governments, the IMO Secretariat and international organizations in official relationship with IMO to give publicity to IMO and its work. The marking of the Day also provides Member Governments and organizations with the opportunity to organize suitable events, focusing on a specific theme chosen every year by the IMO Council, at various capitals and maritime centres all over the world.

Although this has been happening at national events in many countries since the inauguration of the Day, the only official international celebration has, until recently, been the diplomatic reception held annually at IMO’s Headquarters in London. In 2005, Secretary-General Mitropoulos proposed that an additional official international celebration of World Maritime Day be held somewhere other than in London, perhaps with a different format. Such a development would provide an opportunity for the revitalization of the Day, which should not be allowed to become a routine exercise.

The IMO Council subsequently approved the proposals and, later in 2005, the inaugural World Maritime Day Parallel Event was held in Lisbon, Portugal. Last year, Singapore was the chosen venue. And this year, in what is rapidly becoming a firmly-established tradition, World Maritime Day went “on the road” for the third time, to the city of Salvador, in the State of Bahia, Brazil.
Secretary-General Mitropoulos (right) with Captain Luis Burgos, Alternate Permanent Representative of Chile to IMO and Mrs. Burgos.

Captain Esteban Pacha, Director, IMSO and Mrs. Pacha, Mrs. Chantal Mitropoulos and Ms Athina Mitropoulos.

H.E. Dr. Carl Roberts, High Commissioner of Antigua and Barbuda and Mrs. Roberts.

Captain Ian Finley, Special Representative of the Cook Islands and Ms Siai Maiava, Cook Islands delegate.

H.E. Mr. Edgardo R. Espiritu, Ambassador of the Philippines and Permanent Representative to IMO.

H.E. Mr. Basil G. O’Brien CMG, Bahamas High Commissioner and Permanent Representative to IMO.
Mr. Richard Leslie, Permanent Secretary, IACS and Mr. John de Rose, Accredited Representative of IACS to IMO and Mr. John Bainbridge, Accredited Representative of IGFTU to IMO

Mr. P. Mukundan, Chief Executive ICC Commercial Crime Service, Mr. Chris Dougherty and Mr. Hartmut Hesse, IMO staff

H.E. Señor René Mujica Cantelar, Ambassador of Cuba and Permanent Representative to IMO

Mr. Jim Davis CBEX (Dk), Chairman, International Maritime Industries Forum

H.E. Señor Edmundo René Urrutia Garcia, Ambassador of Guatemala and Permanent Representative to IMO

Captain Michael Watson, President, IMPA and Mrs. Watson
World Maritime Day 2007

Feature

H.E. Mr. Aleksandr Mikhnevich, Ambassador of Belarus and Mrs. Mikhnevich

Admiral Miguel Angelo Davena, Permanent Representative of Brazil to IMO

Mr. Alexander Y. Frolov, Permanent Representative of the Russian Federation to IMO and Mrs. Frolov

H.E. Ms. Maria Beatriz Souviron Crespo, Ambassador of Bolivia and Captain Ronald Quipildor Tito, Alternate Permanent Representative of Bolivia to IMO

H.E. Mr. Vassilis Achilleas Pispinis, Ambassador of Greece and Permanent Representative to IMO and Mrs. Pispinis

Mr. J.C.S. Horrocks, former Secretary-General of ICS/ISF
Feature

World Maritime Day 2007

The Right Reverend Bishop of Nazianzou, Dr. Theodoritos

Mr. G.T. Tsavliris, Tsavliris (Shipping) Ltd.

The Rt. Hon. John Prescott MP

Mr. Neil Ferrer, Alternate Permanent Representative of the Philippines to IMO

Pedro San Miguel, IMO staff, Captain Leonardo Santamaría Gaitan, Permanent Representative of Colombia to IMO, and Capt J. Dearmas Permanent Representative of Uruguay to IMO

Mr. Edward Kleverlaan, IMO staff, Ms. Carleen Lyden-Kluss, President, Morgan Marketing and Mr. Clay Maitland, IRI
United Nations Secretary-General’s message on World Maritime Day

United Nations Secretary-General Ban Ki-moon also delivered a message for World Maritime Day, stating that “IMO has helped introduce measures to ensure that the shipping industry is only a small contributor to the total volume of atmospheric pollution emissions.” He expressed his personal pleasure that IMO was working towards further reducing harmful emissions from ship exhausts.

