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Spotlight on Seafarers for 2010

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The world’s seafarers make a unique contribution to global society. Next year will see them specially recognized as the World Maritime Day theme will be “2010: Year of the Seafarer”

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Over the past two decades and more there has been a significant and genuine change in the way many companies approach the environmental and social issues related to their operations. Many have now come around to the view that good environmental and social stewardship actually make good business sense. It seems that the vision of a content, healthy and, as a consequence, efficient workforce clearly resonates in today’s world, when increased sensitivity to environmental and ethical issues has promoted heightened interest in the proper role of businesses in society. My own view on this is that “a happy ship is an efficient ship”.

However, as is so often the case, there are two sides to the coin. Critics of Corporate Social Responsibility (CSR) argue that a corporation’s principal purpose is to maximize returns to its shareholders, while obeying the laws of the countries within which it works. Others argue that the only reason corporations put in place CSR programmes is utilitarian: that they see a commercial benefit in raising their reputation with their selected and targeted audiences and that, very often, such programmes are little more than window dressing.

Whatever the primary motivation, it is undeniable that, today, issues such as environmental sustainability, the fair treatment of workers and the duty of care businesses have towards their customers are of increasing concern. Media interest in these matters is heightened. Investors and investment fund managers have begun to take account of CSR policies when making investment decisions and consumers have become increasingly sensitized to the CSR performance of the companies from which they purchase goods and services. These trends have undoubtedly contributed to the pressure on all companies to operate in an economically, socially and environmentally responsible and sustainable manner.

“Shipping is no different from any other industry in that, both collectively and individually, shipowners and operators need to protect their brand image”

Today, most large companies in industries of a comparable size to shipping – for example automotive, electronic, apparel, toys, petroleum – have strong formal CSR programmes in place. Multimodal shippers such as DHL and FedEx, to mention just two, are championing the concept in the logistics industry.

Shipping is no different from any other industry in that, both collectively and individually, shipowners and operators need to protect their brand image. They need to be confident that they can demonstrate, to a whole variety of audiences – such as investors, charterers, insurers, corporate customers and environmental activists – that their ships and their operations are safe and environmentally sound.

Shipowners need to be aware that, even if they themselves can manage to operate away from the glare of publicity and the pressure of consumer concerns, these are now becoming key issues for many of their customers. As a result, those customers will, increasingly, be looking to manage their exposure in this regard by selecting business partners – including shipping companies – that have clear and verifiable CSR policies.

Nobody, be they ship operators, shipowners or their customers, wants the embarrassment of seeing their ships or their cargo making headlines for all the wrong reasons – reasons that might include anything from illegal oil discharges, through poorly-treated seafarers, to a full-blown shipping casualty.

So, shipping as a whole needs to be able to show that it has, for example, cultivated a reliable and well-trained labour force, and has good environmental, health and safety policies built into its day-to-day operations. Developing and sustaining a safety culture and an environmental conscience will do much to enhance its image worldwide.

Balanced decisions for our future require the integration of social, economic and environmental considerations. Business is not, and cannot, be divorced from the rest of society. Business and society are inter-dependent. If we are to build a better future, concepts such as CSR and diversity in employment must become more than simply the latest business trends or fads. They must be given more than lip service. They must be taken seriously, acted upon and promoted widely, and by all concerned.

The progress that has been made in shipping over recent decades is encouraging indeed. Although there is still a long way to go, I am confident that further improvements will continue to be made.
INTELLIGENCE

Seafarers in the spotlight for 2010

The IMO Council has agreed that next year’s theme for World Maritime Day will be “2010: Year of the Seafarer”.

The theme – to be celebrated throughout the year and also at a World Maritime Day parallel event in Argentina - was selected to give IMO and the international maritime community the opportunity to pay tribute to the world’s seafarers for their unique contribution to society and in recognition of the risks they shoulder in the execution of their duties in an often hostile environment.

In proposing it, IMO Secretary-General Mitropoulos said that “the unique hazards confronting the 1.5 million seafarers of the world - including pirate attacks, unwarranted detention and abandonment - coupled with the predicted looming shortage of ships’ officers, make it ever more incumbent to take immediate and effective action to forestall a situation in which ships are not manned with sufficient skilled personnel”.

