Witherby Seamanship’s eBook reader now incorporates a shuffle viewing system in Vers 3.

The eBooks are built in the same format as those in industry standard titles such as: ISGOTT, MEG3 and the Bridge Procedures Guide. With hundreds of titles to choose from, including OCIMF, SIGTTO and INTERTANKO, we are now pleased to announce the availability of IMO titles in Witherby Seamanship’s eBook reader.

With over 100,000 of these eBooks currently in use, visit witherbyseamanship.com and have a look round. You’ll find 30 free eBooks available to get you started.

With over 100,000 eBooks currently in use, visit:

www.witherbyseamanship.com

and have a look round. You’ll find 30 free eBooks available to get you started.

The eBook reader is as easy as 1,2,3!

1 Select and download an eBook from the Witherby Seamanship website.

2 Import the eBook you have downloaded into the eBook reader.

3 View your eBook!

Note.
For users who work in an organisation with a protected pc or network, and are familiar with the problems of installing third party computer applications, we are working on solutions with these organisations so you should contact us in the first instance.
Seafarers are the oil that lubricates world trade and on whom millions of people depend. 2010 is the ‘Year of the Seafarer’ – turn to page 25 for a consideration of some of the issues currently facing this unheralded maritime workforce.

Contents

OPINION

World Maritime Day 2010: Year of the Seafarer 5

INTELLIGENCE

Revised STCW Convention and Code adopted 8
MSC adopts landmark ship-construction regulations 9
New passenger ship safety regulations in force 9
July sees raft of SOLAS amendments enter into force 10
IMO Secretary-General and EC Transport Commissioner meet in London 10
IMO, shipping industry and seafarers unite to seek UN piracy response 11
MARPOL amendments cut air pollution from ships 11

FROM THE MEETINGS

IMO maritime safety meeting completes packed agenda 13
2008-2009 TC programme commended 17
FSI progresses on port reception facilities 20
E-navigation user-needs identified by NAV 22

FEATURE

World Maritime Day 2010: Year of the Seafarer 25
The path to the Nairobi International Convention on the Removal of Wrecks, 2007 38

IMO AT WORK

IMO Council agrees short-term funds’ transfer to support WMU 40
TC activities support broader development goals 41
2010 IMO Bravery Award decided 41
International Maritime Prize 2009 confirmed 41
PSC regimes and IMO sign data accord 41
Manila conference sets 25 June as annual “Day of the Seafarer” 42
IMO to focus on piracy response in 2011 WMD theme 42
IMO-EBRD Marine Biosafety Initiative helps tackle ballast water problems 42
Hazardous Cargo Bulletin

Each issue of HCB includes:

- The latest news and analysis from the chemical and LPG tanker sectors
- Comprehensive regulatory updates
- Up-to-the minute reports on safety and security issues
- Monthly roundup of hazardous materials incidents
- Reports from industry conferences and events
- Facts and figures on transport markets throughout the supply chain

You will also receive:

- Exclusive access to www.hazardouscargo.com
- Weekly email bulletins to keep you up-to-date on the latest developments.

To subscribe, contact Anil Dasani:
Email: hcbsubs@crescent-int.com
Tel: +44 (0)20 8410 0200
Fax: +44 (0)20 8410 0226

www.hazardouscargo.com
World Maritime Day 2010
Year of the Seafarer

In today’s global economy, hundreds of millions of people all over the world rely on ships to transport the great multitude of commodities, fuel, foodstuffs, goods and products on which we all depend. Yet, for most of them, shipping, not to mention the huge range of related maritime activities that, together, make up what is loosely termed ‘the shipping industry’, does not register a particularly strong echo on their personal radar. The very nature of shipping makes it something of a ‘background’ industry. For most people, most of the time, ships are simply ‘out of sight and out of mind’.

And the same, as a consequence, can be said of the seafarers that operate the world’s fleet, despite the fact that the global economy depends utterly on their presence. Seafarers are, in effect, the lubricant without which the engine of trade would simply grind to a halt.

It is, of course, sad when workforces are unrecognized and more or less taken for granted. When, for example, we switch on a light, we do not, generally, pause to think of all those who have laboured in the various sectors of the oil exploration and production process and, subsequently, in the power generation and transmission industries to make it happen. Nor, when we sit at the table to eat, do we pause to think of how the food reached it. Nor when, faced with a severe winter, do we pause to think of who carried, from its sources afar, the oil that heats our homes or provides the energy on which we all so much depend these days. Well, perhaps we should; and we certainly should not use that as an excuse to continue to allow the seafarer, who helps these things happen, to be ignored at best, and poorly treated at worst.

Seafaring is a difficult and demanding job, with its own set of unique pressures and risks. At the end of a long and stressful day, there is no return home to the family; no evening with friends at the taverna or the pub; no change of scenery; no chance to properly relax, unwind or de-stress. Just the relentless drone of the diesels and the never-ending movement of the vessel that is not only the seafarers’ place of work but also their home, 24 hours a day, seven days a week, for weeks and often for months on end; and, ever-present in the back of their mind, the possibility of natural and other, invidious hazards such as pirate attacks, unwarranted detention and abandonment in foreign ports.

In this, the Year of the Seafarer, our intention has been not only to draw attention to the unique circumstances within which seafarers spend their working lives, while rendering their indispensable services, but also to make a palpable and beneficial difference.

In selecting the “Year of the Seafarer” theme, our intention was also to use it as an excellent opportunity to reassure those who labour at the ‘sharp end’ of the industry – the seafarers themselves – that those of us who work in other areas of the maritime community, and yet whose actions have a direct bearing on seafarers’ everyday lives, understand the extreme pressures they face and approach our tasks with genuine interest and concern for them and their families.

In this respect, the most significant achievement of the year undoubtedly came in June, with the adoption, by a Diplomatic Conference in Manila, of major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers – the STCW Convention – and its associated Code. Scheduled to enter into force on 1 January 2012, these revisions will ensure that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come.

The Manila Conference also agreed a series of new provisions on the issue of ‘fitness for duty - hours of rest’, to provide watchkeepers aboard ships with sufficient rest periods. This important new provision will create better conditions for seafarers and help ensure they are adequately rested before they undertake their duties. Fatigue has been found to be a contributory factor to several accidents at sea and to ensure that seafarers are adequately rested before they take over their watch will certainly play an important role in safe sailing and the prevention of casualties. I am particularly pleased that the new STCW requirements on this crucial issue are consistent with the corresponding provisions of the International Labour Organization’s 2006 Maritime Labour Convention, which I hope will come into force soon.

While the amendments to the STCW Convention and Code and the resolutions adopted by the Manila Conference can rightly be considered as the pinnacle of our regulatory efforts this year to create a better, safer and more secure world in which seafarers can operate, other efforts continue in parallel; because, at IMO, the human element and the interests of seafarers’ work and life on board are always at the forefront of all our legislative work.
When IMO first mooted the idea that our theme for 2010 should focus on ‘the seafarer’, we wanted to do two things: first, we wanted to draw attention to a workforce that is largely unheralded and unacknowledged, often even within the industry it serves; and, second, we wanted to extend the theme beyond the regular World Maritime Day celebrations and to galvanize a momentum that would last for the whole year and, indeed, beyond. We wanted 2010 to be the start of this momentum; but we certainly do not want the end of 2010 to be the end of the initiative.

That is why I welcomed and embraced enthusiastically the decision of the Manila Conference that the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, should, from now on, be marked annually with a ‘Day of the Seafarer’, to be held on 25 June of each year. The date chosen was that on which the Conference was concluded and acknowledges the significance of the STCW amendments then adopted for the maritime community and those who serve it on board ships. And I would warmly encourage Governments, shipping organizations, companies, owners, operators, managers and all other parties concerned to promote the Day of the Seafarer.

Earlier in the year, I identified three targets that I would be happy to see achieved in conjunction with our ‘Year of the Seafarer’ initiative. They were:

• one, increased awareness among the general public of the indispensable services seafarers render to civil society at large;

• two, a clear message to seafarers that we recognize and appreciate their services; that we do care about them; and that we do all that we can to look after and protect them when the circumstances of their life at sea so warrant; and

• three, redoubled efforts at the regulatory level to move from words to deeds to create a better world in which seafarers can offer their services.

I think I can safely say that, so far, good progress has been made towards achieving all three of the set objectives. It is, therefore, very pleasing to see that the theme, which was selected in order to act as a focal point around which the maritime community as a whole would rally to seek ways to recognize and pay tribute to seafarers for their unique contribution to society and the vital part they play in the facilitation of global trade, has achieved, and is achieving, its aim. This has undoubtedly been happening and there have been numerous manifestations of this from all over the world.

The ‘Year of the Seafarer’ has also helped to refocus attention on the pressing need to come to grips with the long-predicted labour-supply shortage in the shipping industry – an issue that makes it imperative for shipping to re-launch itself as a career of choice for the high-calibre, high-quality young people of today. In this context, the ‘Year of the Seafarer’ has added valuable impetus to the ‘Go to Sea!’ campaign, which we launched at IMO in November 2008, in association with ILO, the ‘Round Table’ of shipping industry associations and the International Transport Workers’ Federation.

I should like to conclude by using the opportunity of this World Maritime Day message in order to communicate with a few segments of the community – especially those within and in the periphery of the shipping industry. This is what I would like to tell them:

• to members of the shipping industry: maintain high standards; enshrine best practices; embrace corporate social responsibility; provide a clean, safe and comforting workplace; recognize and reward those on whose labours your profits depend;

• to politicians: work towards the ratification, entry into force and implementation of all the international measures that have a bearing on seafarers’ safety and security and living and working conditions; show that you really are in touch with the people at the sharp end;

• to legislators and law enforcers: aim at striking a fair balance in all of your actions concerning seafarers so that they do not become scapegoats caught up in the aftermath of accidents and incidents; treat them fairly and decently – they deserve empathy and compassion;

• to educators: tell the younger generations about seafaring, the debt we owe to shipping and the attractions of the maritime professions; it should not take too great a leap of the imagination to stir maritime ingredients into the pot of learning through history, geography, biology, environmental studies, economics, business studies and many more;

• to port and immigration authorities: treat seafarers with the respect they deserve; welcome them as visitors and guests to your countries – as professionals that are also serving the interests and development of your nations and fellow citizens;

• to those in a position to shape and influence public opinion, particularly newspaper and TV journalists: take the time and trouble to seek out both sides of the story next time you report on an accident involving a ship; place the accident in its proper context, that of millions upon millions of tonnes of cargo safely delivered over billions of miles to all four corners of the earth by a talented, highly trained, highly specialized and highly dedicated workforce;

• and, finally, to the 1.5 million seafarers of the world, I should like to convey this message: the entire maritime community appreciates you and your indispensable services; is aware of the conditions under which you operate; shows compassion for the sacrifices you make; does care for you; and works to ensure your safety and security, praying that you always have calm seas, fair winds and a safe return home – which it wishes you wholeheartedly.