“On this World Maritime Day,” he added “let us recognize the crucial role played by the maritime industry in ensuring global economic growth. And let us promote sustainable development through the use of safe, secure and efficient shipping on clean oceans.”

The full text of Mr. Ban’s statement can be found at http://www.un.org/News/Press/docs/2007/sgsm11166.doc.htm

World Maritime Day – a truly global celebration

As usual, many countries around the world marked World Maritime Day on the day itself or on another date. Among the highlights were:

**Bolivia**
The World Maritime Day message was delivered at a special ceremony on 28 September, organized by the Bolivian Maritime Authority.

**Brazil**
Celebrations were held at port captaincies and other agencies nationally on 27 September, with a ceremony at the Almirante Graça Aranha Training Centro in Rio de Janeiro attended by the Commander of the Brazilian Navy, Admiral Julio Soares de Moura Neto and military and civilian authorities as well as representatives of the maritime community.

**Côte d’Ivoire**
A World Maritime Day conference was held in Jacqueville on 27 September, for around 300 participants, including speeches and panel discussions. The event was attended by the Minister for Transport and the Seafarer’s Federation organised activities at the Treichville Seamen’s Club, on 28 September.

**Egypt**
Celebrations were held in all Egyptian ports on 27 September.

**Islamic Republic of Iran**
Celebrations took place in Tehran and Iranian ports on 25 September, organized by the Ports and Shipping Organization of the Islamic Republic of Iran.

**Nigeria**
IMO Maritime Awareness Week was marked in Nigeria on 8 September, including a public lecture and book launch organized by the Maritime Rights Advocacy Centre.

**Portugal**
A forum on the World Maritime Day theme was held on 27 September in Lisbon, plus a series of events in different locations from 22 September to 4 October.

**Saudi Arabia**
A forum on Saudi Efforts to protect the Marine Environment was held on 4 September.

**United Kingdom**
On 27 September, the Honourable Company of Master Mariners and the International Maritime Pilots Association, in partnership with IMO, hosted a celebration to mark World Maritime Day aboard the world maritime heritage ship HQS Wellington in London.
The Nautical Institute
www.nautinst.org

About The Nautical Institute (NI)
The Nautical Institute’s aim is to improve the safety and efficiency of shipping operations worldwide through the development of the safety culture and the promotion of best practice. The NI facilitates the exchange and publication of information and ideas on nautical science and seeks to establish and maintain professional standards. The Institute is a thriving membership organisation and international professional body for qualified mariners with over 6,500 members in at least 110 countries. NI Branches have been established and operate in more than 40 countries to provide essential input to local as well as international professional issues whilst developing the knowledge of their national seafarers. The NI is governed by a Council, two thirds of whose members are actively engaged in sea-going operations, and is registered in the UK as a charity and a company limited by guarantee.

The international Journal of The Nautical Institute Seaways has the most vibrant professional correspondence section to be found anywhere in the industry. It also contains MARS reports – the only international confidential Marine Accident Reporting Scheme.

Publications
The Nautical Institute is famous for the quality, accuracy and useability of its practical guides. Nautical Institute books are regularly updated and revised to take account of new developments and regulations.

Alert!
Sponsored by Lloyd’s Register Educational Trust, Alert! is the international maritime human element forum; a campaign to raise interdisciplinary awareness of the human element among shipping professionals.
WMU Conference to highlight women’s successes

The achievements of the World Maritime University’s female graduates will be showcased at a conference to be held by the University from 2 to 4 April 2008 in Malmö on Empowering Professional Women in the Maritime World. As well as presentations on current maritime topics, the conference will focus on the themes of networking, mentoring and the impact of education, as well as demonstrating the strength of women as role models and policy-makers across the maritime sector.