The theme complements IMO’s ongoing “Go to Sea!” campaign to attract new entrants to the shipping industry, which was launched in November 2008 in association with the International Labour Organization, the “Round Table” of shipping industry organizations and the International Transport Workers’ Federation.

It is also in line with the comprehensive review, initiated in 2006, of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978 and its associated Code, updated texts of which are due to be considered by a Diplomatic Conference scheduled to be held in Manila, Philippines, in mid-2010. Once adopted, the proposed amendments to the STCW Convention and Code will provide the necessary global standards for the training and certification of seafarers to operate technologically advanced ships, today and for some time to come.

Timescale agreed for mandatory Audit Scheme

The IMO Council has approved, in principle, a five-year plan that would see the Voluntary IMO Member State Audit Scheme phased-in as an institutionalized, mandatory scheme.

The Council requested the Secretariat to prepare a resolution delineating the way forward, together with a proposed timeframe and schedule for the further development of the Audit Scheme, for consideration and approval by the next session of the Council, for submission to the IMO Assembly for adoption, both scheduled to be held in November 2009.

Such a timeframe would entail, in principle, the introduction of appropriate requirements in the relevant mandatory IMO instruments, with consequential amendments to these being adopted possibly in 2013, for subsequent entry into force in January 2015. A resolution on the framework and procedures for the new phase of the scheme would also need to be adopted by the IMO Assembly, with preparatory work for commencement of an institutionalized scheme following thereafter.

Under the current scheme, the first audits were carried out in 2006 and, to date, 53 IMO Member States and one Associate Member have volunteered for audit and 38 audits have been completed.

Meanwhile, the Council encouraged Member States that have not yet volunteered for audits to do so as and when they are ready, and as early as possible, and invited Member States to nominate qualified auditors who can be selected for audit teams and who can participate in the related training courses convened by the Organization.
IMO launches DVD to highlight World Maritime Day theme

IMO has launched a new DVD entitled “Climate Change: a challenge for IMO too”, which highlights the efficiency and carbon footprint of the world’s international merchant fleet, as well as the challenges faced by IMO in its efforts to effectively control greenhouse gas emissions from ships engaged in international trade.

Made with the generous support of funding from the Governments of the Netherlands and Norway, the DVD has been produced with the aim of informing and evoking an interest about the work of IMO with respect to this vital topic.

The DVD has three main objectives;

• emphasizing that IMO is very concerned about climate change and its regulatory role in this context and that it is taking the issue very seriously
• the film further reflects on IMO’s track record, showing the achievements IMO has made in the past
• the DVD further highlights that IMO has a strategy and a work programme to place further focus on the issue and that IMO wholeheartedly, and with the IMO spirit of cooperation, continues its efforts to combat climate change.

At the launch event, held at IMO Headquarters on World Maritime Day, a team of international experts on the subject, comprising: Mr. Eivind S. Vagslid, Head of the Chemical and Air Pollution Prevention Section of the Marine Environment Division, IMO; Professor David S Lee, Director, Centre for Air Transport and the Environment, Department of Environmental and Geographical Sciences, Manchester Metropolitan University and a member of the scientific consortium behind the Second IMO GHG Study 2009; Mr. Peter Hinchliffe, Marine Director, International Chamber of Shipping (ICS) and Mr. Peter Lockley, Head of Transport Policy for World Wide Fund for Nature – United Kingdom (WWF-UK) and member of the WWF observer delegation to IMO, joined forces to endorse the DVD and its message.

IMO agrees Gulf of Aden transit corridor

Merchant ships should use the Internationally Recommended Transit Corridor (IRTC) in the Gulf of Aden, in order to lessen the risk of piracy attacks, the IMO Sub-Committee on Safety of Navigation (NAV) agreed at its 55th session.

A Safety of Navigation circular (SN.1/Circ.281) gives details of the scheme, which has been established by navies operating in the region.

Ships in transit are recommended to conduct their passage through the IRTC in groups, based on planned transit speeds. The group transits are designed to ensure that ships benefit from avoiding high profile piracy areas at the most dangerous times, while allowing maximum coordination of military assets in the region and enabling ships to benefit from enhanced mutual protection.

