IMO NEWS
THE MAGAZINE OF THE INTERNATIONAL MARITIME ORGANIZATION

IMO IN JOINT APPROACH TO MIGRANT ISSUES
NEW MARPOL RULE ON FUEL TANKS ENTERS FORCE
FEATURE: INTERNATIONAL ICE PATROL

ISSUE 3 2007
• Providing up-to-date technical information on commercial ship design, construction and equipment
• Regular reports on centres of shipbuilding activity worldwide
• Comprehensive, technical descriptions of the latest newbuildings
• News, views, rules & regulations, technology, offshore, CAD/CAM, innovations
• Includes the bi-monthly publication, WARSHIP TECHNOLOGY
• Plus quarterly publication, OFFSHORE MARINE TECHNOLOGY

• Provides up-to-date technical information on commercial small craft/small ship design, construction and operation
• Covers a comprehensive range of vessel types from 5m up to 100m in length, including fast ferries, workboats, fishing vessels, patrol boats, pilot boats, tugs and offshore vessels
• Regular features on propulsion technology, new marine equipment, construction materials and CAD/CAM
• Special regular regional reports and electronic features by well-known industry figures

• In depth coverage of all aspects of shiprepair and conversion work
  includes technical descriptions of major conversion projects worldwide
• Regular regional surveys on the major shiprepair centres
• Developments in shipboard and shipyard equipment technology
• Contract news, appointments, industry views, new regulations

Please subscribe to any of our magazines.

- WARSHIP TECHNOLOGY
- OFFSHORE MARINE TECHNOLOGY
- SHIPREPAIR AND CONVERSION TECHNOLOGY
- SHIP & BOAT INTERNATIONAL

Published 10 times a year
Published quarterly
Published 6 times a year

2007 Subscription:
UK £119 EUR £125 OVS £125 Ref: J6

UK £84 EUR £89 OVS £100 Ref: J7

UK £37 EUR £42 OVS £47 Ref: J8

The Marketing Dept, RINA, 10 Upper Belgrave Street, London SW1X 8BQ
Tel: +44 (0) 207 235 4622 Fax: +44 (0) 207 259 5912
Email: subscriptions@rina.org.uk
## Contents

**Opinion**

4  Improving shipping’s image – a message from IMO Secretary-General Efthimios E. Mitropoulos

6  IMO’s response to current environmental challenges – World Maritime Day message from UN Secretary-General Ban Ki-moon

### Intelligence

8  IMO, UNHCR in joint approach to migrant issues

9  New MARPOL amendments on bunker locations; WMO chief addresses MEPC

10 Globalallast Partnerships gets funding green light; recipients selected for first IMO bravery award

11  Experts urge caution over sub-seabed CO$_2$ sequestration

### Feature

13  The iceberg threat in the North Atlantic

### Meetings

16  Flag State Implementation sub-committee, 15th session

18  Technical Co-operation Committee, 57th session

20  Marine Environment Protection Committee, 56th session

28  Safety of Navigation sub-committee, 53rd session

### IMO at Work

32  International Maritime Prize goes to two recipients

33  IMO publishes new volume on PSSAs

34  UN oceans atlas reaches 5th birthday; more IMO meetings overseas; IMO Convention amendments approach entry threshold
Improving shipping’s image – a permanent mission

The shipping industry carries more than 90 per cent of world trade safely, securely, efficiently and at a fraction of the environmental impact and cost of any other mode of bulk transport. Every day, thousands of ships deliver millions of tons of cargo, quietly and efficiently, to ports all over the world.

And yet, it is widely acknowledged that shipping has something of an image problem. In fact, most of the time, it doesn’t actually have an image at all. Only on those, thankfully rare, occasions when there is an accident does shipping force its way into the headlines and into the general public perception. And then, the emotive pictures of environmental damage and wildlife in distress obscure any notion of the immense value of what shipping does to facilitate international trade and the global economy.

I would like to see shipping embark on a systematic campaign to engage the national media more positively in as many countries as possible, telling the remarkable story that lies behind these everyday realities on which the world relies.

And why not start with the younger generation? Why not plant the seeds of a positive image early? A co-ordinated campaign to educate and enthuse younger people about the vital role played by shipping and the constructive way it tackles the protection and preservation of the marine environment could pay great dividends, not only in revealing what the industry is really like but also by boosting its attractiveness as a career option in what is an increasingly competitive arena.

Perhaps the most essential challenge facing the industry as it looks to the future is to ensure a steady influx of high-quality new recruits. Although we have witnessed a massive shift in the geographical balance of the manpower supply to the industry in recent decades, the overall requirement remains the same. Shipping needs a constant stream of people of sufficient calibre to assimilate properly what they learn in training and, then, put it into practice in their everyday working lives. It needs people who are able to take responsibility, work diligently and act decisively when the need arises. These people tend to be high achievers in whatever field they enter and shipping needs to compete with other modern, hi-tech industries to attract their services.

If such people are given the opportunity to look, they will see that shipping today is a vibrant and innovative industry, genuinely at the cutting edge of technology. Ships today are bigger, more powerful, more environmentally-friendly and safer than they have ever been. They are almost unrecognizable from those of 50 years ago. The move to tankers routinely carrying hundreds of thousands of tons of oil; the introduction of containerships which are steadily increasing in capacity; the advent of passenger vessels holding 4,000 people and more; the development of ever larger dry bulk carriers; the creation of huge gas carriers; the greater use of reefer ships, and so on, all point to an industry ready, willing and able to adapt to change. Shipping has adapted to the demands of an expanded, globalized world that depends on a secure transport network capable of moving types and quantities of goods around the globe which were beyond imagination, even in the recent past.

All of which ought to go a long way towards creating a positive impression of this modern, vital industry. Reality, rather than image, is always the most important element in any campaign to improve public perception and raise positive awareness. The nearer shipping moves, for example, towards the ultimate goal of zero accidents, zero loss of life and zero pollution, the less it will need to worry about its public image. Eradicating accidents and all their negative consequences such as loss of life and environmental damage, would, by itself, achieve the objective.
There be sea monsters and serpents ayonder

For nautical charts to function they need to be continually corrected. Last year there were hundreds of revisions to the UKHO charts alone. That's not including changes to lists of lights, port regulations, tide tables and a whole host of other publications. Let us keep your vessels always fully up-to-date, whether on an order-by-order basis or through our increasingly popular folio management service. Contact our offices in Oslo or Singapore today for more information.
The United Nations Secretary-General Mr Ban Ki-moon

Message for World Maritime Day

IMO’s response to current environmental challenges

Every year, World Maritime Day provides the opportunity to reflect on the significance of shipping in our globalized society. Today, more than 90 per cent of world trade – from fuel to food, and from basic necessities to luxury goods – is carried by sea. Indeed, for the international transport of most cargo, there is simply no viable alternative to shipping by sea.

But shipping takes place in a particularly vulnerable setting: the marine environment. Today, marine biodiversity and ecosystems are endangered. Seas and oceans are the world’s most prolific natural resource. They must be protected and managed in a sustainable manner for generations to come. That is why the theme for this year’s observance – the International Maritime Organization’s response to current environmental challenges – is timely and appropriate. As the global regulatory body for the shipping industry, IMO is the driving force behind efforts to ensure that shipping becomes greener and cleaner.

Shipping is already among the least environmentally-damaging forms of commercial transport. And under the auspices of the IMO, a wide range of capacity-building and regulatory measures have been developed and implemented by Governments and industry interests alike. These measures address a variety of potential environmental threats caused by shipping activities – from the use of harmful paints on vessel hulls to the carriage of oil, and from the discharge of ballast waters to the dumping of garbage at sea.

There is increasing global awareness of how greenhouse gas emissions from human activities are causing our world to get warmer. We are already experiencing the impact of climate change, with adverse effects felt in many areas, including in fragile marine ecosystems such as the Arctic. IMO has helped introduce measures to ensure that the shipping industry is only a small contributor to the total volume of atmospheric pollution emissions. I am pleased that IMO is working towards further reducing harmful emissions from ship exhausts.

On this World Maritime Day, 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.
HCB is a monthly publication providing timely news on transport regulations, safety issues, market developments and new products and services in the dangerous goods supply chain.
IMO and the United Nations High Commissioner for Refugees (UNHCR) are both seriously concerned about the flow of people attempting to cross to Europe in small unseaworthy craft, from, among other regions, the Mediterranean and the Eastern North Atlantic, said Mr. Efthimios E. Mitropoulos, Secretary-General of IMO, following a recent meeting at IMO headquarters in London with the UNHCR Assistant High Commissioner for Protection, Ms. Erika Feller.

The small craft involved are often precariously overloaded, leading to circumstances requiring consequential search and rescue operations, as well as reported problems in disembarking the people involved, who may include undocumented migrants, as well as asylum seekers and refugees.

“These incidents cause serious concern in relation to the safety of life at sea, which is IMO’s primary objective, while UNHCR’s interest is to assist people in need of protection to find a safe haven. IMO and UNHCR intend to work even closer together and to hold a high level inter-agency meeting, as soon as possible, with a view towards achieving closer cooperation with all agencies involved and seeking further ways and means of assisting in alleviating this major humanitarian problem,” Mr. Mitropoulos said, adding that the proposed meeting would be hosted by the UNHCR and would be held later this year.

On 1 July 2006, amendments to the International Convention on the Safety of Life at Sea (SOLAS) and the International Convention on Search and Rescue (SAR) entered into force, placing obligations on States to cooperate and coordinate with a view to disembarking persons rescued at sea to a place of safety as soon as possible. The amendments complement the Master’s obligations to assist persons in distress at sea by introducing corresponding obligations on Contracting Governments to assist the Master in the delivery of such persons to a place of safety.

The adoption of the amendments in 2004 followed the adoption by the IMO Assembly, in 2001, of resolution A.929(22) on Review of Safety Measures and Procedures for the Treatment of Persons Rescued at Sea, which called for a review of the then existing measures. The main objective of the review was to preserve the integrity of the safety of life at sea obligations on the Master of a ship to proceed to the rescue of persons in distress, while, at the same time, recognizing the complexities of those incidents where persons rescued subsequently turn out to be undocumented migrants.