“...
**TOTAL ECDIS SOLUTION**

**NAVECDIS**

**NAVECDIS - Fully type approved ECDIS system**
- 24" widescreen monitors
- Solid state hard drives
- Advanced route planning and passage planning
- Remote Diagnostics for rapid and low-cost support
- Option for radar video overlay
- Modular design for easy installation
- CBT (Computer based training) module

**ADMIRALTY VECTOR CHART SERVICE**
- The world’s most comprehensive ENC service
- One single, efficient chart system
- Total flexibility to save you time and money
- Always up to date - Updates via e-mail or web service
- Admiralty Information Overlay for T & P Corrections
- Quality, Reliability and Integrity
- ECDIS Compatibility to meet latest IMO requirements
Revised STCW Convention and Code adopted

Major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code, have been adopted at a Diplomatic Conference in Manila, the Philippines, thereby ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come.

The amendments, to be known as “The Manila amendments to the STCW Convention and Code” are set to enter into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code up to date with developments since they were initially adopted in 1978 and further revised in 1995; and to enable them to address issues that are anticipated to emerge in the foreseeable future.

Amongst the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:

- improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties’ compliance with the Convention);
- revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
- new certification requirements for able seafarers;
- new requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
- new requirements for marine environment awareness training and training in leadership and teamwork;
- new training and certification requirements for electro-technical officers;
- updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- new requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
- introduction of modern training methodology including distance learning and web-based learning;
- new training guidance for personnel serving on board ships operating in polar waters; and
- new training guidance for personnel operating Dynamic Positioning Systems.

The Diplomatic Conference was held from 21 to 25 June 2010 and was attended by more than 500 delegates from 85 IMO Member States, as well as by observers from three Associate Members, the International Labour Organization (ILO), the European Commission (EC) and one other intergovernmental organization and 17 non-governmental organizations.

The Manila conference proved a resounding success.

**Hours of rest for watchkeepers**

A series of new provisions on the issue of “fitness for duty – hours of rest”, to provide watchkeeping officers aboard ships with sufficient rest periods, were also agreed. Under the Manila Amendments to the STCW Convention, all persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than a minimum of 10 hours of rest in any 24-hour period, and 77 hours in any 7-day period.

The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.

At the same time, in order to ensure a continued safe operation of ships in exceptional conditions, the Conference unanimously agreed to allow certain exceptions from the above requirements for the rest periods. Under the exception clause, parties may allow exceptions from the required hours of rest provided that the rest period is not less than 70 hours in any 7-day period and on certain conditions.
MSC adopts landmark ship-construction rules

IMO’s Maritime Safety Committee (MSC) has instigated an historic change in the way international standards for ship construction are to be determined and implemented in the future.

The adoption of so-called ‘goal-based standards’ (GBS) for oil tankers and bulk carriers by the MSC in May 2010 means that newly-constructed vessels of these types will have to comply with structural standards conforming to functional requirements developed and agreed by the Committee. This means that, for the first time in its history, IMO will be setting standards for ship construction.

The Committee also adopted guidelines that, equally for the first time, give the Organization a role in verifying conformity with SOLAS requirements. The guidelines establish the procedures to be followed in order to verify that the design and construction rules of an Administration or its recognized organization, for bulk carriers and/or oil tankers, conform to the adopted GBS. The verification process consists of two main elements: self-assessment of the rules by the entity submitting them to IMO for verification; followed by an audit, to be carried out by experts appointed by the Organization, of the rules, the self-assessment and the supporting documentation.

Since the beginning of the 2000s, Governments and international organizations had expressed the view that the Organization should play a larger role in determining the structural standards to which new ships are built. The philosophy underpinning this move has been that ships should be designed and constructed for a specified design life and that, if properly operated and maintained, they should remain safe and environmentally friendly throughout their service life.

The MSC formally adopted International goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers, along with amendments to Chapter II-1 of the International Convention for the Safety of Life at Sea (SOLAS), making their application mandatory, with an entry-into-force date of 1 January 2012.

The new SOLAS regulation II-1/3-10 will apply to oil tankers and bulk carriers of 150m in length and above. It will require new ships to be designed and constructed for a specified design life and to be safe and environmentally friendly, in intact and specified damage conditions, throughout their life. Under the regulation, ships should have adequate strength, integrity and stability to minimize the risk of loss of the ship or pollution to the marine environment due to structural failure, including collapse, resulting in flooding or loss of watertight integrity.

The notion of “goal-based ship construction standards” was introduced in IMO at the 89th session of the Council in November 2002, through a proposal by the Bahamas and Greece, suggesting that the Organization should develop ship construction standards that would permit innovation in design but ensure that ships are constructed in such a manner that, if properly maintained, they remain safe for their entire economic life. The standards would also have to ensure that all parts of a ship can be easily accessed to permit proper inspection and ease of maintenance.

New passenger ship safety regulations in force

A comprehensive package of amendments to the international regulations affecting new passenger ships entered into force on 1 July 2010. Increased emphasis is placed on reducing the chance of accidents occurring and on improved survivability, embracing the concept of the ship as ‘its own best lifeboat’.

The amendments affect passenger ship regulations in the SOLAS Convention and came about as the result of a comprehensive review of passenger ship safety initiated in 2000 by IMO. The aim of the review was to assess whether the existing regulations were adequate to meet future challenges, in particular to address issues related to the increased size of passenger ships now being built. The amendments were adopted in 2006.

The guiding philosophy behind this important review was based on the dual premise that the regulatory framework should place more emphasis on the prevention of a casualty from occurring in the first place and that future passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board, in a ‘safe area’ as the ship proceeds to port.

The amendments include new concepts such as the incorporation of design criteria for the casualty threshold (the amount of damage a ship is able to withstand, according to the design basis, and still safely return to port) into SOLAS chapters II-1 and II-2. The amendments also provide regulatory flexibility so that ship designers can meet future safety challenges.

The amendments, which largely affect new ships built from 1 July 2010, include:

- alternative designs and arrangements;
- provision of safe areas and the essential systems to be maintained while a ship proceeds to port after a casualty, which will require redundancy of propulsion and other essential systems;
- on-board safety centres, from where safety systems can be controlled, operated and monitored;
- fixed fire-detection and alarm systems, including requirements for fire detectors and manually operated call points to be capable of being remotely and individually identified;
- fire prevention, including amendments aimed at enhancing the fire safety of atriums, the means of escape in case of fire and ventilation systems; and
- time for orderly evacuation and abandonment, including requirements for the essential systems that must remain operational in case any one main vertical zone is unserviceable due to fire.
July sees raft of SOLAS amendments enter into force

In addition to the new passenger ship regulations (see p.9, other important SOLAS amendments that entered into force on 1 July 2010 include the following:

December 2008 amendments to SOLAS
- Amendments to the SOLAS Convention and to the 1988 Load Lines Protocol.

These amendments make mandatory the International Code on Intact Stability, 2008 (2008 IS Code). The 2008 IS Code provides, in a single document, both mandatory requirements and recommended provisions relating to intact stability, taking into account technical developments, in particular regarding the dynamic stability phenomena in waves, based on state-of-the-art concepts. The Code’s mandatory status, under both the SOLAS Convention and the 1988 Load Lines Protocol, will significantly influence the design and overall safety of ships.

May 2006 amendments to SOLAS
- Amendments to SOLAS Chapter II-2 - Fire Protection.

These include amendments relating to Regulation 9 – Containment of fire, to include a requirement for water-mist nozzles which should be tested and approved in accordance with the guidelines approved by the Organization; and to Regulation 15 – Arrangements for oil fuel, lubricating oil and other flammable oils, in which new text is introduced relating to the application of the regulation to ships constructed on or after 1 February 1992 and on or after 1 July 1998.

- Amendments to SOLAS Chapter III – Life-saving appliances and arrangements.

In Regulation 7 – Personal life-saving appliances, the amendments add a new requirement for infant lifejackets. For passenger ships on voyages of less than 24 hours, a number of infant lifejackets equal to at least 2.5 per cent of the number of passengers on board is to be provided; and for passenger ships on voyages of 24 hours or greater, infant lifejackets are to be provided for each infant on board. A further amendment relates to the provision of lifejackets for larger passengers and states that, if the adult lifejackets provided are not designed to fit persons with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories are to be available on board to allow them to be secured to such persons.

- Amendments to SOLAS Chapter IV – Radiocommunications.

The amendments relate to the provision of radio equipment, in Regulation 7, to require ships to carry an EPIRB capable of transmitting a distress alert through the polar orbiting satellite service (COSPAS-SARSAT) operating in the 406 MHz band; and, in Regulations 9 and 10, to clarify that the means of initiating ship-to-shore distress alerts may be through the Inmarsat geostationary satellite service by a ship earth station.

- Amendments to SOLAS Chapter V – Safety of navigation.

The amendment adds a new paragraph to Regulation 22 – Navigation bridge visibility to allow ballast water exchange at sea, provided that the master has determined that it is safe to do so and takes into consideration any increased blind sectors or reduced horizontal fields of vision resulting from the operation to ensure that a proper lookout is maintained at all times. The operation should be conducted in accordance with the ship’s ballast water management plan, taking into account the recommendations on ballast water exchange. The commencement and termination of the operation should be recorded in the ship’s record of navigational activities.

Inmarsat SEs can initiate ship-to-shore distress messages
The revised Annex VI (Regulations for the Prevention of Air Pollution from Ships) of the International Convention for the Prevention of Pollution from Ships (MARPOL Convention) entered into force globally on 1 July 2010, together with important reductions in sulphur oxide (SOx) emissions in specific areas. It was adopted in October 2008.