The NAV Sub-Committee also agreed a draft Assembly resolution, recommending the use of the IRTC, for submission through the IMO Council’s extraordinary session in November, to the IMO Assembly in November-December 2009, for adoption.
NAV progresses e-navigation strategy

At its 55th session, the Sub-Committee on Safety of Navigation (NAV) further developed the e-navigation strategy implementation plan, aiming at implementing the strategic vision for e-navigation adopted by MSC 85 last year.

The objective is to integrate existing and new navigational tools, in particular electronic tools, in an all-embracing system that will contribute to enhanced navigational safety (with all the positive repercussions this will have on maritime safety and environmental protection) while simultaneously reducing the burden on the navigator.

Preliminary shipboard user needs were identified, and a correspondence group on e-navigation was established and instructed to progress the work intersessionally, to include development of detailed shore-based user needs and the identification of functions and services to support the shipboard and shore-based user needs in a harmonized and holistic manner.

The correspondence group was also tasked with developing an outline of the system architecture; undertaking an initial gap analysis relating to all aspects of e-navigation; developing/recommending an appropriate methodology for carrying out cost-benefit and risk analyses; and preparing a comprehensive report for submission to NAV 56, which meets in July 2010.

Anti-piracy routing for Gulf of Aden
Merchant ships should use the Internationally Recommended Transit Corridor (IRTC) in the Gulf of Aden, in order to lessen the risk of piracy attacks, the Sub-Committee agreed. A Safety of Navigation circular (SN.1/Circ.281) gives details of the scheme, which has been established by navies operating in the region. (see P.7 for more details)

IBS guidelines agreed
Guidelines for bridge equipment and systems, their arrangement and integration were agreed, for submission to the Maritime Safety Committee (MSC) for approval. The guidelines aim to support the safe and effective operation of vessels under the control of bridge team and pilot. They are recommended for use by manufacturers, installers, yards, suppliers and ship surveyors. These guidelines supersede the existing performance standards for IBS (resolution MSC.64(67), annex 1).

The Sub-Committee also finalized a draft MSC resolution on performance standards for Bridge Alert Management, for adoption by the Committee.

HSC may use “new technology”
High Speed Craft (HSC) may be equipped with navigation equipment and systems that take advantage of the latest technological developments permitted by regulations relating to SOLAS chapter V, e.g. standards for integrated navigation systems and alert management, according to a draft MSC circular on HSC compliance with the provisions of SOLAS regulations V/18 to V/20, which was finalized for approval by the MSC.

Such equipment should be of an equivalent or higher standard to the requirements of chapter 13 of the 2000 HSC Code, to the satisfaction of the Administration.

The circular recognizes that, due to the timing of the review and updating of IMO documentation, requirements under the safe navigation provisions of the 2000 HSC Code are not keeping pace with technology. An unintended consequence of this situation is that the building of new HSC must continue to involve the duplication of equipment and the installation of large individual analogue indicators into small cockpit-style bridge arrangements when the technology, including redundancy arrangements, would allow for integrated digital information to be displayed in a more user-friendly, space-efficient and ergonomic manner.
Ships’ routeing and reporting
The Sub-Committee approved the following new and amended ships’ routeing and ship reporting measures for submission to the MSC for adoption:

Traffic Separation Schemes (TSSs)
- New TSS at Adlergrund and Stupska Bank in the southern part of the Baltic Sea;
- three new TSSs surrounding Gotland Island, West Klintehamn, South Midsjöbankarna and South Hoburgs bank; and amending the name of the existing TSS Off Gotland Island to North Hoburgs bank;
- new TSS in the Black Sea in the area of the south-western coast of the Crimea as a non-mandatory TSS;
- amendments to the existing TSSs Off Cape Roca and Off Cape S. Vicente; and
- amendments to the existing TSSs Off Kalbadag Grund Lighthouse, Off Porkkala Lighthouse and Off Hankoniemi Peninsula in the Gulf of Finland.

Routeing measures other than TSSs
- A new two-way route, Salvorev, in the waters north of Gotland island;
- an Area to Be Avoided and two Mandatory No Anchoring Areas in the western North Atlantic Ocean, off the coast of the United States;
- amendments to the routeing measures leading to the new Jazan Economic City Port (JEC Port); and
- amendments to the existing deep-water route leading to Utmuiden.