The first inter-agency meeting of UN agencies concerned – including UNHCR, the Division for Ocean Affairs and the Law of the Sea of the Office of Legal Affairs of the United Nations (UNDOALOS), the UN Office on Drugs and Crime (UNODC), the High Commissioner for Human Rights (OHCHR) and the International Organization for Migration (IOM) – took place at the UNHCR Headquarters in Geneva in July 2002, in response to concerns expressed at the time over such incidents and the need for a coordinated and coherent approach to all relevant issues. Two further inter-agency meetings have been held since, at IMO headquarters in London in July 2004, and in Madrid, in March 2006.

In between the formal meetings, representatives of the relevant UN agencies have worked closely to cooperate and share information, for example on issues relating to the movement of potential migrants by sea and, in particular, in relation to incidents where persons rescued at sea by ships subsequently turn out to be asylum seekers. There have been several relevant meetings organized by UNHCR with IMO and other organizations in order to explain the provisions of the conventions and the safety of life at sea regime to relevant parties such as Governments and non-governmental organizations working in the field.

In addition, UNHCR and IMO have published a leaflet on Rescue at sea: A guide to principles and practice as applied to migrants and refugees, aimed at ship masters, as a quick reference guide.
Amendments to MARPOL Annex I enter into force on 1 August 2007

On 1 August 2007 an important amendment to Annex I of MARPOL came into force. New regulation 12A, on oil fuel tank protection, adopted by MEPC 54 on 24 March 2006, sets out the requirements concerning the location of oil fuel tanks in all ships with an aggregate oil fuel capacity of 600 m³ and above and which are delivered on or after 1 August 2010. In this context, “ship delivered on or after 1 August 2010” also refers to a ship for which the building contract is placed on or after 1 August 2007 or, in the absence of a contract, its keel is laid on or after 1 February 2008. The new regulation will, therefore, be immediately applicable for all categories of ships “on the drawing board” with oil fuel tanks of 600 m³ capacity, or more.

In essence, the protection requirements oblige the oil fuel tanks to be located inside the double hull, thus helping prevent spillages of oil fuel in case of collision or grounding.

The new regulation 12A will thus close a gap in MARPOL Annex I which, while mandating strict hull standards for tankers of 600 tonnes dwt and above, had not yet addressed the issue of large ships, not necessarily oil tankers, which can carry as much as 5,000 m³ of oil fuel, or above, which is more than the cargo carried by some smaller oil tankers.

World Meteorological Organization chief addresses IMO environment meeting

Mr. Michel Jarraud, Secretary-General of the World Meteorological Organization (WMO) addressed the opening session of IMO’s Marine Environment Protection Committee (MEPC) when it met for its 56th session from 9 to 13 July, at the Horticultural Halls, London (see p.20).

Mr. Jarraud’s participation in the MEPC, on the invitation of IMO Secretary-General Mr. Efthimios E. Mitropoulos, came as part of a series of events focusing on environmental issues, leading up to the celebration of World Maritime Day on Thursday, 27 September 2007, under the theme “IMO’s response to current environmental challenges”. The theme was chosen to give IMO the opportunity to focus on its environmental work (both past and present) and thus intensify its efforts to add the Organization’s contribution to that of the international community to protect and preserve the environment.

There are close links between IMO and WMO, given the need for meteorological data, including forecasts and warnings to mariners, to support the safety of life at sea. Data on ocean currents and winds are also of relevance when combating oil slicks and other forms of pollution.

Through the National Meteorological and Hydrological Services of its 188 Members, WMO has played a crucial role in detecting, and alerting humanity to, climate change and is now at the forefront of responding to this challenge. Its work in this area has included: the publication of the first authoritative statement on the accumulation of carbon dioxide in the atmosphere and the potential impact that this process might have on the earth’s climate (1976); the establishment of the World Climate Research Programme (1979) and the Intergovernmental Panel on Climate Change (IPCC) (1988); and the development and adoption of the United Nations Framework Convention on Climate Change (1992).

In his address to the MEPC, Mr. Jarraud highlighted the latest findings and projections from the IPCC, including progress made in understanding human and natural drivers of climate change, observed change, climate processes and attribution, as well as estimates of future change. He also welcomed the work of the IMO, through the MEPC, in addressing air pollution from ships, in particular the reduction of greenhouse gas emissions from ships.  

WMO Secretary-General Michel Jarraud spoke to MEPC 56 of the close links between his Organization and IMO
Funding approved for next phase of GloBallast Partnerships

Funding for the GloBallast Partnerships project, to assist developing countries in reducing the transfer of harmful aquatic organisms in ships’ ballast water, has been approved by the intergovernmental Council of the Global Environment Facility (GEF), enabling the project to enter an exciting new phase.

This global project is another example of the continued efforts of IMO in responding to the need to focus on the environment and the fragile state of our planet, as reflected in this year’s World Maritime Day theme (“IMO’s response to current environmental challenges”).

The main objective of GloBallast Partnerships is to assist particularly vulnerable countries and/or regions to enact legal, policy and institutional reforms to meet the objectives of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM convention), adopted by IMO in February 2004.

The project is being executed by IMO, in partnership with the GEF and the United Nations Development Programme, following on from the successful Global Ballast Water Management Project (GloBallast), the first phase of which ran from 1 March 2000 to 31 December 2004, involving a three-person Programme Coordination Unit (PCU), based at IMO in London, and six initial demonstration sites, located in Brazil, China, India, the Islamic Republic of Iran, South Africa and Ukraine. Activities carried out at these sites focussed on institutional strengthening and capacity building.

Funding for the preparatory phase of the GloBallast Partnerships was granted in 2005, thereby facilitating the development of the full-scale project, which will cover 14 developing sub-regions and include 13 Lead Partnering Countries (LPCs) and over 40 Participating Countries (PCs) that have shown keen interest in participating in the project. The full-scale project proposal was prepared after an extensive consultation process with LPCs, PCs and strategic partners over the last two years, which also included mobilization of significant co-financing.

The BWM Convention is an international treaty aimed at preventing the potentially devastating effects of the spread of aquatic invasive organisms inadvertently transported through ships’ ballast water. When in force, the BWM Convention will require all ships to implement a Ballast Water and Sediments Management Plan. All ships will have to carry a Ballast Water Record Book and will be required to carry out ballast water management procedures to a given standard. Existing ships will be required to do the same, but after a phase-in period.

Inaugural IMO bravery award goes to Teklivka rescuers

Two officers from the 83,155 dwt Bahamas-registered oil/bulk ore carrier Searose G have been selected to receive the inaugural 2007 IMO Award for Exceptional Bravery at Sea, in recognition of their part in a dramatic rescue in severe weather.

The IMO Council, at its 98th session in London, agreed with two Panels of international assessors and judges that Second Officer Mustafa Topiwala of the Searose G and Captain Zvonimir Ostric (who was on the vessel as on-board trainer at the time of the incident) had displayed exceptional bravery in the rescue of the remaining survivors from the sunken vessel Teklivka, in the eastern Mediterranean, in March 2006. They were nominated by the Bahamans and by the International Federation of Shipmasters’ Associations (IFSMA).

The Bahamas-registered Searose G was on passage through the Mediterranean, bound for the Suez Canal, when it responded to a distress call from the Maltese-flagged Teklivka, which was sinking 50 miles south in gale force winds. The Teklivka had sunk when the Searose G reached the scene but a dramatic rescue ensued, with Searose G rescuing nine crew and another vessel picking up three crew members. Tragically, three crew members of the Teklivka were lost.

The assessment and judging panels considered that Second Officer Topiwala and Captain Ostric placed their own lives in jeopardy, even though they were not trained professional rescuers, by undertaking acts that went well beyond the scope of their normal duties. They left the comparative safety of their ship, descending to a life raft filled with oil and water. Second Officer Topiwala then entered the sea, in extremely hazardous weather conditions, during the rescue.

Mr. Topiwala and Captain Ostric will be invited to receive the award at a special ceremony to be held during the IMO Assembly, to be held from 19 to 30 November 2007 in London. They will each receive a medal and a certificate certifying the act of exceptional bravery performed.

“I am delighted that the assessment and judging of nominations for this inaugural Bravery Award has met the high expectations of all concerned and that we have, in Second Officer Mustafa Topiwala and Captain Zvonimir Ostric, truly exemplary and meritorious winners,” IMO Secretary-General Mr. Efthimios E. Mitropoulos said. “I congratulate them both wholeheartedly and look forward to doing so personally, at the Award ceremony during the IMO Assembly.”

Mr. Mitropoulos noted that the Award was launched “so that the international maritime community could honour the very best of human qualities – bravery, courage, selflessness – and there is no doubt that all other nominees for the 2007 Award have also shown just that and are deserving of our respect.”
Scientific Groups cautious over iron fertilization of the oceans to sequester CO₂

Scientific advisers to Parties to the international treaties which regulate the dumping of wastes and other matter at sea have advised caution in relation to planned large-scale iron fertilization of the oceans to sequester carbon dioxide (CO₂).

Knowledge about the effectiveness and potential environmental impact of iron fertilization is currently insufficient to justify large-scale operations, according to the Scientific Groups advising the Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Convention) and the 1996 Protocol thereto (London Protocol), which met for their annual meeting from 18 to 22 June 2007, in Santiago de Compostela, Spain.

The Scientific Groups discussed several submissions relating to iron fertilization of the oceans to sequester CO₂ as part of their agenda, and issued the following statement:

“Large-scale fertilization of ocean waters using micro-nutrients such as iron to stimulate phytoplankton growth in order to sequester carbon dioxide is the subject of much recent commercial interest. The Scientific Groups of the London Convention and the London Protocol take the view that knowledge about the effectiveness and potential environmental impacts of ocean iron fertilization currently is insufficient to justify large-scale operations.