The WMU has been working over the last decade to increase participation of women in its master’s degree programme. WMU graduates are instrumental in shaping the development of national maritime authorities around the world. By increasing the enrolment of female students from 6 per cent to 30 per cent in the last ten years, WMU is also increasing the supply of women maritime experts worldwide.

In placing the human element and capacity-building high on its agenda, IMO recognizes that the shipping industry must reach out to every sector of the community if it is to attract the very best people to pursue a maritime career. IMO therefore takes specific measures, through its strategic planning and at the operational level of technical co-operation, to promote the increased participation of women in the maritime sector. This is reflected in the Organization’s Strategic Plan and through its High Level Action Plan, which refers specifically to “strengthening the role of women in the maritime sector”, while, at the operational level, the Programme for the Integration of Women in the Maritime Sector (IWMS) remains the primary vehicle for supporting the UN Millennium Development Goal 3 to “Promote gender equality and empower women”.

Since the launch, in 1988, of IMO’s Women in Development Programme, a number of initiatives have been developed to encourage equal access for women to maritime training, and thereby to employment as managers in the maritime sector. With this objective in mind, one of the drivers of the IWMS Programme has been the establishment of formal regional linkages between women managers in the maritime and port sectors, to provide a permanent channel for the exchange of information relating particularly to the effective implementation of international instruments. These associations also provide a springboard for developing regional training opportunities, to match the specific needs and requirements of women, taking into account the socio-cultural elements which determine access to training and to career development.

The Pacific Women in Maritime Association (PacWIMA) was the first network to be launched with support from the IWMS, in Fiji, in February 2004, and it has generated regional co-operation and operational linkages for the women employed in the maritime sector throughout the Pacific Island region. The Network for Professional Women in the Maritime and Port Sectors of the West and Central Africa region was subsequently established in Benin in February 2007, followed by the Arab International Women’s Maritime Forum for Middle East and North Africa and Africa as a whole, established in Alexandria, Egypt in July 2007. A similar initiative is scheduled for Mombasa, Kenya in December 2007, to launch a formal association for professional women in the maritime and port sector in the East and Southern Africa region.

For more information about the WMU Conference, contact phn@wmu.se

Enrolment of female students at the World Maritime University has increased from six per cent to 30 per cent in the last ten years.
IMO publishes new GMDSS Manual

The International Maritime Organization (IMO) has issued a complete revision of its comprehensive handbook on the global maritime distress and safety system (GMDSS), the GMDSS Manual.

The intent of the new GMDSS Manual (formerly the GMDSS Handbook) is to provide, in a single comprehensive publication, an explanation of the principles on which the GMDSS is based, the radiocommunication requirements and recommendations for its implementation, the operational performance standards and technical specifications to be met by GMDSS equipment, and the procedures for and method of operation of the various radio services which form the GMDSS and the Master Plan for the GMDSS.

The Manual is intended for use by ship personnel, shore operators, trainers, administrations, regulators and anyone else concerned with ship communication. It includes:

- Development and concepts of the GMDSS
- Components of the GMDSS carriage requirements and operational procedures
- Excerpts from the relevant SOLAS regulations
- Supporting resolutions and circulars
- IMO performance standards and related ITU-R recommendations giving technical details of radio equipment
- Current GMDSS Master Plan, giving details of coastal infrastructure and services provided by Member Administrations
- Extracts from the ITU-R Radio Regulations giving the radio regulatory background.

The Manual is available from authorized distributors of IMO publications and via IMO’s Online Bookshop. For further information, please consult the IMO website at www.imo.org.

Technical details:

International Maritime Prize goes to two recipients

For the first time, and exceptionally, the prestigious International Maritime Prize has been awarded to two recipients for a single year: Mr. Alfred Popp of Canada and, posthumously, Mr. Igor Ponomarev of the Russian Federation.

Mr. Popp gained the award in recognition of his long and distinguished service to the cause of maritime safety and security and the protection of the marine environment, highlighted by his work representing Canada at IMO and his chairmanship of the IMO Legal Committee from 1993 to 2006.

Mr. Ponomarev, who died unexpectedly last October, aged just 41, was the serving chairman of the IMO Maritime Safety Committee (MSC) at the time of his death and had already given distinguished service to the shipping industry in a variety of senior positions both within and outside IMO.