Mandatory ship reporting systems
- Amendments to the existing mandatory ship reporting system “In the Strait of Gibraltar” (GIBREP); and
- amendments to the existing mandatory ship reporting system (WETREP) in the Western European Particularly Sensitive Sea Area.

AIS – mandatory annual testing
The Sub-Committee finalized draft amendments to SOLAS regulation V/18 (Approval, surveys and performance standards of navigational systems and equipment and voyage data recorder), to add a new paragraph to require the annual test of the Automatic Identification System (AIS) to be conducted by an approved surveyor or an approved testing or servicing facility, to verify the correct programming of the ship’s static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air testing; using, for example, a vessel traffic service. The proposed text will be submitted to the MSC for approval and subsequent adoption.

Pilot transfer arrangements
The Sub-Committee agreed draft amendments to SOLAS regulation V/23 and resolution A.889(21) on pilot transfer arrangements, for submission to the MSC. The aim of the amendments is to update and to improve safety aspects of pilot transfer.

VDR performance standards
The Sub-Committee made progress in developing draft revised performance standards for voyage data recorders (VDRs), and developed a draft revision of the Annex of resolution A.861(20) Performance standards for shipborne voyage data recorders, as amended, for further review at the next session. The proposed amendments to the performance standards intend to address various issues, including proposals to extend the time for which data are retained; to amend the standards relating to post-incident retrieval (fixed versus float-free arrangements); and to amend the text on the final recording medium.

Shipborne nav and comms equipment
The Sub-Committee prepared a draft MSC circular on Guidance on procedures for updating shipborne navigation and communication equipment, for review by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR 14) and a final review by NAV 56 prior to approval by MSC 88. The guidance aims to provide procedures for
FROM THE MEETINGS

Voyage Data Recorders are to be the subject of revised performance standards developed by the Sub-Committee on Safety of Navigation (NAV) | 55th Session | 27-31 July 2009

upgrading shipborne navigation and communication equipment, in order to meet changes in IMO and International Telecommunication Union (ITU) regulatory requirements.

Morse Code – knowledge still important

The Sub-Committee agreed to retain without change SOLAS regulation V/19.2.2.2, which requires all ships of 150 gross tonnage and upwards and passenger ships irrespective of size to carry a daylight signalling lamp. The Sub-Committee was of the view that it was important for mariners to acquire and retain a working knowledge in recognition of Morse Code characters, including single-letter signals of the International Code of Signals; however, there was no need to demonstrate proficiency in the transmission/reception of Morse Code.

Safety zones round artificial structures

A correspondence group was established to develop relevant guidelines for recommending safety zones larger than 500 metres around artificial islands, installations and structures in the Exclusive Economic Zone (EEZ), including multiple structure installations.

The move to develop the guidelines follows requests by several States to recommend safety zones larger in size than 500 metres. There are currently no international standards to assess such requests. Safety zones around artificial islands, installations and structures in the Exclusive Economic Zone are – in accordance with international law as reflected in Article 60(5) of the United Nations Convention on the Law of the Sea (UNCLOS) – limited to 500 metres in breadth from the outer edge of such artificial islands, installations and structures, unless recommended by IMO or as authorized by generally accepted international standards.

“The move to develop the guidelines follows requests by several States to recommend safety zones larger in size than 500 metres”
Improved container securing to protect deck workers

Draft amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) were agreed by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC), when it met for its 14th session

The draft amendments, to be submitted to the Maritime Safety Committee at its next session in May 2010 (MSC 87) for approval, include a proposed new annex, to provide Guidance on providing safe working conditions for securing of containers on deck, aimed at ensuring that persons engaged in carrying out container securing operations on deck have safe working conditions and, in particular, safe access, appropriate securing equipment and safe places of work.

The Sub-Committee also agreed draft MSC circulars on Revised Guidelines for the preparation of the Cargo Securing Manual, to include reference to safe access for lashing of containers; amendments to the Guidelines for securing arrangements for the transport of road vehicles on ro ro ships (resolution A.581(14)), as amended by MSC/Circ.812, and Amendments to the elements to be taken into account when considering the safe stowage and securing of cargo units and vehicles in ships (resolution A.533(13)), which take into account the revisions to the CSS Code and refer to the need to provide safe access and safe places of work for persons engaged in work connected with cargo stowing and securing.