According to the Intergovernmental Panel on Climate Change (IPCC), iron fertilization of the oceans may offer a potential strategy for removing carbon dioxide from the atmosphere by stimulating the growth of phytoplankton and thereby sequestering the carbon dioxide in the form of particulate organic carbon. However, the IPCC also stated that ocean iron fertilization remains largely speculative, and many of the environmental side effects have yet to be assessed.

The Scientific Groups of the London Convention and London Protocol note with concern the potential for large-scale ocean iron fertilization to have negative impacts on the marine environment and human health. They therefore recommend that any such operations be evaluated carefully to ensure, among other things, that such operations are not contrary to the aims of the London Convention and London Protocol.”

Parties to the London Convention and the London Protocol are invited to provide further information relating to proposed large-scale ocean iron fertilization operations to the Secretariat and to the Scientific Groups as and when such information becomes available.

The Scientific Groups will report to the 29th Consultative Meeting of Contracting Parties to the London Convention and the 2nd Meeting of Contracting Parties to the London Protocol, which are scheduled to meet concurrently from 5 to 9 November 2007 in London.

The London Convention was one of the first global conventions to protect the marine environment from human activities and has been in force since 1975. Its objective is to promote the effective control of all sources of marine pollution and to take all practicable steps to prevent pollution of the sea by dumping of wastes and other matter.

The 1972 Convention permits dumping of wastes at sea, except for those materials on a banned list. Currently, 81 States are Parties to this Convention.

In 1996, the “London Protocol” was adopted, to further modernize the Convention and, eventually, replace it. Under the Protocol, the precautionary approach is applied and all dumping is prohibited, except for possibly acceptable wastes on the so-called “reverse list”. The Protocol entered into force on 24 March 2006 and there are currently 31 Parties to it.

Both the Convention and Protocol require Parties to issue permits for the dumping of wastes and other matter at sea.
THE HEAT IS ON...

...young voices join in the great climate change debate

The IMarEST Climate Change Debate engages marine professionals in discussing society’s greatest battle and focuses on how the marine community can meet the challenges presented by climate change. The debate is open to young professionals, students, leading experts, policy and decision makers in marine and offshore community who want to share their views and opinions about climate change.

“Engineers are key to solving the climate problem” vs “Scientists are key to solving the climate problem”

“The Public need to make a personal effort to combat climate change” vs “Government needs to take action to combat climate change”

“The shipping industry is playing a part in combating climate change” vs “the shipping industry is not playing a part in combating climate change”

Dr Vladimir Ryabinin of the World Climate Research Programme, a well known scientist and respected expert in this field introduces the IMarEST climate change debate at the PIM 2007 Conference, Malta on Wednesday 7 November 2007.

To share your views, visit
www.imarest.org/events/climatechange
Email: climatechange@imarest.org
Telephone: +44 (0)20 7382 2600

The IMarEST is the leading membership body and learned society for the marine and offshore community, and provides a platform of exchange for marine professionals. As well as getting involved in our debate, we invite you to respond to written consultations; to join our marine experts list; and post your views on our forum – making marine voices heard…

Views expressed are not necessarily those of the Institute of Marine Engineering, Science & Technology. www.imarest.org/voices
The iceberg threat in the North Atlantic

By the staff of the International Ice Patrol

O f all the peacetime hazards at sea, none is more fearsome, unyielding, and potentially deadly to an unwary seaman than an iceberg. Despite ingenuity, resourcefulness, and almost a century of technical advances, these natural wonders have resisted human efforts to control or destroy them. Calving from Greenland’s glaciers – frequently as long as a city block and towering hundreds of feet above the sea surface – these majestic ancient bergs are driven and steered by ocean currents into the shipping lanes of the North Atlantic. The United States Coast Guard’s International Ice Patrol (IIP) has been responsible for monitoring these lanes for iceberg danger since 1913. The IIP receives iceberg information from a variety of sources, enters those data into drift and deterioration computer models, then distributes the Limit of All Known Ice (LAKI) to the maritime community. The Ice Patrol has amassed an enviable safety record, with not a single reported loss of life or property due to collision with an iceberg outside their advertised LAKI.

The principal origins of the icebergs that reach the North Atlantic are the 100 tidewater glaciers of West Greenland. Between 10,000 and 15,000 icebergs are calved each year and carried north along the Greenland coast, around the western side of Baffin Bay, and then south along the east coasts of Baffin Island, Labrador, and Newfoundland to the Grand Banks. With drafts of 300-600 feet, the progress of larger icebergs is frequently slowed due to grounding. Smaller icebergs often become sidetracked, banging along the fringes of an Arctic island or caught in a cove along the Labrador coast. The total drift for an iceberg is about 1,800 nautical miles and will take from 11 months to three years to reach the North Atlantic shipping lanes.

The icy cold Labrador Current, running southeastward along the northeast coast of Canada, carries icebergs south to the vicinity of the Grand Banks and into the great circle shipping lanes between Europe and the major ports of the northeast United States and Canada. In this area, the Labrador Current clashes with the warm northeastward-flowing Gulf Stream. The temperature difference between the two currents can exceed 20 degrees Celsius. The mixing of air atop these two different water masses causes the dense fog for which this area is well known. This thick shroud of fog and the high concentration of transatlantic shipping vessels, oil platforms, and fishing boats in the area compound the danger represented by icebergs. The combination of these factors exists nowhere else on earth and so makes the waters of the Grand Banks one of the most dangerous marine areas in the world.

The enormous mass and the tremendous environmental forces acting on icebergs render efforts to restrain, destroy, or significantly alter their course largely ineffective. Therefore, tracking these icebergs and publishing the LAKI has proved the most effective means of promoting safe navigation. The United States Coast Guard formally commences its service of ice observation whenever the presence of icebergs threatens the primary shipping routes between Europe and North America. Officially, according to the SOLAS convention, the iceberg season runs from 15 February to 1 July each year, but the IIP commences operations when iceberg conditions dictate and continues the effort until the threat no longer exists. Except during unusually heavy ice years, the Grand Banks is normally iceberg free from August through January.

A ships passes close by a large iceberg
It took one of the greatest marine disasters of all times - the sinking of the **Titanic** on April 15, 1912 - to arouse public demand for international cooperation to deal with iceberg danger. This disaster was the prime impetus for the establishment of the International Ice Patrol and the United States Coast Guard has been carrying out this duty since 1913. Throughout IIP’s history the individuals responsible for carrying out this mission have been focused on continuous improvement. Iceberg scouting began with ships patrolling the foggy waters of the North Atlantic in search of the southernmost iceberg. The focus shifted from shipboard reconnaissance to aerial reconnaissance in 1946; however, visibility was still the limiting factor in iceberg detection. With the advent and operational implementation of airborne radars, the primary sensor for iceberg detection changed from the human eye to radars. Still, despite the numerous technological advances in iceberg scouting, the task today is the same as it was in 1914, and finding a relatively small chunk of ice in the 500,000 square nautical miles of ocean for which the IIP is responsible remains extremely challenging. Today, in a manner very similar to the early cutters, aircraft and ice observers rotate every two weeks during the ice season to maintain regular ice patrols in the vicinity of the Grand Banks.

The Ice Patrol relies heavily on the support of merchant traffic transiting through the operational area, both for reports of icebergs and sea surface temperatures (SST), to aid in iceberg melt and deterioration predictions. Merchant vessels typically account for around 25% of all iceberg reports received. The Ice Patrol has a strong customer relations programme targeted at developing relationships with transatlantic mariners to provide the most timely and accurate ice information possible. In 2005, the Ice Patrol initiated a programme to recognize the ship that made the most contributions through SST or iceberg reports. Named after the British steamer **Carpathia**, which came to the aid of the victims of the **Titanic**, the **Carpathia** award is presented annually to the ship that makes the most information reports. In 2006, the **M/V Mattea**, home ported in Arnold’s Cove Station, Newfoundland was the recipient for the second time, with 131 reports of SST and ice.

All ships are encouraged to immediately report sightings of ice to **COMINTICEPAT GROTON CT**, CT through INMARSAT, United States Coast Guard Communication Stations, or Canadian Coast Guard Marine Communications and Traffic Services.

Ships are encouraged to make reports even if “no ice” is sighted, as knowledge of ice-free regions is important to assessing the threat to shipping. When reporting ice, ships are requested to include the following information:

### SHIP NAME AND CALL SIGN

### ICEBERG POSITION

### TIME OF SIGHTING (in UTC)

### METHOD OF DETECTION (Visual, Radar, or Both)

### SIZE AND SHAPE OF ICEBERG

### SEA ICE CONCENTRATION

Ice sightings, weather, and sea-surface temperature should be reported to **COMINTICEPAT GROTON CT**. If using INMARSAT A or C, use Service Code 42. This will ensure the ice information reaches **COMINTICEPAT GROTON, CT**. There is no charge for ice reports made using Service Code 42.

The International Ice Patrol in Grotton, CT can be reached by phone at +1 860-441-2026 and +1 860-441-2773 (fax), the Customer Service hotline at +1 877-423-7287, or by e-mail at iipcomms@uscg.mil.


The chart shows major North Atlantic Currents responsible for transporting icebergs into the Trans-Atlantic Shipping lanes.
Safety at Sea International keeps its readers up-to-date with legislation, safety standards, maritime safety and security, technical and market developments, ongoing research projects, conference and exhibition reports, the latest equipment and services.

It is the only magazine dedicated to safety at sea and its broad-based editorial features programme is designed to be of interest to shipowners at operational, board and management levels. It is also of great interest to seafarers aboard ship, as well as any other organisation involved in maritime safety.

The regular sections ensure that essential news items are covered while the special features are where the journal takes a more in-depth view of a particular subject including the analysis of accidents and the lessons to be learnt from these.