The main changes to MARPOL Annex VI will see a progressive reduction of SOx emissions from ships, with the global sulphur cap reduced initially to 3.50 per cent (from the current 4.50 per cent), effective from 1 January 2012; then progressively to 0.50 per cent, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018.

The revised Annex VI allows for Emission Control Areas (ECAs) to be designated for SOx and particulate matter, or NOx, or all three types of emissions from ships, subject to a proposal from a Party or Parties to the Annex, which would be considered for adoption by the Organization, if supported by a demonstrated need to prevent, reduce and control one or all three of those emissions from ships.

The limits applicable in sulphur ECAs are reduced to 1.00 per cent, beginning on 1 July 2010 (from the previous 1.50 per cent); being further reduced to 0.10 per cent, effective from 1 January 2015. This means that ships trading in the current ECAs have to burn fuel of lower sulphur content (or use an alternative method to reduce emissions) from 1 July 2010.

The revised Annex VI lists two ECAs for the control of SOx, and particulate matter: the Baltic Sea area and the North Sea, which includes the English Channel.

The revised Annex VI allows for Emission Control Areas (ECAs) to be designated for SOx and particulate matter, or NOx, or all three types of emissions from ships, subject to a proposal from a Party or Parties to the Annex, which would be considered for adoption by the Organization, if supported by a demonstrated need to prevent, reduce and control one or all three of those emissions from ships.

The limits applicable in sulphur ECAs are reduced to 1.00 per cent, beginning on 1 July 2010 (from the previous 1.50 per cent); being further reduced to 0.10 per cent, effective from 1 January 2015. This means that ships trading in the current ECAs have to burn fuel of lower sulphur content (or use an alternative method to reduce emissions) from 1 July 2010.

The revised Annex lists two ECAs for the control of SOx, and particulate matter: the Baltic Sea area and the North Sea, which includes the English Channel.

MARPOL amendments cut air pollution from ships

The revised Annex VI (Regulations for the Prevention of Air Pollution from Ships) of the International Convention for the Prevention of Pollution from Ships (MARPOL convention) entered into force globally on 1 July 2010, together with important reductions in sulphur oxide (SOx) emissions in specific areas. It was adopted in October 2008.

The main changes to MARPOL Annex VI will see a progressive reduction of SOx emissions from ships, with the global sulphur cap reduced initially to 3.50 per cent (from the current 4.50 per cent), effective from 1 January 2012; then progressively to 0.50 per cent, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018.

The revised Annex VI allows for Emission Control Areas (ECAs) to be designated for SOx and particulate matter, or NOx, or all three types of emissions from ships, subject to a proposal from a Party or Parties to the Annex, which would be considered for adoption by the Organization, if supported by a demonstrated need to prevent, reduce and control one or all three of those emissions from ships.

The limits applicable in sulphur ECAs are reduced to 1.00 per cent, beginning on 1 July 2010 (from the previous 1.50 per cent); being further reduced to 0.10 per cent, effective from 1 January 2015. This means that ships trading in the current ECAs have to burn fuel of lower sulphur content (or use an alternative method to reduce emissions) from 1 July 2010.

The revised Annex lists two ECAs for the control of SOx, and particulate matter: the Baltic Sea area and the North Sea, which includes the English Channel.

A new North American ECA, for SOx, nitrogen oxide (NOx) and particulate matter was adopted by IMO in March 2010. The regulations to implement this ECA are expected to enter into force in August 2011, with the ECA becoming effective from August 2012.

Progressive reductions in NOx emissions from marine engines also come into force, with the most stringent controls on so-called “Tier III” engines, i.e. those installed on ships constructed on or after 1 January 2016, operating in ECAs.
ARE YOU A MARITIME PROFESSIONAL?

Are you, or do you support those, in control of sea-going ships?

Can you keep up with new technology & new regulations?

Want a direct line to IMO decision making?

Want to network & improve job prospects?

Want professional recognition?

WE’LL GET YOU THERE

www.nautinst.org
IMO maritime safety meeting completes packed agenda

IMO’s Maritime Safety Committee (MSC) met for its 87th session from 12 to 21 May 2010, completing a packed agenda.

Piracy and armed robbery against ships
The MSC reviewed the latest statistics on piracy and armed robbery against ships, and condemned all such acts and urged, once again, all Governments and the shipping industry to intensify and coordinate their efforts to eradicate piracy and armed robbery against ships.

The number of acts of piracy and armed robbery against ships reported to the Organization to have occurred in 2009 was 406, against 306 during 2008, representing an increase of 32.7 per cent. In the first four months of 2010, 135 incidents had been reported. The majority of actual attacks reported worldwide during 2009 had occurred in international waters, largely as a result of pirate activity in the waters off the coast of Somalia. Meanwhile, the numbers of attacks reported that had occurred in port facilities while the ships were at anchor or berthed, had shown a steady downward trend since the introduction of the International Ship and Port Facilities (ISPS) Code in 2004.

The Committee was updated on measures taken by IMO to assist States in implementing the Djibouti Code of Conduct concerning the repression of piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden. A Project Implementation Unit has been established within the Maritime Safety Division of IMO, charged with developing and implementing a detailed action plan. The current focus, the Committee heard, is on establishing and developing the three information-sharing centres, in Sana’a, Mombasa and Dar es Salaam; and the regional training facilities to be established in Djibouti.

The Committee agreed to the establishment of a distribution facility at IMO headquarters in London, for the provision of flag State LRIT information to security forces operating in waters of the Gulf of Aden and the Western Indian Ocean, to aid their work in combating piracy and armed robbery against ships. The facility will give flag States the option to instruct ships flying their flags to provide LRIT information in the area and, in turn, allow security forces to receive such information.

The MSC adopted Guidelines on operational procedures for the promulgation of maritime safety information concerning acts of piracy and piracy counter-measure operations, which aims at facilitating the broadcast of navigational safety information originated by naval forces to merchant ships.

Lifeboat release hooks
The Committee agreed to postpone (to MSC 88, in November-December 2010) the adoption of an amendment to SOLAS regulation III/1 on lifeboat release hooks, in conjunction with the approval of Guidelines for evaluation and replacement of lifeboat on-load release mechanisms and adoption of the related amendments to the International Life-Saving Appliances (LSA) Code.

The proposed SOLAS amendment is intended to ensure new, stricter, safety standards for lifeboat release hooks, aimed at preventing accidents involving lifeboats, and will result in the review and possible replacement of a large number of release hooks for lifeboats, thereby requiring action from all involved parties, including flag States, manufacturers, shipowners, surveyors.

It was agreed that an intersessional Working Group on Lifeboat Release Hooks would meet in October 2010, to finalize the draft Guidelines, review the proposed SOLAS amendment and report to MSC 88.
**International LRIT Data Exchange for Lisbon**

The MSC agreed to the establishment, maintenance and operation of the International LRIT Data Exchange by the European Maritime Safety Agency (EMSA), in Lisbon, Portugal, from 2011, initially to 2013. The new international exchange will take over from the interim international exchange in the United States.

The Committee also approved a circular on Interim continuity of service plan for the LRIT system, for the period between MSC 87 and MSC 88, with a view to reviewing and finalizing the continuity of service plan for the LRIT system at MSC 88, in November-December 2010, taking into account the experience gained with its use and implementation.

**Amendments to SOLAS and related mandatory Codes**

As well as the amendments relating to goal-based standards, the MSC also adopted the following SOLAS amendments, with an expected entry-into-force date of 1 January 2012:

- **Corrosion protection of cargo oil tanks**
  - a new SOLAS regulation II-1/3-11 on Corrosion protection of cargo oil tanks of crude oil tankers, to require all such tanks to be protected against corrosion, with related performance standards also adopted;

- **Fire protection**
  - amendments to SOLAS regulation II-2/4.5.7 on Gas measurement and detection and to SOLAS regulation II-2/7.4.1 relating to fixed fire detection and fire alarm systems. Amendments to the International Code for Fire Safety Systems (FSS Code) were also adopted.

**Other issues**

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

- approved, for adoption at MSC 88, the International Code for the Application of Fire Test Procedures, 2010 (2010 FTP Code), which is a comprehensive revision of the Code, aimed at making it more user-friendly and enhancing its uniform application;

- adopted amendments to the International Maritime Dangerous Goods (IMDG) Code;

- adopted 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 instruments in view of the mandatory International Maritime Solid Bulk Cargoes (IMSBC) Code, which is expected to become effective on 1 January 2011;

- adopted the revised International SafetyNET Manual;

- approved Safety Recommendations for decked fishing vessels of less than 12 metres in length and undecked fishing vessels, for concurrent endorsement by the International Labour Organization (ILO) and the Food and Agriculture Organization (FAO);

- approved Guidelines for security-related training and familiarization for port facility personnel with and without security-related duties and a Circular on shore leave and access to ships;

- approved Interim Guidelines for the construction and equipment of ships carrying natural gas hydrate pellets (NGHP) in bulk;

- adopted Performance Standards for Bridge Alert Management;

- approved Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code), Revised Guidelines for the preparation of the Cargo Securing Manual, Amendments to the Guidelines for securing arrangements for the transport of road vehicles on ro ro ships (resolution A.581(14)) 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)); and

- adopted a number of new and amended ships’ routing measures and mandatory ship reporting systems.

---

**PORT STATE CONTROL**

**SOUTHAMPTON, 03 – 08 April 2011**

This widely recognised, practical intensive course is now in its 23rd successive year. The course is fully residential and designed for officials in national marine departments, port and terminal facility operators, ship managers and shipowners.

The course covers in detail the major IMO conventions and codes along with other relevant international regulations and conventions, inspection systems and documentation. Special sections concentrate on the ISPS code. The course is taught by an experienced team of academics and practitioners from the UK and Europe. The course also includes vessel visits.

**Venue:** Holiday Inn, Southampton

**Fees:** Sterling £2,950 to cover all tuition, documentation, meals and accommodation in Southampton.

The course is conducted by the International Maritime Bureau of the International Chamber of Commerce.