Draft amendments to BLU Code

The Sub-Committee agreed draft amendments to the Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code) and the Manual on Loading and Unloading of Solid Bulk Cargoes for Terminal Representatives, to update the two documents in view of the mandatory International Maritime Solid Bulk Cargoes (IMSBC) Code, which is expected to enter into force on 1 January 2011. The draft amendments will be submitted to MSC 87.

A draft MSC circular on Additional considerations for the safe loading of bulk carriers was also agreed, for submission to the MSC. The circular notes concerns that the provisions of SOLAS chapter VI, regulation 7 (Loading, unloading and stowage of solid bulk cargoes) and the BLU Code are not being universally applied, and this may be attributed to the lack of a mutual agreement between terminal representatives and masters on appropriate loading and unloading rates for solid bulk cargoes to prevent over-stressing of the ship’s structure. An agreed loading/unloading plan between the terminal representative and master is a mandatory requirement under SOLAS regulation VI/7.3.

CTU deficiencies – concerns raised

The Sub-Committee reviewed the latest reports on container inspection programmes and expressed its concern about the high rate of deficiencies and the lack of adherence to the provisions of the IMDG Code, especially in the areas of placarding and marking and stowage/securing of cargoes inside units.

The Sub-Committee noted that the provisions for the required placarding and marking of containers are comprehensive. However, they are not being universally applied and, thus, this may be attributed to the lack of a mutual agreement between terminal representatives and masters on appropriate loading and unloading rates for solid bulk cargoes to prevent over-stressing of the ship’s structure.

A total of 10,800 deficiencies were found, giving a deficiency rate of 21.5 per cent.
**Entering enclosed spaces**

The Sub Committee began its review of the IMO recommendations for entering enclosed spaces aboard ships (resolution A.864(20)), taking into account a survey of its Members by the Marine Accident Investigators’ International Forum (MAIIF), which showed that there have been at least 101 enclosed space incidents, resulting in 93 deaths and 96 injuries, since the recommendations were adopted in November 1997.

The Sub-Committee noted the MAIIF conclusions that, from many of the casualties investigated, it is evident that training was inadequate and that the necessary drills were not carried out. Training may remain ineffective if not backed up by a positive management-level commitment to managing safety, assessing competence and training needs on board, and developing a safety culture from the company head-office to the master, the officers and the ratings.

A Correspondence Group on Revision of the recommendations for entering enclosed spaces aboard ships was established, to prepare draft amendments to the current recommendations. The work will also take into account concurrent work on this issue by the Bulk Liquids and Gases, Fire Protection and Standards of Training and Watchkeeping Sub-Committees, with the DSC Sub-Committee acting as coordinator.

**IMDG code - draft amendments**

The Sub-Committee continued its regular review of the International Maritime Dangerous Goods (IMDG) code and agreed draft amendments for submission to MSC 87 for adoption, following finalization by the Editorial and Technical (E&T) Group.

The amendments include revisions to carriage provisions for specific goods as well as a number of changes to provisions for dangerous goods packed in limited and excepted quantities, to include a new excepted quantities mark, and amendments to provisions relating to intermediate bulk containers (IBCs), large packagings, portable tanks, multiple-element gas containers (MEGCs) and road tank vehicles.

**Revised MARPOL Annex III agreed**

The revised text of MARPOL Annex III Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form was agreed for submission to MEPC 60 with a view to subsequent adoption by MEPC 61.

The amended text is aimed at bringing the Annex up to date with the mandatory IMDG Code, specifying that goods should be shipped in accordance with the relevant provisions of the IMDG Code.

**SOLAS amendments agreed on documents**

The Sub-Committee agreed draft amendments to SOLAS regulation on documents relating to the carriage of dangerous goods in packaged form, in chapter VII Carriage of dangerous goods, to remove ambiguities and to make it clear that documents should be in accordance with the relevant provisions of the IMDG Code.

The draft amendments to SOLAS regulation VII/4 will be submitted to MSC 87 for approval, with a view to adoption at MSC 88, with an envisaged entry-into-force date of 1 January 2014, in order to align the entry-into-force date of these amendments with amendment 36-12 to the IMDG Code.