A subscription to Safety at Sea International includes

12 issues of the magazine

Weekly email Safety at Sea newsletter

Access to www.safetyatsea.net and the news archive

Don’t miss out – complete the form below to subscribe to Safety at Sea International now or alternatively visit www.safetyatsea.net to register for the free weekly newsletter.
A draft Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code), along with amendments to SOLAS to make it mandatory, were agreed by the Sub-Committee on Flag State Implementation (FSI) when it met for its 15th session. The new draft code, to replace the existing Code for the investigation of marine casualties and incidents (resolution A.849(20), as amended by A.884(21)), and the SOLAS amendments will be submitted to the Maritime Safety Committee (MSC) at its 84th session, in mid-2008, for adoption. The Code will require a marine safety investigation to be conducted into every “very serious marine casualty”, defined as a marine casualty involving the total loss of the ship or a death or severe damage to the environment.

The Code will also recommend an investigation into marine casualties (other than very serious marine casualties) and marine incidents, by the flag State of a ship involved, if it is considered likely that a marine safety investigation will provide information that can be used to prevent marine casualties and marine incidents in the future.

The proposed SOLAS amendments would include a new regulation 6 in SOLAS chapter XI-1 (Special measures to enhance maritime safety), on Additional requirements for the investigation of marine casualties and incidents. Parts I and II of the Code would be made mandatory by the regulation, while related guidance and explanatory material contained in part III would be recommendatory.

A draft MSC-MEPC circular containing the draft Code was agreed, for submission to MSC 84 and to the Marine Environment Protection Committee (MEPC) at its 57th session in April 2008, for approval, with the aim of allowing the Code to be implemented voluntarily, until it becomes mandatory under the proposed SOLAS amendments.

Amendments to Code for implementation of mandatory IMO instruments

The Sub-Committee agreed draft amendments to the Code for the implementation of mandatory IMO instruments (resolution A.973(24)). The Code forms the basis of the Voluntary IMO Member State Audit Scheme, in order to provide Member States to be audited, as well as auditors, with the auditing standard, which is subject to a process of continuous review and updating. The draft amendments agreed by the Sub-Committee update the Code, and cover amendments to mandatory instruments adopted since the last Assembly in 2005.

From the meetings

FSI agrees mandatory code for casualty investigation

A further correspondence group on harmonization of PSC activities was established to review and update the procedures for port State control, contained in resolution A.787(19), as amended by resolution A.882(21).

The new draft code, to replace the existing Code for the investigation of marine casualties and incidents (resolution A.849(20), as amended by A.884(21)), and the SOLAS amendments will be submitted to the Maritime Safety Committee (MSC) at its 84th session, in mid-2008, for adoption. The Code will require a marine safety investigation to be conducted into every “very serious marine casualty”, defined as a marine casualty involving the total loss of the ship or a death or severe damage to the environment.

The Code will also recommend an investigation into marine casualties (other than very serious marine casualties) and marine incidents, by the flag State of a ship involved, if it is considered likely that a marine safety investigation will provide information that can be used to prevent marine casualties and marine incidents in the future.

The proposed SOLAS amendments would include a new regulation 6 in SOLAS chapter XI-1 (Special measures to enhance maritime safety), on Additional requirements for the investigation of marine casualties and incidents. Parts I and II of the Code would be made mandatory by the regulation, while related guidance and explanatory material contained in part III would be recommendatory.

A draft MSC-MEPC circular containing the draft Code was agreed, for submission to MSC 84 and to the Marine Environment Protection Committee (MEPC) at its 57th session in April 2008, for approval, with the aim of allowing the Code to be implemented voluntarily, until it becomes mandatory under the proposed SOLAS amendments.

Amendments to Code for implementation of mandatory IMO instruments

The Sub-Committee agreed draft amendments to the Code for the implementation of mandatory IMO instruments (resolution A.973(24)). The Code forms the basis of the Voluntary IMO Member State Audit Scheme, in order to provide Member States to be audited, as well as auditors, with the auditing standard, which is subject to a process of continuous review and updating. The draft amendments agreed by the Sub-Committee update the Code, and cover amendments to mandatory instruments adopted since the last Assembly in 2005.

Combining casualty data and PSC data

The Sub-Committee established a correspondence group on the feasibility of combining casualty data and port State control data. The group is expected to make recommendations on a potential future study, possibly conducted in co-operation with the World Maritime University (WMU).

The establishment of the correspondence group followed the submission to the session of a number of academic studies into port State control and casualty data. One study suggested that harmonized inspection target criteria should be based on data available from maritime casualties, shipowner and ship operator records, in addition to port State inspections. Another study combined PSC data from six regimes and casualty data from three different sources over the same time frame, as a first attempt to study PSC on a global scale by measuring the effect of inspections on the probability of casualties, thereby identifying areas for improvement. It suggested that, depending on the overall risk profile of a ship, a PSC inspection could potentially decrease the probability of having a very serious casualty by approximately 5 per cent per inspection.

A further correspondence group on harmonization of PSC activities was established to review and update the procedures for port State control, contained in resolution A.787(19), as amended by resolution A.882(21).

The new draft code, to replace the existing Code for the investigation of marine casualties and incidents (resolution A.849(20), as amended by A.884(21)), and the SOLAS amendments will be submitted to the Maritime Safety Committee (MSC) at its 84th session, in mid-2008, for adoption. The Code will require a marine safety investigation to be conducted into every “very serious marine casualty”, defined as a marine casualty involving the total loss of the ship or a death or severe damage to the environment.

The Code will also recommend an investigation into marine casualties (other than very serious marine casualties) and marine incidents, by the flag State of a ship involved, if it is considered likely that a marine safety investigation will provide information that can be used to prevent marine casualties and marine incidents in the future.

The proposed SOLAS amendments would include a new regulation 6 in SOLAS chapter XI-1 (Special measures to enhance maritime safety), on Additional requirements for the investigation of marine casualties and incidents. Parts I and II of the Code would be made mandatory by the regulation, while related guidance and explanatory material contained in part III would be recommendatory.

A draft MSC-MEPC circular containing the draft Code was agreed, for submission to MSC 84 and to the Marine Environment Protection Committee (MEPC) at its 57th session in April 2008, for approval, with the aim of allowing the Code to be implemented voluntarily, until it becomes mandatory under the proposed SOLAS amendments.

Amendments to Code for implementation of mandatory IMO instruments

The Sub-Committee agreed draft amendments to the Code for the implementation of mandatory IMO instruments (resolution A.973(24)). The Code forms the basis of the Voluntary IMO Member State Audit Scheme, in order to provide Member States to be audited, as well as auditors, with the auditing standard, which is subject to a process of continuous review and updating. The draft amendments agreed by the Sub-Committee update the Code, and cover amendments to mandatory instruments adopted since the last Assembly in 2005.

From the meetings

FSI agrees mandatory code for casualty investigation

A draft Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code), along with amendments to SOLAS to make it mandatory, were agreed by the Sub-Committee on Flag State Implementation (FSI) when it met for its 15th session. The new draft code, to replace the existing Code for the investigation of marine casualties and incidents (resolution A.849(20), as amended by A.884(21)), and the SOLAS amendments will be submitted to the Maritime Safety Committee (MSC) at its 84th session, in mid-2008, for adoption. The Code will require a marine safety investigation to be conducted into every “very serious marine casualty”, defined as a marine casualty involving the total loss of the ship or a death or severe damage to the environment.

The Code will also recommend an investigation into marine casualties (other than very serious marine casualties) and marine incidents, by the flag State of a ship involved, if it is considered likely that a marine safety investigation will provide information that can be used to prevent marine casualties and marine incidents in the future.

The proposed SOLAS amendments would include a new regulation 6 in SOLAS chapter XI-1 (Special measures to enhance maritime safety), on Additional requirements for the investigation of marine casualties and incidents. Parts I and II of the Code would be made mandatory by the regulation, while related guidance and explanatory material contained in part III would be recommendatory.

A draft MSC-MEPC circular containing the draft Code was agreed, for submission to MSC 84 and to the Marine Environment Protection Committee (MEPC) at its 57th session in April 2008, for approval, with the aim of allowing the Code to be implemented voluntarily, until it becomes mandatory under the proposed SOLAS amendments.

Amendments to Code for implementation of mandatory IMO instruments

The Sub-Committee agreed draft amendments to the Code for the implementation of mandatory IMO instruments (resolution A.973(24)). The Code forms the basis of the Voluntary IMO Member State Audit Scheme, in order to provide Member States to be audited, as well as auditors, with the auditing standard, which is subject to a process of continuous review and updating. The draft amendments agreed by the Sub-Committee update the Code, and cover amendments to mandatory instruments adopted since the last Assembly in 2005.
The draft Code and circular was submitted to MEPC 56 and will be submitted to MSC 83 for approval. Meanwhile, the Sub-Committee encouraged PSC regimes to develop and adopt a similar Code, if appropriate, to assist PSCOs in conducting their inspections to the highest professional level. The Code is based on a Code adopted by the PSC Committee of the Paris MoU in May 2006 and by the PSC Committee of the Tokyo MoU in September 2006, and takes into account similar Codes developed by the Black Sea and Caribbean MoUs, as well as the Viña del Mar Agreement.

Review of the Survey Guidelines under the HSSC (resolution A.948(23))

The consolidated draft of the Revised Survey Guidelines under the Harmonized System of Survey and Certification (HSSC) was approved, for submission to MEPC 56 and MSC 83 and for subsequent adoption by the Assembly at its 25th session in November 2007.

The Sub-Committee also agreed a draft MSC circular on annual testing of automatic identification systems (AIS) and the AIS Test Report, for submission to MSC 83 for approval.

Draft Model Course on safety management for system auditors agreed

The Sub-committee approved the draft text of a Model Course on safety management for system auditors, to assist in the implementation of the ISM Code, and forwarded it to the MSC for validation.

Inadequacy of port reception facilities

The Sub-committee began work on the action plan to tackle the alleged inadequacy of port reception facilities, which had been approved by the MEPC at its 55th session. Tackling the issue of reception facilities is necessary in order to achieve full compliance with MARPOL and the action plan is aimed at contributing to the effective implementation of the MARPOL Convention and promoting quality and environmental consciousness among administrations and the shipping industry.