Further details can be obtained from:

**The Course Co-ordinator, ICC International Maritime Bureau**

Cinnabar Wharf, 26 Wapping High Street, London, E1W 1NG United Kingdom

Tel: + 44 20 7423 6960 Fax: + 44 20 7423 6961 E-mail imb@icc-ccs.org Web www.icc-ccs.org
The Royal Institution of Naval Architects

SUBSCRIBE TO ANY OF OUR JOURNALS

THE NAVAL ARCHITECT Published 10 times a year
• 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
• bi-monthly publication, WARSHIP TECHNOLOGY
• quarterly publication, OFFSHORE MARINE TECHNOLOGY

2010 Subscription
UK £125 Eur £130 OVS £140 Ref:J6

SHIP & BOAT INTERNATIONAL Published 6 times a year
• 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

2010 Subscription
UK £95 Eur £100 OVS £115 Ref:J7

SHIPREPAIR & CONVERSION TECHNOLOGY Published quarterly
• 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

2010 Subscription
UK £43 Eur £48 OVS £53 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
www.rina.org.uk/journals
2008-2009 Technical Co-operation programme commended

IMO’s 2008-2009 technical assistance activities were commended by the Organization’s Technical Co-operation Committee, meeting for its 60th session, when it reviewed the report on the Integrated Technical co-operation Programme (ITCP) for the period.

The Committee highlighted the delivery rate of 97 per cent of activities successfully completed, with the additional delivery of 70 activities over and above those planned.

During the biennium, some US$22 million was spent on assisting developing countries to implement and enforce IMO standards, through 86 advisory missions and 161 wide-ranging training events, including courses, seminars and workshops held at national, regional and global levels, resulting in the training of some 4,642 participants worldwide and reflecting the importance given to training and capacity-building. In addition, 1,184 maritime officials attended events aimed at developing and harmonizing regional strategies on technical maritime issues. Africa continued to be a priority, with the training of 951 officials through 29 seminars and workshops.

The report also highlighted the importance of non-financial inputs to the overall success of the regional and national programmes, which were provided typically through the provision of host-ship facilities for seminars and workshops, the provision of experts and consultants for short-term advisory or training missions and the provision of equipment.

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

Funding the ITCP

Since 1 June 2009, the Committee heard, some US$15,660,492 had been contributed to several IMO-managed multi-donor trust funds, namely the International Maritime Security Trust (IMST) Fund, the SAR Fund, the International Ship Recycling Trust (ISRT) Fund, the IMO Malacca and Singapore Straits Trust Fund, the London Convention/Protocol TC Trust Fund and the IMO Djibouti Code of Conduct Trust Fund (including a donation to this latter fund by the Government of Japan of some US$13.6 million, as well as generous contributions from Norway and the Republic of Korea). A number of donations were also received from individuals and other entities.

Other arrangements highlighted included a pledge by the IMO/Norwegian Agency for Development Cooperation (Norad) for US$3 million, to be delivered over a three year period under a framework agreement between IMO and Norad. The latter would include projects on the ratification and implementation of IMO instruments; the prevention of pollution from ships in Particularly Sensitive Sea Areas; and marine pollution preparedness and response, with provision for an additional project on ship recycling.

The Committee also noted the ongoing negotiations between the Secretariat and the Swedish International Development Cooperation Agency (Sida) for the development of two large-scale ITCP programmes, one for the implementation of IMO Conventions and the other for maritime development in Africa.

Regional presence continues to prove a success

The Committee noted that IMO's regional presence in Africa, east Asia and in the Caribbean, through the Regional Maritime Adviser, as well as partnership arrangements for technical co-operation, continued to function successfully and that this mechanism had contributed to the effective coordination and implementation of IMO activities in those regions.

Expressing its appreciation to the Governments of Côte d'Ivoire, Ghana, Kenya, Philippines and Trinidad and Tobago for their generous financial and in-kind support for the regional presence offices, the Committee noted that, in 2009, the regional coordinators had been involved in 41 missions covering all fields of IMO's mandate; coordinated and assisted in the organization of 43 regional/national workshops/seminars; presented papers to 10 international/regional conferences and workshops organized by regional agencies; and in the implementation of resolutions from the 2000 Florence Conference on Maritime Search and Rescue and the Global Maritime Distress and Safety System (GMDSS),

“Since 1 June 2009, the Committee heard, some US$15,660,492 had been contributed to several IMO-managed multi-donor trust funds”
leading to the establishment of the Liberia Maritime Rescue Coordination Centre (MRCC) and subcentres in the United Republic of Tanzania and Seychelles in May 2009.

**Partnerships for successful ITCP**

Several delegations highlighted the activities carried out through the existing partnership arrangements with regional/national organizations, which include financial and in-kind contributions such as cost-free experts and hosting of technical assistance activities. In total, 63 partnership arrangements were in operation for the delivery of IMO technical cooperation activities, of which 38 had been concluded with developing and developed countries and 25 with international organizations, regional institutions and industry bodies. Nine new partnership arrangements had been established with the Islamic Republic of Iran, Italy, Jordan, Spain, the Indian Ocean Commission, the International Ocean Institute – South Africa, the International Union for the Conservation of Nature, the Permanent Commission for the South Pacific and the Tokyo MoU Secretariat.

**Voluntary IMO Member State Audit Scheme**

The Committee was informed that, since IMO started delivering training courses for auditors under the ITCP, a total of 273 individuals from 136 countries had been trained through 19 regional courses. In view of continuing demand for assistance to developing countries to enable them to prepare for, and participate in, the Scheme, or to facilitate the participation of observers during audits, the ITCP for 2010-2011 would continue to focus on the training of auditors in all regions.

**Women’s programme makes its mark**

The Committee was updated on the Programme on the Integration of Women in the Maritime Sector (IWMS), which, during 2009, made its mark in a number of ways, including through the provision of short-term fellowships for women and assistance to formal networks or associations for women employed in the maritime sector. These activities addressed two key objectives of the IWMS Programme, namely, to increase the percentage of women at the senior management level within the maritime sector and to promote women’s economic self-reliance, including access to employment. The gender-specific fellowships, in particular, were instrumental in reinforcing the access to training opportunities for women in the developing regions, in accordance with the concepts outlined under the United Nations Millennium Development Goal 3 “Promote gender equality and empower women”.

The broader linkage between the ITCP and the Millennium Development Goals (MDGs) was also discussed, with the Committee highlighting several activities and projects which underlined IMO’s commitment to the MDGs.

“a total of 273 individuals from 136 countries had been trained through 19 regional courses”
IF IT’S OUT THERE, IT’S IN HERE

The shipping community knows it; TradeWinds is the single most important source of shipping information for executives in the global shipping world.

Join the club of the biggest and most successful newspaper in the shipping industry. For your own free test run of the best selling shipping paper and online news contact us at:

www.tradewinds.no
sales@tradewinds.no
The Sub-Committee on Flag State Implementation (FSI), at its 18th session, reported good progress in work aimed at tackling the inadequacy of port reception facilities, with completion of all tasks assigned to the Sub-Committee, under an action plan initiated in 2006 by the Marine Environment Protection Committee (MEPC).

**FSI progresses on port reception facilities**

The tasks completed by the Sub-Committee are aimed at improving the provision and use of adequate port reception facilities, through improved information, standardised reporting systems and procedures and practical guidance.

**Development of a Code for recognized organizations**

The Sub-Committee made progress on the development of a new Code for recognized organizations (ROs), with discussion on its purpose, framework and structure, based on all existing requirements and recommendations of IMO instruments regarding recognized organizations.

The Code would provide a consolidated instrument containing criteria against which recognized organizations (which may be authorized by flag States to carry out surveys and issue certificates on their behalf) are assessed and authorized/recognized, and give guidance for subsequent monitoring of ROs by Administrations.

A correspondence group was established to further progress the development of the Code intersessionally.

**Progress towards making IMO audit scheme mandatory**

The procedures for making the Voluntary IMO Member State Audit Scheme mandatory were discussed, following the timescale agreed by the IMO Assembly in 2009 through resolution A.1018(26), under which the IMO Member State Audit Scheme would be phased in as an institutionalized, mandatory scheme, through the introduction of appropriate requirements in the relevant mandatory IMO instruments. Amendments to these instruments would be adopted in 2013, for entry into force in January 2015.

The Sub-Committee acknowledged that the preferred option for making mandatory the Code for the implementation of mandatory IMO instruments (the audit standard) would be through amending the annexes to the 10 mandatory instruments concerned through the tacit amendment procedure. The MSC and MEPC were invited to concur with this proposal with respect to the relevant instruments.

A timescale and work plan were agreed for pursuing the work needed in order to revise the Code to make it mandatory under the relevant instruments.

“Amendments to these instruments would be adopted in 2013, for entry into force in January 2015”
The Sub-Committee made progress in developing the updated Code for the implementation of mandatory IMO instruments, to include the requirements deriving from amendments to relevant IMO mandatory instruments that will enter into force up to and including 1 July 2012, with a view to its submission to IMO’s 27th Assembly in late 2011 for adoption, following approval by the MSC and MEPC.

Casualty analysis
The Sub-Committee continued its work on casualty analysis and approved casualty analyses for release on the IMO Global Integrated Shipping Information System (GISIS) (http://gisis.imo.org/), as well as ‘lessons learned for presentation to seafarers’, for release on the IMO website.

Following on from analysis of specific incidents, the Sub-Committee agreed that safety issues relating to the inadequate integration of pilots into bridge teams should be referred to the Sub-Committees on Standards of Training and Watchkeeping (STW) and Safety of Navigation (NAV), as well as to the Joint MSC/MEPC Working Group on Human Element, for consideration and follow-up. The correspondence group on casualty analysis was tasked with mapping accidents and possibly identifying trends related to inadequate integration of pilots into bridge teams contributing to, or directly causing, an accident.

Member States were reminded of the need to provide information on marine casualties and incidents, including those involving fishing vessels, and to provide precise information on root-causes and details of accidents and to consider any potential trend when conducting a marine safety investigation or analysis of marine safety investigation reports.

Correspondence group to develop revised PSC procedures
The Sub-Committee established a correspondence group to further develop the text of revised procedures for port State control, intended to provide basic guidance on conduct of port State control inspections and afford consistency in the conduct of these inspections, the recognition of deficiencies of a ship, its equipment, or its crew, and the application of control procedures.