**Coal briquettes - stowage and segregation**

A draft MSC circular on the Interpretation of stowage and segregation requirements for brown coal briquettes and coal related to “hot areas”, in the International Maritime Solid Bulk Cargoes (IMSBC) Code, was agreed, for submission to the MSC. The circular clarifies the interpretation of ‘hot areas’, adjacent to which neither cargo should be stored. The Sub-committee agreed that “Heated fuel oil...”
tanks adjacent to cargo spaces carrying these cargoes should not normally be considered as ‘hot areas’ when the fuel oil temperature is controlled at less than 55°C; this temperature is not exceeded for periods greater than 12 hours in any 24 hour period; and the maximum temperature of the fuel oil reached does not exceed 65°C.”

The IMSBC Code was adopted in December 2008 as a mandatory instrument under SOLAS chapters VI and VII, to take effect on 1 January 2011.

**Timber deck cargoes**

The Sub-Committee reviewed the text of the draft revised Code of Safe Practice for Ships Carrying Timber Deck Cargoes and agreed for further work to be progressed by a correspondence group ahead of the next DSC meeting in 2010.

The revision of the code is aimed at replacing outdated methods for securing timber deck cargoes with new methods for safe, rational and efficient securing of such cargoes, making the code more user-friendly and addressing issues of crew training and familiarization.

The code was first circulated in 1978 and revised subsequently, with the last revised code issued in 1991.

**Draft amendments to CSC Convention**

The Sub-Committee agreed draft amendments to the International Convention for Safe Containers, 1972, for submission to the MSC for approval and subsequent adoption.

The draft amendments include addition of new paragraphs in Regulation 1 – Safety Approval Plate, specifying the validity and elements to be included in approved examination programmes; the addition of a new test for containers being approved for operation with one door removed; and the addition of a new annex III Control and Verification, which provides specific control measures to enable authorized officers to assess the integrity of structurally sensitive components of containers and to help them decide whether a container is safe to continue in transportation or whether it should be stopped until remedial action has been taken.

A circular on Recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended, was also agreed for submission to MSC 87.

**Safe use of pesticides**

The Sub-Committee agreed a draft MSC circular amending MSC/Circ.612 on Recommendations on the safe use of pesticides in ships, to update the existing recommendations (the last revision was in 1993), taking into account the latest recommendations of the World Health Organization (WHO), the International Labour Organization (ILO), and the Food and Agriculture Organization (FAO) of the United Nations, with regard to pesticide residues and occupational safety.

Also agreed was a draft revised circular amending MSC.1/Circ.1265 on Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo transport units, bringing it up to date with latest amendments to the IMDG Code and including amendments to the Aide-Mémoire for Fumigation of Containers in the appendix to the circular, to make clear that suitability for fumigation should be checked before a container is fumigated and also to address the need for certain safety precautions to be applied, even when opening containers which have been ventilated after fumigation.
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Mr. Andy Easdown
Senior Vice President
Lloyds Register, Asia

“Yes, we will definitely be back for the next APM. The amount of traffic has been good and the people visiting are of a high quality and the companies are very happy indeed.”

Mr. John Southenren
Director
British Marine Equipment

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Mr. Raveen Guliani
Regional Sales Manager
Dubai Maritime City

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Legal Committee clarifies Bunkers Convention certificates

IMO’s Legal Committee moved to resolve possible confusion over some aspects of the implementation of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention), when it met for its 96th session, with the approval of a draft Assembly resolution on the issuing of bunker certificates of insurance to bareboat-registered vessels.

The draft resolution aims to clarify differing interpretations on the issuance of Bunker Certificates by States to ships registered in a bareboat registry (in other words, when a vessel is temporarily permitted to fly the flag of another country, while ownership continues to be registered in the underlying registry), by stating that, while all States Parties recognize that Bunker Certificates should be issued by the flag State if it is a Party to the Convention, “all State Parties should request only one Bunker Certificate from any ship, including ships bareboat-registered in a State Party, and should accept Bunker Certificates issued by such a State Party.” This is intended to assist shipowners, managers and operators in avoiding unnecessary delays, detentions of ships, and administrative burdens.

Further recommendations state that: “State Parties should avoid burdening shipowners with unnecessary bureaucracy; and State Parties which allow ships to be registered as bareboat chartered should cooperate to find viable solutions in a spirit of understanding and cooperation.” The draft resolution will be submitted to the 26th session of the IMO Assembly for adoption.