The Sub-Committee agreed on the need to populate extensively the IMO Global Integrated Shipping Information System (GISIS) Port Reception Facilities Database, which is intended to provide information (input directly by Member States, under a password-protected system) on contact points for flag and port States and data on available reception facilities for oily wastes, chemical (NLS) wastes, garbage, sewage, ozone-depleting substances and exhaust gas cleaning residues. It was noted that, so far, few States had fulfilled their reporting requirements under MARPOL by submitting data on their port reception facilities.

An intersessional correspondence group was established to continue work on the action plan, including: the review and development of proposed standard forms such as: a standard Advance Notification Form and a standard Waste Delivery Notification form; development of a port waste management plan; identification of any technical problems encountered during the ship-to-shore transfer of wastes (e.g. non-standard hoses, manifolds) and the consideration of any possible solutions; establishment of a standardized methodology covering requirements for garbage segregation and waste receptacles identification; review of the type and amount of wastes generated on board, to allow better calculation of the ship’s needs for delivery of wastes ashore; and development of a Guide to Good Practice on Port Reception Facilities.

Global Integrated Shipping Information System (GISIS)

The Sub-Committee was updated on the status of the Global Integrated Shipping Information System (GISIS) (http://gisis.imo.org/) which allows direct recording of data by Member States and public access to sets of data collected by the Secretariat.

The following modules are available to IMO Member States and the public at large: maritime security, casualties, recognized organizations and port reception facilities. The module on the Condition Assessment Scheme (CAS) is viewable by the public in respect of valid Statements of Compliance (SoC) only.

Modules on piracy and armed robbery against ships and port State control have been developed but not yet fully released. Further modules are under development, including: contact points, IMO requirements, stowaway cases, migrant cases and pollution prevention equipment mandatory under MARPOL.

The Sub-Committee requested the Secretariat to develop a GISIS module on safety- and security-related and marine environment-related requirements for the purposes of assisting in updating the requirements contained in the Survey Guidelines under the HSSC, the Code for the implementation of mandatory IMO instruments and the coding of port State control deficiencies.
The 57th session of the Technical Co-operation Committee (TCC) considered an interim report on the status of implementation of the Integrated Technical Co-operation Programme (ITCP) for the period 2006-2007, which summarized the results of implementation achieved during 2006 on programme outputs, in-kind support provided by donor and recipient countries and the overview of financial resource delivery.

The report revealed that US$12 million was expended on activities delivered at the regional and global levels during 2006. Outputs included 36 consultancy missions and 93 courses, seminars and workshops which resulted in the training of some 2,433 participants worldwide, reflecting the importance given to training and capacity-building. The Committee was informed that the ITCP donor base had increased to 26 major sources of funding, however the increasingly significant support of the Technical Co-operation (TC) Fund to the ITCP had risen from representing only 6 percent of expenditure in 1997 to 42 percent of disbursements by 2004, and it had been the major donor to the ITCP since 2002.

TCC 57 approved a Strategy for the long-term financing of the ITCP which was subsequently approved by Council at its ninety-eighth session.

Impact assessment
The Committee approved the methodology for carrying out the third impact assessment exercise (IAE), covering the period of 2004-2007, which would aim to determine the extent to which the delivery of technical assistance had achieved its programme objectives and had resulted in demonstrable improvements in the capacity of recipient countries to implement IMO instruments. The IAE for this period would focus on marine pollution prevention, preparedness and response, maritime security and the cross-cutting issue of strengthening national maritime administrations. The Committee also agreed that the IAE should cover the impact of delivered ITCP activities on national actions to achieve the Millennium Development Goals (MDGs).

Programme for next biennium approved
The ITCP for 2008-2009, which incorporates links between the ITCP and the MDGs, was approved. The ITCP comprises 14 regional programmes including a new global programme on support for Small Island Developing States (SIDSs) and Least Developed Countries (LDCs). The Committee endorsed a proposal for a biennial allocation of $6,220,000 from the TC Fund to support the implementation of the priority elements of the approved ITCP, which was subsequently approved by Council at its ninety-eighth session.

TC Fund financing
The Committee recalled that the Assembly resolution A.986(24) had, among other things, stipulated that, as from January 2008, not less than 75 percent of the net annual surplus in the Printing Fund should be transferred to the TC Fund. It noted with appreciation that the proposals put forward by the Secretary General to transfer £5,602,000 from the forecast surplus of the Printing Fund to the TC Fund would represent approximately 79 percent and 82 percent of the forecast net annual surplus for 2008 and 2009, respectively.

Linkage with MDGs
The issue of the linkage between the ITCP and the MDGs was considered at TCC 55, TCC 56, an inter-sessional Working Group, hosted by the High Commission for the Republic of South Africa in London and TCC 57 on the basis of proposals put forward by Angola, South Africa and the Secretariat. Consideration culminated in the endorsement of a consolidated paper demonstrating the conceptual linkage between the goals of the ITCP and the relevant MDGs and the approval of a draft Assembly resolution on “The Linkages Between the Integrated Technical Co-operation Programme and the Millennium Development Goals” for submission to the 25th session of the Assembly, in November this year, for adoption. TCC 57 also endorsed the Maritime Capacity Check List, as an annex to the resolution and recommended it as a strategic tool to be used as appropriate by Member States, modified to meet their needs, to determine the adequacy of their maritime capacity in relation to the contribution of the maritime sector to the achievement of the relevant MDGs. In addition the Committee endorsed the Maritime Capacity Analysis, also as an annex to the resolution, and recommended it as an operational tool which could be used as appropriate by Member States to analyse the existence and the levels of maritime capacity in specific areas of the maritime transport sector.

Meeting the needs of Africa
The Committee noted that the maritime
needs of Africa had been identified as requiring special emphasis by the Assembly, pursuant to resolution A. 980(24) and was also a sub-theme of the 2006 World Maritime Day, namely “Technical Co-operation: IMO’s response to the 2005 World Summit”. Since the mid-1990s, IMO has consistently given priority to Africa in the allocation of its technical assistance resources and three out of the four IMO Regional Co-ordinators are deployed to this region. The Committee also noted that, in the TC Fund allocation for 2008-2009, Africa would benefit from US$2.6 million, or 22.3 per cent of the total.

IMO continues to align its ITCP delivery in Africa with NEPAD (New Partnership for Africa’s Development)-related programmes within its area of mandate and actively co-operates with regional and sub-regional organizations in the development and delivery of the ITCP. A significant milestone, in the context of regional outreach, was the active participation by the Secretariat in the first African Union (AU) Conference of Ministers responsible for maritime transport of Africa which was held in Abuja, Nigeria, on the theme “The role of maritime transport in the development of Africa”. The Plan of Action adopted by that Conference had been reflected in the programmes for Africa in the ITCP for 2008-2009.
Among a series of important decisions, MEPC 56 agreed to commission a study into the impact of proposed measures to reduce air pollution from ships. The Committee also further developed the proposed Ship Recycling Convention, discussed issues relating to the implementation of the 2004 Ballast Water Management Convention and adopted a number of amendments to the MARPOL Convention.

Mr. Michel Jarraud, Secretary-General of the World Meteorological Organization (WMO) addressed the opening session of the Committee, at the invitation of IMO Secretary-General Mr. Efthimios E. Mitropoulos.

**Prevention of air pollution from ships**

The MEPC endorsed a proposal by Secretary-General Mitropoulos to commission a comprehensive study, by an informal cross government/industry scientific group of experts, to review the impact on the environment, on human health and on the shipping and petroleum industries, of applying any of the proposed fuel options to reduce SOx and particulate matter generated by shipping and the consequential impact such fuel options could have on other emissions, including CO2 emissions from ships and refineries, taking into account the availability of CO2 abatement technologies.

The study will be funded by donations from Member States and non-governmental organizations. An initial contribution from IMO, of US$20,000 will come from the balance of funds from the Onassis Foundation Prize for the Environment, which was awarded to the Organization in 1997.

The group has already begun its work with a view to reporting to the twelfth session of the Sub-Committee on Bulk Liquids and Gases (BLG) in February 2008 and the MEPC in March-April 2008.

The MEPC working group on air pollution continued work on reviewing MARPOL Annex VI and the NOx Technical Code,
The Committee noted the results of the ships’ fuel sulphur monitoring programme for 2006. It revealed the average sulphur content for the year was 2.50%, a reduction from the 2005 average of 2.70%. The three year (2004-2006) rolling average was 2.66%, a slight reduction from the previous year’s rolling average of 2.70%.

The MEPC confirmed the need to update the 2000 IMO greenhouse gas (GHG) Study, and agreed a timeframe, scope and terms of reference for that purpose. The study, it agreed, should cover current global inventories of GHGs and relevant substances emitted from ships engaged in international transport; any methodological aspects and future emission scenarios; identify progress made to date in reducing GHG emissions and other substances; identify possible future measures to reduce emissions of GHGs and undertake a cost benefit analysis, including environmental and public health impacts, of options for current and future reductions in GHG emissions and other relevant substances from international shipping. Finally, it should identify the impact of emissions from shipping on climate change. The aim is to submit the updated study to the 59th session of the MEPC.

Meanwhile, the MEPC established an Intersessional Correspondence Group on GHG Related Issues to discuss and compile possible approaches on technical, operational and market based measures to address GHG emissions from ships and present a written report to MEPC 57.

Air pollution from ships was one of the hottest topics on the agenda. The Committee approved proposals for a major study to assess the various technical proposals...
From the meetings

Marine Environment Protection Committee (MEPC)

56th session
9-13 July 2007

Recycling of ships

The MEPC considered further the draft text of a new convention to provide globally applicable ship recycling regulations for international shipping and for recycling activities. The aim is to complete the draft convention in time for its final consideration and adoption by a diplomatic conference, possibly in April 2009.

The correspondence group on the review of MARPOL Annex V, (Regulations for the prevention of pollution by garbage from ships) reported significant progress to the Committee.