Mr. Igor Ponomarev

Mr. Ponomarev graduated from St. Petersburg State Maritime Technical University as a naval architect and joined the Russian Maritime Register of Shipping (RS) in 1988, where he served first as a Senior Surveyor, then as Principal Surveyor/Co-ordinator for IMO-related activities, later as Head of the International Department and, subsequently, from 1999 to 2003, as Vice Director-General of RS.

He was closely involved with the development of the Russian Federation’s participation in IMO’s activities since 1993 and chaired various IMO working and drafting groups, including the MSC Working Groups on Tanker Safety and Bulk Carrier Safety from 1999 to 2002.

Designated as the Permanent Representative of the Russian Federation to IMO in 2003, Mr. Ponomarev was Chairman of the Sub-Committee on Ship Design and Equipment (DE) from 2003 to 2005. During his tenure as chair of that Sub-Committee, he successfully oversaw complex technical issues including the revision of IMO Assembly resolution A.744(18) on the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, as well as that of SOLAS chapter XII, which provides additional safety measures for bulk carriers.

Mr. Ponomarev also chaired the Technical Committee of IMO’s 24th Assembly at the end of 2005. He was elected chairman of the MSC by acclamation in 2005 and chaired his first, and only, MSC meeting in May 2006. He was also a member of the Board of Governors of the World Maritime University.

Mr. Ponomarev was also a Member of the Council of the International Association of
Mr Ponomarev’s widow received the Prize on her late husband’s behalf during the 83rd meeting of the Maritime Safety Committee, a body which he had chaired with distinction before his untimely death.

Classification Societies (IACS) and served as its Chairman from 2001 to 2002.

IMO Secretary-General Mitropoulos presented the prize to Mr. Ponomarev’s widow, Mrs. Elena Ponomareva, during a special ceremony during the 83rd session of the MSC, which was held in Copenhagen, Denmark, from 3 to 12 October. The prize-giving ceremony was also addressed by Mr. Alexey Klyavin, Head of the Russian Maritime Administration.

Mr. Alfred Popp

Mr. Popp has enjoyed a 42-year career as a successful lawyer in private practice and government, and has law degrees from Rhodes University, South Africa (LLB with distinction) and the University of Ottawa, Canada (LL.M, bilingual programme). He became a Member of the Bar, British Columbia, in 1968.

From November 1975 until his retirement in December 2005, Mr. Popp participated in every session of the IMO Legal Committee (29th to 91st session), first as a member of the Canadian delegation, then as head of delegation.

He served as the Legal Committee’s chairman from 1993 until 2005 and was instrumental in the preparation of a number of maritime conventions and protocols. In recognition of his exceptional leadership skills, he was additionally elected as chairman of the Committee of the Whole at five diplomatic conferences held under the auspices of IMO.

In Canada, Mr. Popp participated in the preparation of draft legislation for the Canada Shipping Act, Marine Liability Act, National Transportation Act, Carriage of Goods by Water Act, and various other legislative projects. He also oversaw the implementation of IMO and other international maritime treaties into Canadian legislation. He served as advisor to the Canadian Coast Guard and the Ship Safety Branch of the Canadian Department of Transport on the implementation of IMO Conventions, including the SOLAS, MARPOL, COLREG and Load Lines treaties.

Secretary-General Mitropoulos presented the prize to Mr. Popp during a special ceremony during the 93rd session of IMO’s Legal Committee, in Panama City, Panama, in October. The prize-giving ceremony was also addressed by His Excellency Mr. José Herran-Lima, the Canadian Ambassador in Panama, and was attended by Mrs. Alina Popp, Mr. Fernando Solórzano, Administrator of the Panama Maritime Authority and Mr. Alberto Alemán Zubieta, Administrator of the Panama Canal Authority, as well as by delegations to the Legal Committee.

International Maritime Prize

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of IMO. It consists of a sculpture in the form of a dolphin and includes a financial award. The winner of the annual prize is also invited to write a paper on a theme relating to the work of IMO, for publication in IMO News.

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