Mandatory financial security for abandonment

The Committee reviewed the report of the ninth session of the joint IMO/International Labour Organization (ILO) Ad Hoc Expert Working Group, and agreed with the Group’s recommendations to make mandatory, by means of proposed amendments to the ILO’s Maritime Labour Convention (MLC), 2006, financial security in case of abandonment of seafarers and in respect of contractual claims for personal injury to or death of seafarers.

The joint group’s report will also be submitted to the 306th session of the Governing Body of ILO.

It was also noted that the financial security envisaged in the draft text was restricted to contractual compensation as provided for under the employment contract, collective bargaining agreement or other employment agreement.

National piracy legislation

The Committee reviewed information on national piracy legislation submitted by Member Governments, noting that, in most cases, piracy is not addressed as an independent, separate offence with its own jurisdictional framework, but is subsumed within more general categories of crime, such as robbery, kidnapping, abduction, violence against persons, etc. In such cases, prosecution and punishment can only take place in accordance with a jurisdictional scope that is, inevitably, more restricted than the scope of universal jurisdiction regulated in the United Nations Convention on the Law of the Sea (UNCLOS).

In discussing the issue, delegations commented that many issues needed to be further explored, including national and regional prosecution mechanisms, including the establishment of regional courts. The establishment of an international tribunal was not, however, considered to be a viable alternative.

2005 SUA Protocols

The Committee was informed that three countries were in the process of ratifying the 2005 Protocol to the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation, 1988 (SUA Convention), which would bring the number of States parties to the 2005 SUA to 11, one fewer than the required number for the entry into force of the treaty. This would also allow the simultaneous entry into force of the 2005 Protocol related to fixed platforms, which has already achieved the required number of Contracting States, but cannot enter into force before the Convention.
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Climate Change – A Challenge for IMO too!

24 September 2009 marked the 32nd celebration of World Maritime Day, the annual occasion when the IMO leads the world in highlighting a key aspect of the shipping world. This year the theme for World Maritime Day was **Climate Change – a challenge for IMO too!** IMO Secretary-General Efthimios E. Mitropoulos welcomed dignitaries from the shipping and diplomatic communities to the annual reception at IMO’s Headquarters on London’s Albert Embankment.

In his World Maritime Day message to the international maritime community, Secretary-General Mitropoulos said now was the time to make tough decisions to address climate change, and to act with total and undivided commitment.

“At IMO, we are heavily and consistently engaged in the fight to protect and preserve our environment – both marine and atmospheric. Having, in 2008, achieved a breakthrough in our efforts to reduce air pollution from ships, we are now energetically pursuing the limitation and reduction of greenhouse gas emissions from shipping operations – indeed, when considering which theme to choose for this year’s World Maritime Day, we unanimously opted for Climate change: a challenge for IMO too!”
in recognition of the intense focus this topic is receiving within the Organization, especially this year,” Mr Mitropoulos said.

He highlighted the work done to address GHG emissions to date, including the development of an Energy Efficiency Design Index for new ships and a Ship Energy Management Plan for all ships (which includes guidance on best practices for fuel-efficient ship operations) and an Energy Efficiency Operational Indicator (which helps to determine the fuel efficiency of a ship). IMO will report on the development of this comprehensive package of measures, together with a progress report on discussions held on potential market-based mechanisms, to the UNFCCC Conference in Copenhagen in December 2009.

“Climate change will, of course, affect everybody,” Mr. Mitropoulos said. “No one can be immune to it. By the same token, responsibility for finding the solution cannot, realistically, be laid at the door of any particular country or group of countries, nor of any particular region or continent – neither should it be pursued through only one or a few human activities. We are, perhaps as never before, all in this together.”
“At IMO, we are heavily and consistently engaged in the fight to protect and preserve our environment – both marine and atmospheric”
“The message is clear: to succeed in combating climate change, we must work together and play our part with the seriousness that the circumstances demand. If the problem pays no heed to man-made borders, then neither can the solution. Working together, with a sense of responsibility for future generations, the agreements the Copenhagen Conference will be able to make later this year can have genuine and lasting value,” Mr. Mitropoulos continued.