Adoption of amendments to MARPOL

The MEPC adopted amendments to the MARPOL Convention, as follows:

- An amendment to MARPOL Annex I (Regulations for the prevention of pollution by oil from ships) to include in regulation 38.2.5, on Reception facilities outside Special Areas, mention of the obligation to provide facilities in respect of oily mixtures from cargo areas of oil tankers, by referencing regulation 34 on discharge requirements from those cargo areas.

- An amendment to MARPOL Annex IV (Regulations for the prevention of pollution by sewage from ships) to include in regulation 11.1.1, on the requirements for discharge of sewage into the sea, the phrase “or sewage originating from spaces containing living animals”. The amendment makes clear that animal effluent shall be discharged into the sea, not instantaneously, but at a moderate rate, as is currently the requirement for the discharge of untreated sewage from holding tanks.

Both amendments are expected to enter into force on 1 January 2009.

Amendments to the Intervention Protocol

The MEPC also adopted amendments to the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, relating to the revised list of substances to which the Protocol applies, to take account of the revised MARPOL Annex II classification of noxious liquid substances.

Gulfs area Special Area from 1 August 2008

The Committee adopted a resolution setting a date of 1 August 2008 for the discharge requirements in “the Gulfs area” (a Special Area under MARPOL Annexes I and V) to take effect. The area was established as a Special Area in 1973, when the Convention was adopted, but the discharge requirements therein could not take effect until States in the area had ratified the Convention and provided adequate reception facilities.

Following a 10-year regional project on the implementation of MARPOL, organized and administrated by ROPME/MEMACO, with support form IMO’s technical co-operation programme, all the States in “the Gulfs area” have now ratified MARPOL and have provided adequate reception and treatment facilities for Annex I and Annex V ship-generated wastes in ports, terminals and ship repair ports in the area.

Southern South African waters

Special Area to take effect on 1 August 2008

The MEPC also adopted a resolution establishing 1 August 2008 as the date on protection and fire extinction), and chapters 17 (Summary of minimum requirements), 18 (List of products to which the code does not apply) and 19 (Index of Products Carried in Bulk). The amendments were adopted by the Maritime Safety Committee (MSC) at its 82nd session in December 2006. Both the SOLAS and the MARPOL Conventions make the IBC Code mandatory, so amendments to the IBC Code have to be adopted by both Committees. The amendments are expected to enter into force on 1 January 2009.
which the discharge requirements shall take effect for the Southern South African waters Special Area under MARPOL Annex I.

**Harmful aquatic organisms in ballast water**

The Committee learnt that, since its previous session, four more States (Barbados, Egypt, Kiribati and Norway) had ratified the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM Convention), adopted in February 2004, bringing the total number of contracting Governments to 10 (joining the Maldives, Nigeria, Saint Kitts and Nevis, Spain, Syrian Arab Republic and Tuvalu). Together, the ten represent 3.42 per cent of the world merchant fleet’s gross shipping tonnage, against an entry-into-force requirement of ratification by 30 States representing 35 per cent of world tonnage.

Bearing in mind the emphasis the international community places on the issue of invasive species in ships’ ballast water, the Committee urged other States to ratify the Convention at the earliest opportunity.

The MEPC adopted guidelines for additional measures regarding ballast water management, including emergency situations (G13) and for risk assessment under regulation A-4 of the BWM Convention (G7). Both are part of a series developed to assist in the implementation of the BWM Convention.

A set of guidelines for ballast water exchange in the Antarctic Treaty area was also adopted. This raises the number of Guidelines adopted in connection with the BWM Convention to 14.

The MEPC agreed to give both basic and final approval to the PureBallast system (proposed by Sweden and Norway) and basic approval to the NK Ballast Water (Republic of Korea), after consideration of the report of the third meeting of the GESAMP® Ballast Water Working Group, which met in February 2007.

The Ballast Water Review Group reconvened during the session to evaluate the latest information on ballast water treatment technologies and to determine whether appropriate technologies are available to achieve the ballast water performance standard required under regulation D-2 of the BWM Convention. The MEPC invited further submissions on the issue to the next session and also agreed to establish a Ballast Water Working Group at BLG 12.

**Particularly Sensitive Sea Areas**

The Committee agreed to designate, in principle, the Papahānaumokuākea Marine National Monument (in the North-Western Hawaiian Islands or NWHI), an approximately 1,200 mile stretch of small islands, atolls, banks, seamounts, pinnacles, shoals, and other emergent features, as a Particularly Sensitive Sea Area (PSSA).

Proposed associated protective measures (APMs) have been submitted to the Sub-
Committee on Safety of Navigation (NAV) which met from 23 to 27 July 2007. Once these APMs are adopted by the Maritime Safety Committee (MSC), in October 2007, the proposed PSSA, with its associated protective measures, can be finally designated by MEPC 57.

The associated protective measures include proposed amendments to the six existing Areas To Be Avoided (ATBAs), which were adopted by IMO in 1981 to protect eight of the NWHL, and the adoption of additional ATBAs around Kure Atoll and Midway Atoll as well as three other areas between islands. In addition, a ship reporting system will be proposed to provide critical alerts and other information to assist safe navigation in this area and to provide information on vessel traffic in transit through the proposed PSSA, to facilitate the ability to respond to maritime emergencies.

**Review of MARPOL Annex V**

The correspondence group on the review of MARPOL Annex V (Regulations for the prevention of pollution by garbage from ships) reported to the MEPC. The review takes into account resolution A/RES/60/30 of the UN General Assembly, which invites IMO to review MARPOL Annex V, in consultation with relevant organizations and bodies, and to assess its effectiveness in addressing sea-based sources of marine debris.

The MEPC invited the correspondence group to continue its work and endorsed the preference of the correspondence group for a holistic approach so that a complete revision of Annex V, and its Guidelines, could be carried out without prejudice to a Party’s right to bring proposed amendments to the attention of the Committee during the interim period. MARPOL Annex V, adopted in 1973, entered into force in December 1988. The aim is to complete the review by October 2008.

**Human element**

The Joint MSC/MEPC Working Group on the Human Element met during the session.

The Committee approved, subject to approval by MSC 83, an MSC-MEPC circular on Guidelines for operational implementation of the ISM Code by Companies, intended to assist companies in the effective and efficient operational implementation of the ISM Code. The MEPC also approved, subject to approval by MSC 83, an MSC-MEPC.7 circular on Guidelines on qualifications, training and experience necessary for undertaking the role of the designated person (DP) under the provisions of the International Safety Management (ISM) Code.

The Committee agreed with the joint group that there was a need to provide guidance to encourage companies and seafarers to document and record information on near misses and hazardous situations in order to understand the factors leading up to events that threaten safety and the marine environment. The format for reporting near misses will be considered by the next session of the group.

**OPRC-HNS implementation**

The MEPC considered the report of the sixth meeting of the OPRC HNS’ Technical Group, which met in the week prior to the Committee’s session. The MEPC noted the agreement reached on hosting a Fourth R&D Forum in conjunction with the 2009 Interspill Conference, to be held in May 2009 in Marseille, France, on the theme of “the identification of HNS in the marine environment”.

The MEPC noted progress made in developing the draft Manual on oil spill risk evaluation and assessment of response preparedness; the draft IMO/UNEP Manual on the assessment and restoration of environmental damage following marine oil spills; the draft revised manual on oil pollution, Section I – Prevention; and the draft revised OPRC Train-the-Trainer course.

1 ROPME: Regional Organization for the Protection of the Marine Environment.
2 MEMAC: Marine Emergency Mutual Aid Centre, based in Bahrain.
3 Joint Group of Experts on Scientific Aspects of Marine Environmental Protection (GESAMP).
4 International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC Convention) and the OPRC-HNS (Hazardous and Noxious Substances) Protocol.
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.

Corporate Affiliate Scheme
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.

Networking for members through international branches

Publications
The Nautical Institute is famous for the quality, accuracy and usability 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.

To find out more about how to join or support our work - visit our website or contact us
262 Lambeth Road, London SE1 7LQ, UK
Tel: +44 (0)20 7928 1351 Fax: +44 (0)20 7401 2817 www.nautinst.org Email: sec@nautinst.org
OSMR

Maritime Consultants

OSMR are leading maritime experts providing a wide range of maritime services to private and public sector entities in the areas of ports, shipping and maritime administration.

- Needs assessment and delivery of training;
- Research/studies for shipping/transport ventures;
- Provision of support to develop and strengthen maritime administrations through advice, training and mentoring of management, legal and technical personnel in maritime administrations and maritime safety administrations; and
- General maritime safety consultancy.

With over 25 years experience OSMR has successfully executed projects funded by UN and national aid agencies, development banks as well as directly by national maritime administrations and maritime safety authorities in Africa, the Caribbean and Oceania.

OSMR Limited
89 PORTLAND ROAD • WORTHING
WEST SUSSEX • ENGLAND • BN11 1QG

Tel: +44 1903 212114
Fax: +44 1903 820753

Web: www.maritimeresearch.co.uk
Email: osmr@maritimeresearch.co.uk
Contact: Jill Startup
Empowering Professional Women in the Maritime World

International Conference 2 - 4 April 2008

Women’s skills and competencies can play a vital part in developing the maritime sector - but women remain significantly under-represented in the profession. Since its foundation in 1983 under the auspices of IMO, the World Maritime University has endeavoured, with the support of its donors and stakeholders, to encourage the enrolment of women students on its postgraduate programmes, in support of IMO’s strategic objective of changing the gender imbalance. Great strides have already been made: the proportion of women students has risen from 6% to 30% over the last decade.

Now, as part of its 25th Anniversary celebrations, WMU will be hosting this exciting conference. Already, top-level speakers from international organisations, governments and companies have agreed to take part, and delegates have registered from dozens of countries around the globe.

To register now for more information about the conference, visit our web site (www.wmu.se) or email WMU’s Business Development Office (phn@wmu.se).