The revised text would update and replace those adopted previously (resolution A.787(19), as amended by A.882(21)). The text would be forwarded to the MEPC and MSC, before being submitted to the next IMO Assembly for adoption.

The correspondence group is also tasked with preparing draft guidance for port State control officers on long-range identification and tracking (LRIT) systems; developing a draft revised text of the Guidelines for inspection of anti-fouling systems on ships (resolution MEPC.105(49)); and considering existing guidelines on port State control under the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004 in order to advise the Sub-Committee on their further development.

Updating of HSSC guidelines continued
The updating of the Survey Guidelines under the Harmonized System of Survey and Certification (iHSSC), to include reference to requirements deriving from amendments to relevant IMO instruments that will enter into force up to and including 31 December 2011, progressed. The revised HSSC survey guidelines would be eventually submitted to the next IMO Assembly in late 2011 for adoption.

Meanwhile, the Sub-Committee agreed revised Guidelines for Survey and Certification of Anti-Fouling System on Ships, for submission to MEPC 61 for adoption.

Mandatory reports under MARPOL reviewed
The Sub-Committee considered the summary analysis of the reports submitted for 2008 in relation to the MARPOL Convention, by 37 Parties to MARPOL and one Associate Member, and noted that the rate of reporting in 2008 remained low at 25 per cent (MARPOL has 150 Parties). The Sub-Committee urged all Parties to MARPOL to submit mandatory reports on time.

“Member States were reminded of the need to provide information on marine casualties and incidents”
E-navigation user-needs identified by NAV

Further significant progress on IMO’s e-navigation strategy implementation plan, including the identification of e-navigation user-needs, has been made by the Sub-Committee on Safety of Navigation.

The vision behind the e-navigation strategy (which has been developed in cooperation with the Sub-Committees on Radiocommunications, Search and Rescue (COMSAR) and Standards of Training and Watchkeeping (STW)) is to integrate existing and new navigational tools, in particular electronic tools, in an all-embracing transparent, user-friendly, cost-effective and compatible system that will contribute to enhanced navigational safety (with all the positive repercussions this will have on maritime safety overall and environmental protection) while simultaneously reducing the burden on the navigator.

The user-needs identified include shipboard user-needs and priorities; shore-based user-needs; search and rescue authority user-needs; and a list of existing systems and new communication technologies supporting user-needs.

The Sub-Committee also endorsed a functional architecture concept, which has been developed to provide a framework for ongoing work on e-navigation, on the basis that it will be continually updated.

A correspondence group was re-established to further progress the work on e-navigation and report to the STW and COMSAR Sub-Committees and to the next NAV session (NAV 57).

It was agreed that users, in particular seafarers, should continue to be involved during the development of an e-navigation strategy implementation plan.

Safety zones around offshore installations – guidelines agreed

The Sub-Committee agreed to a draft Safety of Navigation circular on Guidelines for safety zones and safety of navigation around offshore installations and structures, for submission to the MSC. The guidelines are intended to increase awareness of the availability and best use of existing routeing measures to protect personnel and to prevent serious damage to such structures or to the marine environment in the event of a collision.

Routeing of ships, ship reporting and other relevant measures

The Sub-Committee approved the following new and amended ships’ routeing measures and mandatory ship reporting systems for submission to the MSC for adoption:

Traffic separation schemes (TSSs)
- new TSSs “Off the western coast of Norway” and “Off the southern coast of Norway”, including recommended routes;
- cancellation of the existing Traffic Separation Scheme “Off Feistein”;
• amendments to the existing Traffic Separation Scheme ‘In the Strait of Dover and adjacent waters’; and
• amendments to the existing Traffic Separation Scheme ‘Off the south-west coast of Iceland’.

Routing measures other than Traffic Separation Schemes
• establishment of a new Area To Be Avoided in the Atlantic Ocean, off the coast of Ghana;
• establishment of a new deep-water route in the approaches to the new port of King Abdullah Port (KAP Port) in the northern Red Sea and a Precautionary area in the approaches to the new port of King Abdullah Port (KAP Port) in the northern Red Sea;
• amendments to the existing eastern Area To Be Avoided off the south-west coast of Iceland; and
• amendments to the existing deep-water route forming part of the ‘In the Strait of Dover and adjacent waters’ Traffic Separation Scheme.

Mandatory ship reporting systems
• new mandatory ship reporting system ‘In the Sound between Denmark and Sweden’ (SOUNDREP);
• amendments to the existing mandatory ship reporting system ‘In the Torres Strait region and the Inner Route of the Great Barrier Reef’ (REEFREP); and
• amendments to the existing mandatory ship reporting system ‘Off the south and south-west coast of Iceland’ (TRANSREP).

Interim recommendatory measure in the Singapore Strait
The Sub-Committee endorsed an Interim recommendatory measure in the Singapore Strait, under which vessels would be recommended to display night signals consisting of three all-round green lights in a vertical line when crossing the Singapore Strait. Contracting Parties to the International Convention on Regulations for Prevention of Collisions at Sea (COLREG), were invited, if they so wished, to propose amendments in relation to the procedures for night signals to be displayed by vessels crossing Traffic Separation Schemes.

Shipborne navigation and communication equipment
The Sub-Committee endorsed a draft Safety of Navigation circular SN.1/Circ.266/Rev.1 on Maintenance of electronic chart display and information system (ECDIS) software, for submission to MSC 88 for approval. The circular provides information on the status of International Hydrographic Organization (IHO) standards affecting ECDIS Equipment and notes that the need for safe navigation requires that manufacturers should provide a mechanism to ensure software maintenance arrangements are adequate.

It also approved a draft MSC circular on Guidance on procedures for updating shipborne navigation and communication equipment, for submission to MSC 88 for approval, which states that Member Governments should promulgate information to all affected parties in relation to IMO and ITU regulatory changes that have the potential to affect maritime navigation and radiocommunication equipment; and equipment manufacturers should provide timely access to information pertaining to maritime navigation and radiocommunication equipment application software, for any relevant changes, originating from IMO and ITU regulations.

Amendments to the world-wide radionavigation system agreed
The Sub-Committee agreed proposed amendments to the World-Wide Radionavigation System (WWRNS) (resolution A.953(23)), to take account of developments in radionavigation services. The amendments update the operational requirements for a world-wide radionavigation system, with a view to encouraging more Administrations to submit suitable radionavigation services to IMO as a component of the system.

Draft amendments on navigation bridge visibility developed
The Sub-Committee considered draft proposed amendments to SOLAS regulation V/22 Navigation bridge visibility and established a correspondence group to further develop them. The proposed revisions are intended to clarify vague expressions in the current regulation, including those relating to blind sectors, height of lower and upper edge of bridge front windows, clear view through the bridge front windows, and to add a new section to address cargo stowed on deck, forward of the wheelhouse, which could limit visibility.

Amendments to VDR performance standards
The Sub-Committee made progress in developing the draft amended recommendation on performance standards for voyage data recorders (VDRs) and invited Member States and interested parties to submit their comments, and in particular to provide more information on initial and operational costs, in order to justify whether a float-free recording medium, in addition to a fixed recording medium, should be included in the amended performance standards. The aim is to finalize the revised performance standards at the next session.
Safety at Sea International
The only monthly magazine dedicated to safety at sea

During the past 42 years Safety at Sea International has established an enviable reputation as the only global title for marine safety. The magazine’s core areas are navigation, communications, lifesaving and rescue, fire-fighting and prevention, training and education, and the human element.

The 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 and all others involved in any aspect of maritime safety.

News & up-to-date information on:

- Legislation
- Safety standards
- Maritime safety and security
- Technical and market developments
- Ongoing research projects
- Conference and exhibition reports
- The latest equipment and services

A subscription includes access to www.safetyatsea.net where you can read the latest safety-related news and download copies of the magazine, plus a Daily News Email & Weekly e-Newsletter.

Discover more
For full details and a product evaluation: www.safetyatsea.net

We have been providing copies of Safety at Sea International to our colleagues on board and in the office for over ten years. It continues to provide relevant and valuable information, which enhances the already positive safety culture throughout the organisation.

Captain Ian Mathison
Risk, Safety and Security Manager
Bibby Shipmanagement
World Maritime Day 2010
Year of the Seafarer

In today’s global economy, hundreds of millions of people all over the world rely on ships to transport the great multitude of commodities, fuel, foodstuffs, goods and products on which we all depend. Yet, for most of them, shipping, not to mention the huge range of related maritime activities that, together, go to make up what is loosely termed ‘the shipping industry’, do not register a particularly strong echo on their personal radar.

The very nature of shipping makes it something of a “background” industry. For most people, most of the time, ships are simply ‘out of sight and out of mind’. And the same, as a consequence, can be said of the seafarers that operate the world’s fleet, despite the fact that the global economy depends utterly on their presence. Seafarers are, in effect, the lubricant without which the engine of trade would simply grind to a halt.

Shipping usually only comes to greater prominence when, as inevitably happens from time to time, the bleaker side of the industry rears its head, when an accident or pollution occurs. This, obviously, tends to sway public perception negatively. Yet the truth is that, over many decades, shipping has actually become much safer and much cleaner, not to mention more cost-effective. Indeed, you could argue that it is something of a testimony to the ever-improving safety and environmental record of the industry that it is able to go about its business so quietly, largely untrumpeted and unsung and generally unheralded.

Shipping is able to boast a history and a tradition that few others can match. And yet it remains as relevant to the modern world as it ever has been – perhaps even more so because, without it, today’s global economy simply could not exist and be sustained.

The legacy that seafarers hand down to one another is one of pride in a job well done, of attention to detail, of skills diligently learned and painstakingly applied; in short, of seamanship.

It is, of course, a sad truth that many workforces are largely unrecognized and more or less taken for granted. When we switch on a light, we do not, generally, pause to think of all those who have laboured in the various sectors of the power generation and
transmission industries to make it happen. Nor, when we sit down to eat, do we pause to think who brought the food to our table. Nor, when faced with a severe winter, do we pause to think who carried the oil or coal that heats our homes or brings the fuel on which we all so much depend these days. This paper will try to redress that balance by shedding some light on the role played by seafarers, the unique challenges they face and what IMO and others are doing to help improve their situation.