He concluded: “Climate change and our response to the multi-faceted problems it represents has really become ‘the defining challenge of our age’. Let there be no doubt that, as the 2009 World Maritime Day theme proclaims, it is a challenge for IMO too and that we – Member States, international shipping and the Secretariat – are fully engaged in helping to redress it.”
The message is clear: to succeed in combating climate change, we must work together and play our part with the seriousness that the circumstances demand.
The United States hosted the 2009 IMO World Maritime Day Parallel Event, with celebrations being held in New York City on Friday, 16 October, including a conference on the theme for World Maritime Day, 2009. Several other public outreach activities continued throughout the weekend of 17 and 18 October, including an industry exhibition, vessel tours, a student science fair and a design competition.

The Parallel Event was co-sponsored by the Department of State, Coast Guard, Environmental Protection Agency, Maritime Administration, and National Oceanic and Atmospheric Administration. Various other ports throughout the United States hosted simultaneous events in their location.
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Littoral states sign IMO accord

Indonesia, Malaysia and Singapore have concluded a Joint Technical Arrangement (JTA) with IMO to institutionalise an IMO Trust Fund that supports co-operation among stakeholders towards enhancing safety and marine environment protection in the Straits of Malacca and Singapore.

The Fund has benefitted from an initial contribution of US$1 million from Greece and marks yet another major step forward in international co-operation in the maintenance of the straits following the establishment of the historic Co-operative Mechanism in 2007. The JTA was signed by the heads of the maritime administrations of the three littoral States and Mr Koji Sekimizu, Director of IMO’s Maritime Safety Division, during the opening of the 2nd Co-operative Forum, hosted by Singapore.

Singapore’s Transport Minister and Second Minister for Foreign Affairs, Raymond Lim, said, “The Straits remains one of the busiest and most important shipping lanes in the world. I am heartened by the collective interest and commitment of coastal and user States to work together to ensure that the Straits of Malacca and Singapore remain safe and open to shipping.”

He stressed that this was critical "as a third of the world’s trade and half of its oil passed through the Straits”. Minister Lim added that, “the Co-operative Mechanism is timely to promote and facilitate international cooperation in this important waterway and the institutionalisation of the IMO Trust Fund is a very welcome development”.

Minister Lim later presented letters of recognition to the heads of delegations of Australia, China, Greece, India, Japan and the United States of America attending the Singapore meeting. These countries were recognised for their active contributions towards implementing the six initial projects under the Co-operative Mechanism.

The number of countries participating in the projects has recently grown, with India making contributions to two of the projects.

Mr Sekimizu said “the fact that the three littoral States have acted in such a timely manner and continue to display a strong determination to move matters forward, thereby building on the momentum established by the IMO-sponsored meetings, is extremely positive and encouraging.”

Singapore hosted the 2nd Co-operation Forum during October 2009. The Co-operation Forum is part of the Co-operative Mechanism which is a key platform for the three littoral States and the international maritime community to collaborate on issues relating to the Straits. The Co-operative Mechanism has been making good progress through its three pillars: the Co-operation Forum; the Straits projects; and the Aids to Navigation Fund.

REMPEC sniffs out pollution offenders

Two ships have been caught illegally discharging oil into the Mediterranean during a surveillance operation organized by the IMO-administered Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC).

The two ships were discharging mineral oil within the French Ecological Protected Zone (EPZ) and were subsequently investigated by the French authorities.

The Coordinated Surveillance Operation in the Western Mediterranean (OSCAR-MED) was organized by REMPEC during October 2009 from the airbase of Hyères (Toulon), France, in close cooperation with the French Préfecture Maritime de la Méditerranée. France, Italy and Spain participated in the operation with the provision of surveillance aircraft.

This initiative represented the first attempt in the Mediterranean region to enhance operational cooperation in combating illicit discharges and was aimed, not only at ensuring extended aerial coverage, but also at exchanging information among the participating countries on the pollution detected and at facilitating the process for successful prosecution of offenders in the region.

The European Maritime Safety Agency (EMSA) supported the operation by providing satellite images, through the CleanSeaNet service, analysed for oil-slick detection. Moreover, representatives from the Mediterranean Operational Oceanography Network (MOON) provided 24h assistance by developing oil-spill drifting forecasts for the slicks detected by satellite and by the surveillance aircraft.
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