Join us in Malmö, Sweden, in April to promote and celebrate professional women in the maritime sector!
From the meetings

- Sub-Committee on Safety of Navigation (NAV)
  - 53rd session
  - 23-27 July 2007

ECDIS carriage requirements discussion leads to call for proposals

After much debate, the 53rd session of the Sub-Committee on Safety of Navigation (NAV) did not reach a firm conclusion on the need for a mandatory carriage requirement for Electronic Chart Display and Information Systems (ECDIS). Despite substantial support, in principle, for the development of a carriage requirement, concerns and questions were nevertheless raised about the necessity, the feasibility and the cost effectiveness of such a requirement, on the uncertainties of global ENC-coverage and related shortcomings in the content of ENCs, on the position of developing countries, small island developing states and least developed countries, on the human element and training aspects and related issues. The Sub-Committee felt the discussion had provided it with a clearer picture of the pros and cons of a carriage requirement, which might offer a good basis for the submission of proposals on the issue for NAV 54. Member Governments were therefore invited to submit suitable proposals for further consideration at that meeting.

Evaluation of the use of ECDIS and ENC development

Figures provided by the International Hydrographic Organization (IHO) showed that ENC coverage is increasing steadily and it was IHO’s opinion that there would be adequate coverage of consistent ENCs by the time any further mandatory carriage requirements were likely to be adopted by IMO.

The Sub-Committee requested IHO and Member Governments to continue their efforts in increasing the coverage of ENCs.

Carriage requirements for a bridge navigational watch alarm system

The Sub-Committee considered a proposal to amend SOLAS regulation V/19 to require all ships of 150 gross tonnage and upwards and passenger ships irrespective of size to be fitted with a Bridge Navigational Watch Alarm System (BNWAS), which should be in operation when the ship is at sea. There was substantial support for the proposal and the majority of delegations were of the view that installation of a BNWAS should not lead to a reduction in manning levels on the bridge of a ship and that text to this effect should be included in the preambular paragraphs of the adopting resolution. Further discussion was deferred to the next session, to which Member Governments were invited to submit suitable proposals and comments for consideration.

Development of an e-navigation strategy

The Sub-Committee provisionally finalized the following definition for e-navigation as a concept based on harmonization of marine navigation systems and supporting shore services driven by users’ needs:

“E-Navigation is the harmonized collection, integration, exchange, presentation and analysis of maritime information onboard and ashore by electronic means to enhance berth to berth navigation and related services, for safety and security at sea and protection of the marine environment.”

It provisionally agreed that the core objectives of an e-navigation concept, using electronic data capture, communication, processing and presentation should be to:

- facilitate safe and secure navigation of vessels having regard to hydrographic, meteorological and navigational information and risks;
- facilitate vessel traffic observation and management from shore/coastal facilities, where appropriate;
- facilitate communications, including data exchange, among ship to ship, ship to shore, shore to ship, shore to shore and other users;
• provide opportunities for improving the efficiency of transport and logistics;
• support the effective operation of contingency response, and search and rescue services;
• demonstrate defined levels of accuracy, integrity and continuity appropriate to a safety critical system;
• integrate and present information on board and ashore through a human interface which maximizes navigational safety benefits and minimizes any risks of confusion or misinterpretation on the part of the user;
• integrate and present information onboard and ashore to manage the workload of the users, while also motivating and engaging the user and supporting decision making in corporate training and familiarization requirements for the users throughout the development and implementation process;
• facilitate global coverage, consistent standards and arrangements, and mutual compatibility and interoperability of equipment, systems, symbology and operational procedures, so as to avoid potential conflicts between users; and
• be scalable, to facilitate use by all potential maritime users.

The Sub-Committee agreed that the e-navigation strategy should be driven by user needs rather than by technology and was advised that the United Kingdom, IALA and IPSMA were working on developing a methodology to identify users and their needs and would be providing the appropriate input to the Correspondence Group on the subject. Accordingly, the Sub Committee agreed that the Correspondence Group should continue its work related, among other things, to this aspect. The Correspondence Group will submit a document to COMSAR 12, raising specific questions that should be addressed by COMSAR, and prepare a final comprehensive report for submission to NAV 54.


Draft revised performance standards for INS were finalized for adoption by MSC 83. According to the performance standards, the purpose of an INS is to enhance the safety of navigation by providing integrated and augmented functions to avoid geographic, traffic and environmental hazards. An INS comprises navigational tasks such as route planning, route monitoring and collision avoidance, including the respective sources, data and displays which are integrated into one navigation system.

An INS is defined as such in the performance standards if it covers at least two of the following navigational tasks/functions: route monitoring, collision avoidance and track control. Other navigational tasks may also be integrated into the INS. The scope of the INS may differ, depending on the number and kind of tasks and functions integrated into the INS. The performance standards allow for a differentiated application of the requirements depending on integrated tasks and functionality.

The INS performance standards are structured in four major modules:

- **Module A** – Integration of information
- **Module B** – Task related requirements for Integrated Navigation Systems
- **Module C** – Alert management
- **Module D** – Documentation requirements

The Sub-Committee agreed that, for the successful implementation of INS and IBS it is essential that all sensors and equipment adopt a standard serial communication protocol to support compatibility and allow interconnection and integration.

In addition, the Sub-Committee re-established the correspondence group to develop guidelines for IBS, including performance standards for Bridge Alert Management. It also agreed to amend the title of the agenda item to “Develop guidelines for IBS, including performance standards for Bridge Alert Management” and to seek an extension of the target completion date for another two sessions.

SOLAS regulation V/15 requires that the design and arrangement of navigation systems and equipment on the bridge should facilitate the tasks to be performed by the bridge team and the pilot and promote safe and effective Bridge Resource Management (BRM). The Sub-Committee agreed guidelines on the application of SOLAS regulation V/15 to INS, IBS and bridge design for adoption by MSC 83.

The guidelines are designed to be taken into account by designers and system integrators designing and installing INS and IBS systems. They recommend that the physical arrangement of the systems on the bridge and presentation of information should permit observation or monitoring by all members of the bridge team and pilot. The system should avoid the potential for a single-person failure during operation and should minimize the risk of human error by facilitating monitoring and cross checks between members of the bridge team and pilot.

**Development of guidelines for the installation of shipborne radar equipment**

The Sub-Committee finalized guidelines for the installation of shipborne radar equipment for approval by MSC 84. The guidelines are intended for owners, ship designers, manufacturers, installers, yards, suppliers and ship surveyors and apply to all shipborne radar installations mandated by the 1974 SOLAS Convention.
They do not replace documentation supplied by the manufacturer.

**Guidelines for the control of ships in an emergency**

The Sub-Committee finalized guidelines for the control of ships in an emergency for approval by MSC 83. The guidelines cover the responsibilities of all parties in a maritime emergency. They do not create a chain of command but, if implemented by Member States as part of their emergency action plans, will clarify what the chain should be. The guidelines would not change the responsibilities of the master, but they are intended to avoid misunderstandings concerning the master’s role when coastal State laws are enforced and what their effect would be on the master and others involved in an emergency. In particular, they are designed to avert misunderstandings as to where responsibility lay when the master was being ordered to take action against his own judgement.

**Development of performance standards for navigation lights, navigation controllers and associated equipment**

The Sub-Committee recognized the need for a standardized serial interface for navigation light controllers to enable them to communicate with other marine navigation and communication systems. The IEC was invited to develop a suitable interface. The Sub-Committee also approved a draft MSC resolution, for adoption by MSC 83, on performance standards for navigation lights, navigation light controllers and associated equipment. These performance standards apply to such equipment to be fitted aboard vessels in accordance with the COLREGs. They cover its design, testing, installation and maintenance and include a section specifically on special requirements for lights using LEDs, the luminous intensity of which gradually decreases while the electricity consumption remains unchanged.

---

**Ships’ routeing, ship reporting and other measures**

The Sub-Committee approved, for adoption by the Maritime Safety Committee, the following proposals on ships’ routeing, ship reporting and other relevant measures in areas of identified navigational hazards and environmentally sensitive sea areas. The new Traffic Separation Schemes (TSSs) and amendments to the TSSs and routeing measures other than TSSs will be implemented at 00.00 hours UTC, six months after adoption by the Maritime Safety Committee.

**New TSSs**
- New TSS Maas North-West forming part of the routeing system In the Approaches to Hook of Holland and at North Hinder
- New TSSs On the approaches to the Polish ports in the Gulf of Gdansk
- New TSSs and attached two-way routes Off the southwest coast of Iceland

**Existing TSSs**
- Amendments to the Mandatory route for tankers from North Hinder to the German Bight and vice versa and to related TSSs Off Texel; Off Vlieland, Vlieland North and Vlieland Junction; Terschelling-German Bight; and German Bight western approaches
- Amendments to TSSs In the approaches to Hook of Holland and at North Hinder
- Amendments to TSS In the Sound
- Amendments to TSS In the Approaches to Chedabucto Bay
- Amendments to TSS In the Strait of Dover and Adjacent Waters

**Routing measures other than TSSs**
- New recommended tracks – Galapagos Area to be Avoided and PSSA
- Establishment of a new Area to be Avoided and modifications to the breadth of the Safety Zones around oil rigs located off the Brazilian Coast, Campos Basin – approved the proposed new Area to be Avoided but did not agree to modification of safety zones around oil rigs as there is no established procedure or guideline for extension of safety zones larger than 500m, which is provided for in UNCLOS;
- Amendment and expansion of the six existing Areas to be Avoided In the Region of the North-West Hawaiian Islands (new name: Papahānaumokuākea Marine National Monument ATBA)
- Amendment to the Deep-water route leading to Europoort
- Amendment to the Areas to be Avoided At Maas centre and At North Hinder junction Point
- Recommendations on navigation to the Polish ports through the Gulf of Gdansk traffic area
- Establishment of new two-way route – Off the southwest coast of Iceland
- Establishment of Areas to be Avoided – Off the south and southwest coast of Iceland
- Amendments to the Recommendation on navigation through the entrances to the Baltic Sea
- Establishment of new mandatory No Anchoring Areas on Shanks Bank and Long Shoal
- Establishment of a seasonal Area to be Avoided In Roseway Basin, south of Nova Scotia
- Amendments to the northerly and southerly limits of the Sandettie Deep-Water route and an amendment to the position of the Foxtrot 3 station In the Strait of Dover and Adjacent Waters
- Amendments to the Recommendations on Navigation through the English Channel and the Dover Strait
- Amendments to the Deep-Water Route North-east of Gdansk