The changing life at sea
The importance of sustaining and developing a high-quality manpower resource for the shipping industry’s future cannot be overestimated and, in this context, it is worth reflecting on some of the fundamental changes that have taken place over the last 30 years. For there can be no doubt that, culturally and socially, shipping today is a world apart from the industry of the 1970s and those changes must be acknowledged and understood if shipping is to strengthen and maintain its ability to recruit new people of the right calibre.

In the 1970s, the multi-national crew was the exception rather than the rule. Very often, a ship’s officers would come from one of the traditional shipping nations, while the crew might come from developing regions. Before containers came to dominate general cargo shipping and large tankers were forced to use offshore terminals, life for seafarers centred much more around time spent in port. A general cargo ship might call at ten or more European ports before setting off for, say, the Far East. Each port call might last two or three days, perhaps even a week (or more in the case of bulk carriers), depending on the cargo to be loaded and the facilities available. And without regular, daily communication at sea via satellite, the port became the focus for receiving and sending mail, for contact with home and family, as well as with the company and its management ashore.

It was a challenging, exciting and slightly exotic life, in which individuality and an independent spirit were important elements. It was relatively well rewarded too; and it was, all in all, a more sociable existence. With as many as 30 to 35 people on board a ship and fairly normal regular working hours, at least while in port, there was plenty of opportunity for seafarers to, quite literally, see the world.

Life for seafarers today is more pressurized in almost every way. With crew numbers pared down to perhaps twelve or fifteen persons, the sheer demands of work are immense. And, with so few people on board, a ship can be a lonely place during...
the off-duty hours. Port stays are periods of intense activity and, for commercial reasons, the pressure is always on to turn around as quickly as possible, with little or no time available for shore leave. And, today, seafarers often work for manning agencies rather than shipping companies, so there may be very little time to settle into the comfort of a routine and to establish the sort of working relationships that most people are entitled to develop and enjoy.

There are other factors, many of them unique to seafaring, that add to the difficulties of the job; the fact that, at the end of a long and stressful day, there is usually no return home to the family; no evening with friends at a restaurant or pub; no change of scenery; no chance to properly relax, unwind or de-stress. Just the relentless drone of the diesels and the never-ending movement of the vessel that is not only your place of work but also your home, 24 hours a day, seven days a week, for weeks and often for months on end; and, ever-present in the back of your mind, the possibility of both natural and other, insidious hazards, such as pirate attacks, unwarranted detention, denial of shore leave and abandonment in foreign ports.

Nevertheless, and on the up side, a modern ship can be a technologically advanced and highly comfortable workplace. Gone are the days of the old-fashioned ship’s wheel with its spokes and handles (except for decorative purposes). A modern ship is more likely to be controlled by a single joystick and a mouse-ball in the arm of the helmsman’s seat; the chief engineer will probably have clean hands and the calluses on his or her fingers will be from tapping a keyboard rather than wielding a spanner. The crew accommodation will be clean, light and airy; the food will be good; and, increasingly, crew members are readily able to exchange emails with their family at home via a satellite communications system.

And many of the advantages that a career at sea has always offered remain the same – although, with changing global economic patterns, their appeal has gradually shifted to the developing nations.

**Shortage of seafarers**

In this, the “Year of the Seafarer”, attention has re-focused on the pressing need for the shipping industry to come to grips with its long-predicted labour-supply shortage – a shortage that may have been temporarily alleviated by the recent downturn in global trade but which, nevertheless, remains ever-present.

If shipping is to continue to serve global trade, while maintaining and improving standards, it cannot afford to ignore the current shortage of good entrants to the industry. It has been widely predicted that, unless something is done rapidly, shipping will soon face a manpower crisis; there simply will not be enough properly qualified officers to run a world fleet that continues to increase in size.

The evidence clearly suggests that, today, not enough young people, particularly in the western hemisphere, seem to find seafaring an attractive and appealing career. It is imperative that shipping finds a way to re-launch itself as a career of choice for the high-calibre, high-quality young people of today.

The BIMCO/ISF Manpower Updates, first conducted in 1990, are regarded as the most comprehensive assessment of global supply of, and demand for, seafarers. The most recent one was published in 2005 and, worryingly, revealed a continuing shortage of qualified officers, projected to rise, by 2015, to around 27,000 in number or 5.9 per cent of the total, along with a significant surplus of ratings.

However, it concluded that, in practice, the overall officer shortfall is probably more problematic than the data might suggest, bearing in mind the obstacles preventing surpluses of some nationalities from compensating shortages elsewhere. The barriers identified included cultural and language differences, lack of international experience and seafarer nationality restrictions imposed by some flags.

BIMCO and ISF have concluded that now, more than ever, current economic difficulties facing the industry and the increasing pressures being placed on seafarers, such as piracy and criminalization, make it timely to conduct a new survey to identify what needs to be put in place for the future to secure a healthy pool of seafarers.
in the short, medium and long term.

The 2010 BIMCO/ISF Manpower Update will be published towards the end of this year and the entire shipping community awaits its outcome with keen interest.

Despite the numerical decline in officer-level entrants, shipping remains an exciting, rewarding and fulfilling career – a career that can take people almost anywhere, both in geographical terms and in terms of the sort of work they may finally find themselves doing.

Seafaring is not only a satisfying and worthwhile career choice in itself, it is also a passport to a huge variety of related jobs ashore for which experience at sea will make one eminently qualified. Indeed, there now seems to be a greater awareness that, after a seagoing career in a responsible and demanding job, there are many opportunities ashore in related industries that rely on the skills and knowledge of those with seafaring expertise. This is something the industry and its supporters need to stress.

The many dedicated professional seafarers who, having served their early years at sea, now hold positions as managers and superintendents in shipping companies, maritime pilots, vessel traffic service and rescue coordination centre operators, advisers to Ministers and executives in shipping-related activities (such as insurance companies and classification societies, professors and teachers at maritime academies and colleges), scattered throughout all parts of the industry, are shining examples of what can be achieved – not to mention those shipmasters and engineers who have become shipowners themselves.

No doubt, to a certain extent, the unique hazards confronting seafarers – pirate attacks, unwarranted detention and abandonment, to reiterate some of them – serve to discourage new recruits. Yet, despite the challenges it presents – or perhaps because of them – time spent at sea offers a series of enticing advantages and unique opportunities. The potential for good wages, early responsibility, opportunities to travel, good long-term career prospects, long

holidays and the sense of doing something very different from just working in an office, have a universal and timeless appeal to many young people embarking on a career.

That is why any initiatives to boost the image of the shipping industry and to support cadet recruitment, including the recruiting of female cadets, should be welcomed and encouraged.

It is certainly true that developing countries have broken through the old officer/crew barrier now, and today it is by no means unusual to find competent and experienced officers from outside the traditional shipping nations in charge of the most modern vessels. As the industry looks to enhance its attractiveness, it is in these newer markets that its efforts are most likely to bear fruit.

How the shortage affects seafarers’ attitudes

The seafarer shortage has both quantitative and qualitative aspects. Purely in terms of numbers, the point has not yet been reached when ships are unable to sail and cargoes remain on the quayside due to lack of qualified crew being available. At the moment, the shortfall is being absorbed by the existing workforce – but not without some extreme measures being adopted.

According to reports, officers are working longer hours and, occasionally, not taking their holiday entitlements. Some are awarded exemptions to enable them to serve in positions for which they may not be fully qualified. Training periods are being shortened, hastening the early promotion of younger seafarers, who may lack the necessary experience to shoulder the responsibilities of higher ranks. Ships may receive short-term permits to sail with fewer than the required minimum crew complement. Meanwhile, the demand/supply imbalance is forcing salaries up, which has the effect of enticing older officers out of retirement, thus raising the age profile of the seafarer, and giving rise to some undesirable developments.

The cumulative impact of all this can only be detrimental to the quality of service provided. In any workplace there is a direct relationship between the quantity of work required, the resource available to do it and the quality of the output. Unreasonable demands lead to stress, fatigue and a fall-off in performance. No-one is immune, least of all ships’ officers, whose jobs are challenging and demanding enough at the best of times.

By way of an insight into the motivations and perceptions that have influenced seafarers’ career choices, a recent survey of seagoing personnel carried out by a recruitment company revealed that pay, although, relatively speaking, good, was not the most popular reason for going to sea. The most quoted reason was that seafarers actually wanted a career at sea; the most quoted reason was that

Although, relatively speaking, good, was not the most popular reason for going to sea. The most quoted reason was that seafarers actually wanted a career at sea; the most quoted reason was that
MARITIMA, THE GATHERING FOR INDUSTRY PLAYERS IN THE MARITIME AND COASTAL ECONOMIES

BRANCHES OF INDUSTRY REPRESENTED:
- Naval Architects, Designers & Design Offices
- Shipbuilding
- Equipment
- Institutions
- Coastal, Environment, Pollution Control
- Oceanography, Hydrography & Bathymetry
- Offshore, Oil Tankers and Underwater Work
- Fishing
- Ports
- Ship Repair
- Service Companies
- Transport

190 EXHIBITORS
GATHERED TOGETHER,
FILLING 5,000 M² OF EXHIBITION SPACE

500 TRADEMARKS
EXHIBITED

MORE THAN
7,500 VISITORS
EXPECTED

FOR MORE INFORMATION:
WWW.SALONMARITIMA.COM
aspects of seagoing career. These centre around, on the one hand, ‘quality of life’ issues, with ‘time spent away from family and friends’, ‘time spent away from children’ and ‘difficulties in keeping in contact with home’ all ranking highly; and, on the other hand, ‘quality of work’ issues—such as ‘too much paperwork’, ‘fatigue’, ‘fear of being treated like a criminal’ and ‘on-board living conditions’.

When the same survey delved a little deeper to find out what motivates seafarers to stay at sea, it is instructive to note that job satisfaction, career-related ambition and job security all scored highly and, collectively, outscored purely financial considerations. And the idea that the shipping industry can provide the basis for a fulfilling and satisfying lifelong career is borne out by the responses to whether a career at sea was viewed as a job for life: the overwhelming majority replied that they either expected to spend all their working lives at sea or that seafaring would provide them with the necessary experience and qualification for a related job ashore. All of which would tend to suggest that recruitment, rather than retention, is the nub of the problem.