**Mandatory ship reporting systems**
- New ship reporting system for The Papahānaumokuākea Marine National Monument
- New mandatory ship reporting system On the approaches to the Polish ports in the Gulf of Gdansk
- New mandatory ship reporting system Off the south and southwest coast of Iceland
- Amendments to the existing mandatory ship reporting systems Off Ushant; Off Les Casquets and Dover Strait/Pas de Calais
<table>
<thead>
<tr>
<th>Publication</th>
<th>Format</th>
<th>Language</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>The IMO-Vega Database (V12.0), 2007</td>
<td>D12A</td>
<td>English</td>
<td>£590</td>
</tr>
<tr>
<td>IAMSAR Manual on CD (V4.0), 2007</td>
<td>DE960M</td>
<td>English</td>
<td>£100</td>
</tr>
<tr>
<td>GMDSS Manual, 2007</td>
<td>IC970E</td>
<td>English</td>
<td>£95</td>
</tr>
<tr>
<td>Offshore Supply Vessels Guidelines, 2007</td>
<td>IA807E</td>
<td>English</td>
<td>£5</td>
</tr>
<tr>
<td>LPG Tanker Cargo &amp; Ballast Handling, 2007</td>
<td>T135E</td>
<td>English</td>
<td>£20</td>
</tr>
<tr>
<td>LNG Tanker Cargo &amp; Ballast Handling, 2007</td>
<td>T136E</td>
<td>English</td>
<td>£20</td>
</tr>
<tr>
<td>Chemical Tanker Cargo &amp; Ballast Handling, 2007</td>
<td>T137E</td>
<td>English</td>
<td>£20</td>
</tr>
</tbody>
</table>

All publications are available from our online bookshop and authorized distributors of IMO publications.
International Maritime Prize goes to two recipients

For the first time, and exceptionally, the prestigious International Maritime Prize is to be awarded to two recipients for a single year. At its 98th session the IMO Council decided to award the prize for 2006 to Mr. Alfred Popp of Canada and, posthumously, to Mr. Igor Ponomarev of the Russian Federation.

Mr. Popp gains 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 2005.

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.

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.

Mr Alfred Popp

Mr. Popp has enjoyed a 42-year long 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.

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

Igor Ponomarev Scholarship Fund established

The IMO Council has welcomed and endorsed the proposal of IMO Secretary-General Efthimios E. Mitropoulos for the establishment of a scholarship at the World Maritime University to commemorate the life of Mr. Ponomarev. The Igor Ponomarev Scholarship Fund will support the attendance of a student on the 17-month MSC programme at WMU. The aim is to raise US$50,000.
IMO has launched a new publication containing comprehensive, detailed information on the designation of Particularly Sensitive Sea Areas (PSSAs) by the Organization.

A PSSA is one that is deemed to merit special protection, through action by IMO, because of its significance for recognized ecological, socio-economic, or scientific attributes – where such attributes may be vulnerable to damage by international shipping activities.

At the time of designation of a PSSA, at least one associated protective measure (APM), which meets the requirements of the appropriate legal instrument establishing such measure, must have been approved or adopted by IMO to prevent, reduce, or eliminate the threat to, or the identified vulnerability of, the PSSA.

IMO is the only international body responsible for assessing proposals for and designating areas as PSSAs and adopting measures applicable to international shipping.

The new IMO publication provides the reader with an overview of all PSSAs, including their APMs, which have been designated by the Organization since 1990 and includes all key legal documents adopted to date by the IMO Assembly and the Marine Environment Protection Committee (MEPC), in particular:

- Revised PSSA guidelines for the identification and designation of particularly sensitive sea areas;
- Revised guidelines to submit a PSSA proposal to IMO;
- PSSA proposal review form; and
- Uniform PSSA resolution format.

These texts will assist Member Governments in the preparation, identification and submission of PSSA proposals and will provide the MEPC with a robust method to review such proposals so as to ensure that the revised PSSA Guidelines are duly fulfilled.

It is also envisaged that this publication will assist mariners to approach and navigate near or through PSSAs with caution, and act as required by the APMs.

According to IMO Secretary-General Efthimios E. Mitropoulos, “this publication is an excellent example of IMO’s response to environmental challenges in sea areas that may be vulnerable to damage by international shipping activities; it will make all this important information readily available to mariners and Administrations alike.”

To date, the following PSSAs have been designated:

- Great Barrier Reef, Australia (designated a PSSA in 1990)
- Sabana-Camaguey Archipelago, Cuba (1997)
- sea area around Malpelo Island, Colombia (2002)
- sea around the Florida Keys, United States (2002)
- Wadden Sea, Denmark, Germany, Netherlands (2002)
- Paracas National Reserve, Peru (2003)
- Western European Waters (2004)
- extension of the existing Great Barrier Reef PSSA to include the Torres Strait, Australia and Papua New Guinea (2005)
- Canary Islands, Spain (2005)
- Galapagos Archipelago, Ecuador (2005)
- Baltic Sea area, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden (2005)

Details of each, together with all the relevant APMs will be found in this new volume.

The book is available online through IMO Publications distributors and directly from IMO’s Publishing Service.

Technical details:

Cover image courtesy of the Spatial Data Centre, Great Barrier Reef Marine Authority.
 IMO and a group of 14 partner organizations are marking the fifth anniversary since the launch of the web-based UN Atlas of the Oceans (http://www.oceansatlas.org), in June 2002. The Atlas is a pioneering online encyclopedia containing a wealth of information on the world’s oceans that is maintained collaboratively by an international network of expert editors.

The Atlas was launched in 2002 by a group of UN agencies and their partners – constituting some of the world’s foremost ocean agencies – amid mounting concern over the continuing deterioration of marine and coastal ecosystems and with the goal of helping to reverse this decline and promote the sustainable development of oceans.

“The Atlas is cross-sectoral in nature and, with respect to IMO’s mandate, includes extremely valuable information on shipping, maritime safety and security and the protection of the marine environment,” said Mr. Miguel Palomares, Director of IMO’s Marine Environment Division and IMO Focal Point of the UN Atlas.

Currently, the Atlas contains over 4,000 entries which, aside from those related directly to maritime transport, range from fisheries biology to ocean law to undersea prospecting for pharmaceuticals and telecommunications.

Each topic listing provides background information, records UN agency programme roles and involved organizations, describes relevant legal and policy frameworks, identifies research needs, and gives an assessment of what the future holds.

These entries are maintained by a network of 42 volunteer expert editors, with another 7,000-plus “members” who receive regular updates on new or altered atlas content, contribute to the content and give feedback to the editors. This collaborative method of contributing to and updating a website is known as a “wiki” system. About 100,000 people access the UN Atlas of the Oceans website each month.

Acting under the UN-OCEANS framework, fifteen UN and non-UN organizations make up the Atlas partnership, with FAO serving as the coordinating Secretariat: IMO, the International Atomic Energy Agency, the International Seabed Authority, the Secretariat of the Convention on Biological Diversity, United Nations Department of Economic and Social Affairs, the United Nations Environment Programme, the World Meteorological Organization, the Census of Marine Life, Russia’s Head Department of Navigation and Oceanography, the Intergovernmental Oceanographic Commission of the United Nations Educational, Scientific and Cultural Organization, the National Geographic Society, the United States National Oceanic and Atmospheric Administration, the World Ocean Observatory and the World Resources Institute, with initial funding from the United Nations Foundation.

More IMO meetings overseas

While IMO’s London headquarters building is undergoing major refurbishment, the Organization has to look elsewhere for venues for its major meetings. Most can be accommodated in other London locations but some are being hosted by other Member States. Following last year’s Maritime Safety Committee meeting (MSC 82) in Istanbul, Turkey, and the Conference to adopt the Wreck Removal Convention in Nairobi, Kenya in May this year, October 2007 will see two meetings held overseas. Denmark will host the 83rd session of the MSC, while Panama will be the venue for the 93rd meeting of the Legal Committee. Here Secretary-General Mitropoulos and Her Excellency, Ms. Liliana Fernández Puentes, Ambassador of Panama and Permanent representative to IMO, exchange the formal agreement for the latter meeting.

IMO Convention amendments close on entry threshold

Mr Jörg Hennerkes, Secretary of State at the German Federal Ministry of Transport, Building and Urban Affairs, delivers Germany’s ratification of the 1991 amendments to the IMO Convention, becoming the 109th Party to do so. Three more ratifications are needed for the amendments, which will institutionalize the Facilitation Committee, to enter into force.
A VALUABLE REFERENCE SOURCE

A bilingual, Canadian quarterly, Maritime Magazine is devoted to the maritime/multimodal industry in Canada as well as on the international scene.

LA RÉFÉRENCE PAR EXCELLENCE

Publication canadienne, bilingue et trimestrielle, Maritime Magazine couvre le secteur maritime / multimodal tant au Canada que sur la scène internationale.

SUBSCRIPTION / ABONNEMENT
Fax it back to / Envoyer par fax au (416) 692-5196. Will invoice you directly / Une facture suivra à votre attention.

CANADA (taxes incl.)
- 1 year / an : 35.46 $
- 2 years / ans : 63.61 $
- 3 years / ans : 82.00 $

USA / ÉTATS-UNIS
- 1 year / an : 36 $US
- 2 years / ans : 64 $US
- 3 years / ans : 82 $US

OTHER COUNTRIES / AUTRES PAYS
- 1 year / an : 40 $US
- 2 years / ans : 72 $US
- 3 years / ans : 94 $US

NAME / NOM

COMPANY / COMPAGNIE

ADDRESS / ADRESSE

CITY / VILLE

ZIP / CODE POSTAL

PHONE / TÉLÉPHONE

E-MAIL / COURRIEL

MARKETING@MARITIME.CA

Signature (required / obligatoire): __________

exp: __________