‘Go to sea!’ campaign

In November 2008, in association with the International Labour Organization (ILO); BIMCO; the International Chamber of Shipping/International Shipping Federation; the International Association of Dry Cargo Shipowners; the International Association of Independent Tanker Owners; and the International Transport Workers’ Federation, IMO launched a campaign called “Go to Sea!” specifically to address the global shortage of seafarers, and officers in particular.

The campaign calls on Governments, industry and IMO, supported by ILO and other international organizations, to take specific actions, within their areas of influence, to increase the recruitment of seafarers to tackle the problem.

Amongst the specific calls for action, the shipping industry is urged to take the lead and do more to promote itself through the media. The industry should continue to provide support for and endorse campaigns aimed at improving its image and use key industry figures as examples of career progression. It is also urged to do more to make life on board and away from home more akin to the life enjoyed by others ashore; to encourage women to work in the seafaring profession; and to promote the industry at non-maritime-related events.

Governments are asked to give greater prominence to the maritime perspective, by doing more to support and encourage the shipping industry in any initiatives it takes to enhance its image and to remove adverse actions that may damage that image. Maritime training facilities need to be resourced adequately (both in financial and human resource terms) to ensure a supply of competent seafarers. Governments could do much to promote a wider take-up of a sea career through, for example, recognition of sea service instead of compulsory military service, training of jobless persons and promoting shipping as a career for women.

IMO itself has developed a page on its public website highlighting information about the types of career paths available to seafarers, through links to industry sites. While on missions abroad, where practicable, the Secretary-General visits...
Seafarers – cost or asset?
For shipowners, the seafarer represents something of a double-edged sword. It is with the seafarer that lies the ultimate stewardship of the shipowners’ prime business assets – the ships. But employment costs remain the most significant variable operating cost for shipping companies – a factor which assumes particular importance during periods of economic difficulty.

The shipping arm of international accountancy firm Moore Stephens has developed a benchmarking tool for ship operating costs. Designated “OpCost” it provides an annual snapshot of how the various elements of vessel operating costs are changing, both in relation to each other and over time. OpCost 2009 (which reports on the financial year 2008) shows an annual average increase of 15.8 per cent in total operating costs for the range of vessel types covered by the survey. But the average rise in crew wages over that period peaked at 21.4 per cent, the highest level since OpCost was first published, in October 2000, and more than double the increase (10.3 per cent) recorded the previous year. In almost every vessel category, crew costs accounted for the single largest increase in expenditure. For bulkers and tankers, the average increase in crew costs was between 22 and 23 per cent.

Drewry, the specialist maritime industry consultancy, publishes its own Ship Operating Costs Annual Review and Forecast. Reinforcing the points made in the Moore Stephens survey, Drewry’s 2009 review observes that “manning, of course, remains the single largest operating cost element and one causing the most concern as the predicted shortage of officers and skilled crew sends panic waves through the industry. Officer wages have been escalating at an unprecedented rate over the last year. At the same time differentials for the same rank and nationality have widened… a hint of further trouble to come.”

The need to source, recruit, train and retain a growing seagoing requirement (and to fill related onshore positions) has never been greater. Owners and managers will need to find some way of ensuring that the current wages “free for all” gives way to something more manageable and sustainable.

Whether a seafarer is viewed primarily as an asset or an operating cost depends largely on the shipowner’s point of view. Those at the “quality” end of the market will clearly put the emphasis on the benefits to be gained from employing seafarers who are properly qualified, trained and have the competence they need to manage today’s ships efficiently and safely. Some have shown just how much they value their workers by working together with shipping registries to create training institutions in the developing countries that are now supplying the bulk of the world’s seagoing labour force.

STCW amendments
It is because of this pivotal role played by the seafarer that the International Convention on Standards of Training, Certification and Watchkeeping (STCW), which is designed to make sure that the global human resource available to the shipping industry meets the required standards, is considered one of the most important measures to have been developed by IMO.

The original STCW Convention, adopted in 1978, was the first internationally-agreed measure to address the issue of minimum standards of competence for seafarers. In 1995, it was completely revised and updated to clarify the standards of competence required and provide effective mechanisms for enforcement of its provisions.

Earlier this year, in what can be considered as the pinnacle of IMO’s efforts on the regulatory front to make a tangible difference in the Year of the Seafarer, major revisions to the STCW Convention and its associated Code were adopted at a Diplomatic Conference in Manila, the Philippines, thereby ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come.

Among the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:

- improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties’ compliance with the Convention);
- revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
- new certification requirements for able seafarers;
- new requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
- new requirements for marine environment awareness training and training in leadership and teamwork;
- new training and certification requirements for electro-technical officers;
- updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- improved requirements relating to seafarer education and training in maritime safety.

The shipping industry can provide the basis for a fulfilling and satisfying life-long career.
new requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;

• introduction of modern training methodology including distance learning and web-based learning;

• new training guidance for personnel serving on board ships operating in Polar Waters; and

• new training guidance for personnel operating Dynamic Positioning Systems.

The amendments, known as ‘The Manila amendments to the STCW Convention and Code’, are set to enter into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code fully up to date, and enabling them to address issues that are anticipated to emerge in the foreseeable future.

Corporate social responsibility
In recent years, shipping has worked hard, and successfully, to improve its safety record and its environmental credentials – prompted, in no small part, by the increasingly comprehensive regulatory regime adopted by IMO. Yet this is not proving enough to promote seafaring as an attractive and appealing career. There is a growing understanding that evolutions in the technical and regulatory arenas need to be complemented by the simultaneous development, within the industry, of a sense of corporate social responsibility if shipping is to address the seafarer shortage properly. Indeed, there can be little doubt that issues of staff morale and motivation, brand loyalty and reputational risk and environmental sustainability are increasingly widely recognized as key drivers of competitive advantage. Corporate social responsibility has come to mean more than just charity or philanthropy. It has moved from the margins to the mainstream of corporate strategy as the awareness grows that economic, social and environmental objectives can be pursued as common, interlinked objectives.

There has, of late, been a significant and genuine change in the way many companies within the shipping industry approach the environmental and social issues related to their operations. Many are now coming around to the view that good environmental and social stewardship actually makes good business sense.

Today, environmental considerations, the fair treatment of workers and the duty of care businesses have towards their customers, are of increasing concern. The status of the employee as a “sensitive asset” has led companies to perceive the value of creating workplace environments that are attractive to applicants and corporate values that are aligned to wider social interests.

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 politicians, banks, investors, charterers, insurers, corporate customers and environmental activists, not to mention potential recruits – that their ships and their operations are safe, secure and environmentally sound.

IMO and the human element in shipping
As well as addressing seafarer training through the STCW Convention, IMO has long been concerned with wider labour force issues which it addresses under the banner of “the human element”. The human element in shipping embraces not only seafarers serving aboard ships but also the entire spectrum of human activities performed by ships’ crews, shore-based management, regulatory bodies and others. Since the 1980s, IMO has increasingly addressed human element issues in its work.

At its 20th session in November 1997, the IMO Assembly adopted resolution A.850(20) setting out a vision, with principles and goals, for the Organization with regard to the human element.

The resolution recalled a previous resolution (A.680(17)) which invited Governments to encourage those responsible for the management and operation of ships to develop, implement and assess safety and pollution prevention management systems and another (A.772(19)), concerning fatigue factors in manning and safety, which aims at increasing awareness of the complexity of fatigue and encourages all parties involved in ship operations to take these factors into account when making operational decisions.

The resolution acknowledged the need for increased focus on human-related activities in the safe operation of ships, and the need to achieve and maintain high standards of safety and environmental protection for the purpose of significantly reducing maritime casualties.

While its core principles remain valid, it was updated by resolution A.947(23) on Human element vision, principles and goals for the Organization, adopted by the 23rd Assembly in November-December 2003. The principal elements of this resolution are as follows:

Vision

• to significantly enhance maritime safety and the quality of the marine environment by addressing human element issues to improve performance;

Principles

• the human element is a complex multi-dimensional issue that affects maritime safety and marine environmental protection. It involves the entire spectrum of human activities
IMarEST – the Institute of Marine Engineering, Science & Technology established in London in 1889, is the leading international membership body and learned society for marine professionals, with over 15,000 members worldwide.

The IMarEST has a unique international presence with its extensive marine network of 50 international branches, affiliations with major marine societies around the world, representation on the key marine technical committees and NGO status at the International Maritime Organization (IMO).

Our journals

IMarEST publications are the preferred choice of industry professionals and scientists seeking coverage of all aspects critical to the design, construction, operation and through life support of every type of vessel and offshore construction, and the associated marine sciences.

To advertise in, or subscribe to our publications, contact Lorraine Jordan at lorraine.jordan@imarest.org OR +44 (0)207 382 2606 OR visit www.imarest.org
performed by ships’ crews, shore-based management, regulatory bodies, recognized organizations, shipyards, legislators, and other relevant parties, all of whom need to co-operate to address human element issues effectively;

• the Organization, when developing regulations, should honour the seafarer by seeking and respecting the opinions of those that do the work at sea;

• effective remedial action following maritime casualties requires a sound understanding of human element involvement in accident causation. This is gained by a thorough investigation and systematic analysis of casualties for contributory factors and the causal chain of events;

• in the process of developing regulations, it should be recognized that adequate safeguards must be in place to ensure that a “single person error” will not cause an accident through the application of these regulations;

• rules and regulations addressing the seafarers directly should be simple, clear and comprehensive;

• crew performance is a function of individual capabilities, management policies, cultural factors, experience, training, job skills, work environment and countless other factors;

• dissemination of information through effective communication is essential to sound management and operational decisions; and

• consideration of human element matters should aim at decreasing the possibility of human error as far as possible.

Goals

• to have in place a structured approach for the proper consideration of human element issues for use in the development of regulations and guidelines by all Committees and Sub-Committees;

• to conduct a comprehensive review of selected existing IMO instruments from the human element perspective;

• to promote and communicate, through human element principles, a maritime safety culture and heightened marine environment awareness;

• to provide a framework to encourage the development of non-regulatory solutions and their assessment based upon human element principles;

• to have in place a system to discover and to disseminate to maritime interests studies, research and other relevant information on the human element, including findings from marine and non-marine incident investigations; and

• to provide material to educate seafarers so as to increase their knowledge and awareness of the impact of human element issues on safe ship operations, to help them do the right thing.

A further important element in IMO’s “human element” work has been the development of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code). The ISM Code is intended to improve the safety of international shipping and to reduce pollution from ships by impacting on the way shipping companies are managed and operated. The ISM Code establishes an international standard for the safe management and operation of ships and for the implementation of a safety management system.

The genesis of the ISM Code lies in a number of very serious shipping accidents that occurred during the late 1980s. They were manifestly caused by human errors, with management faults also identified as contributing factors.

In October 1989, IMO adopted resolution A.647(16), Guidelines on Management for the Safe Operation of Ships and for Pollution Prevention. The purpose of these Guidelines was to provide those responsible for the operation of ships with a framework for the proper development, implementation and assessment of safety and pollution prevention management in accordance with good practice.

The objective was to ensure safety, to prevent human injury or loss of life, and to avoid damage to the environment, in particular, the marine environment, and to property. The Guidelines were based on general principles and objectives so as to promote evolution of sound management and operating practices within the industry as a whole. They recognized the importance of existing international instruments as the most important means of preventing maritime casualties and pollution of the

• • •
sea and included sections on management and the importance of a safety and environmental policy. In 1993, after some experience in the use of the Guidelines, IMO adopted the ISM Code, which became mandatory in 1998.

The ISM Code establishes safety management objectives and requires a safety management system (SMS) to be established by “the Company”, which is defined as the shipowner or any person, such as the manager or bareboat charterer, who has assumed responsibility for operating the ship. The Company is then required to establish and implement a policy for achieving these objectives. This includes providing the necessary resources and shore-based support.

Every company is expected “to designate a person or persons ashore having direct access to the highest level of management”. The procedures required by the Code should be documented and compiled in a Safety Management Manual, a copy of which should be kept on board.

### Joint IMO/ILO work on seafarer employment issues

If the global pool of competent, properly qualified and efficient seafarers is to be increased, then seafaring must be seen as a viable career choice for people of the right calibre. This clearly dictates that efforts should be made to ensure that the employment conditions for seafarers should be at least comparable with those found in other industries. The obvious impact that the quality of the shipping industry has on safety at sea means that employment issues play an important part in the work of IMO. As a result, IMO and ILO, the International Labour Organization, have established joint working groups on seafarer issues to tackle such matters from a united perspective.

For example, it is a sad fact that seafarers sometimes become abandoned in foreign ports, often as a result of financial problems on the part of the shipowner. If a shipowner defaults on a payment or some other business transaction, arrest of the ship is often the only recourse open to creditors. And if the shipowner goes out of business, the ship may simply be abandoned. Either way, it is usually the crew that bears the brunt. Seafarers abandoned in foreign ports often suffer severe hardships, including lack of food, medical care, and other necessities of life, as well as delays in their repatriation. Compensation for injury or death is sometimes subject to delay, there is also a perception that, in some cases, there has been pressure to reduce the amount of claims in return for an expedited settlement.

These are serious problems involving a human and a social dimension. Given the global nature of the shipping industry, there can be little doubt that seafarers need special protection. As a result, joint IMO/ILO guidelines relating to financial security to cover claims from seafarers in cases of abandonment, personal injury and death and on shipowners’ responsibilities in respect of contractual claims for personal injury to or death of seafarers, have been developed. The plan is for these to be made mandatory through amendments to the ILO’s Maritime Labour Convention (see below), once this Convention enters into force.

The two Organizations have also jointly developed and adopted Guidelines on fair treatment of seafarers in the event of a maritime accident, in response to several high-profile cases in which seafarers had been summarily incarcerated following accidents in which their ship had been involved. The implementation of these Guidelines, along with those on abandonment, are currently being monitored by IMO’s Legal Committee.

Another very welcome development in the context of seafarers’ welfare was the adoption, in 2006, of the ILO’s consolidated Maritime Labour Convention, which deals specifically with seafarers’ working conditions. This has been hailed as the “fourth pillar” of the international regulatory regime for quality shipping, complementing three key IMO Conventions, namely the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). The new text on fitness for duty and hours of rest in any 24-hour period and 77 hours in any 7-day period. The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and then intervals between consecutive periods of rest shall not exceed 14 hours.

At the same time, in order to ensure the continued safe operation of ships in exceptional conditions, the Conference unanimously agreed to allow certain exceptions from the above requirements for the rest periods. Under the exception clause, parties may allow exceptions from the required hours of rest provided that the rest period is not less than 70 hours in any 7-day period and that certain clear conditions are met.

---

### Seafarer fatigue

Seafarer fatigue has frequently been found to be a contributory factor to accidents at sea and to ensure seafarers are adequately rested has long been recognized as having an important role in preventing casualties. IMO has developed guidance on fatigue, while the Maritime Labour Convention also contains provisions covering this issue. These were reinforced earlier this year at the aforementioned Manila Conference by the adoption of an important new text on fitness for duty and hours of rest, which will create better conditions for seafarers to be adequately rested before they undertake their on-board duties.

Under the Manila Amendments to the STCW Convention, all persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than a minimum of 10 hours of rest in any 24-hour period and 77 hours in any 7-day period. A rest period may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive periods of rest shall not exceed 14 hours.

---

It’s not all glamour: basic maintenance can be hum-drums so it helps to keep a cheery smile.
LAS EXHIBICIONES MAS IMPORTANTES DE LA REGION
THE MOST IMPORTANT EXHIBITIONS IN LATIN AMERICA

VII EXPOSICION Y CONFERENCIA INTERNACIONAL
MARITIMA Y NAVAL PARA LATINOAMERICA
VII INTERNATIONAL MARITIME AND NAVAL EXHIBITION & CONFERENCE
FOR LATIN AMERICA

Organizar/Organized by:

Patrocinan/Supported by:

CONTACTO COMERCIAL
COMMERCIAL CONTACT

FISA S.A.
kbecker@fisa.cl - albanez@fisa.cl
Tel. (56 2) 530 7238 - 530 7217 - 530 7000
Moneda 1160, piso 11
Santiago, Chile

EXHIBICION DE LA INDUSTRIA MARITIMA PORTUARIA
PARA LATINOAMERICA
MARITIME AND PORT EXHIBITION FOR THE LATIN AMERICA INDUSTRY

30 nov
03 dic/dec 2010
VALPARAISO - CHILE
www.trans-port.cl
These provisions were the result of intensive negotiations between regulators and the shipping industry and represent a well-balanced solution of the issue.

Conclusion

There have been massive changes in the supply side of the shipping industry’s human resource in recent years, in particular a fundamental shift towards new labour markets concentrated in developing countries. The development of open registries for ships has given the shipping industry the flexibility to recruit its manpower from alternate sources, with the result that developing and newly industrialized countries now provide the majority of seafarers for the entire global fleet – not just for the ships flying their own country’s flag.

The Philippines leads the way in this respect, with some 250,000 to 300,000 Filipino seafarers making an immense contribution to the country’s balance of payments and providing a major source of foreign currency. In December 2009, the Trade Union Congress of the Philippines reported that the amount of cash sent home by overseas Filipino sailors had risen by US$108 million or 4.51 per cent to a new record of US$2.501 billion in the nine months to September last year, from US$2.393 billion over the same period in 2008.

China, Indonesia and India are also major suppliers of seagoing manpower, and the picture is repeated in many countries, albeit mostly on a smaller scale, throughout the world.

There can be no doubt that transport and communication are crucial for sustainable development in the global environment, not least in view of the vital role played by maritime transport in terms of poverty alleviation and the economic growth of developing countries.

Against this, it must also be recognized that seafarers shoulder enormous risks in the execution of their daily tasks and duties, in an often hostile environment, while spending long periods of their professional life at sea away from their families and friends.

There have been far too many reported instances in which seafarers have been unfairly treated when their ships were involved in accidents; abandoned in foreign ports; refused shore leave for security purposes; and subjected to serious risks while their ships were sailing through piracy-infested areas and to potentially harmful treatment while in the hands of pirates.

IMO has urged action from Governments, shipping organizations and companies and all other parties concerned, to address these issues.

The magnitude of the service provided by the global population of some 1.5 million seafarers to the estimated 6.7 billion citizens of the world is difficult to express or to conceptualize. What is beyond dispute is that seafarers deserve our respect, recognition and gratitude – not just in this, the “Year of the Seafarer”, but into the future, too.

To this end, the Manila Conference adopted a resolution designating 25 June as “Day of the Seafarer” in order to mark the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole. The date chosen was that on which the Manila amendments to the STCW Convention and Code were adopted and acknowledges their significance for the maritime community and those who serve it on board ships. Governments, shipping organizations, companies, shipowners and all other parties concerned are encouraged to duly and appropriately celebrate and promote the Day of the Seafarer.

The theme of this year’s World Maritime Day was chosen in order, first of all, to provide the maritime community with an opportunity to pay tribute to seafarers from all over the world for their unique contribution to society and in recognition of the vital part they play in the facilitation of global trade. It is also providing an excellent opportunity to convey to the seafarers of the world the message that the entire shipping community appreciates them and their indispensable services; is aware of the conditions under which they operate; shows compassion for the sacrifices they make; and really does care for them.
A more prosaic, but no less important kind of wreck has given serious concern in recent times. Despite modern navigation equipment, said to reduce many dangers of a fickle sea, ships continue to founder, especially in coastal or shallow waters, posing a serious hazard to navigation and pollution of the marine environment.

The world shipping community has had these wrecks in its sights for several decades and IMO first became seized of the problem in the early 1970s. The end result was the adoption of the Nairobi International Convention on the Removal of Wrecks, 2007 (WRC), still awaiting entry into force.

Despite the effort of Governments and industry to enhance safety in shipping operations, wrecks continue to pose acute problems for shipping worldwide. The number of wrecks in coastal waters was estimated a few years ago at some 1300 worldwide. War is just one cause: for example, after the Iran-Iraq war of 1980-88 and the first Gulf war in 1991, a survey of the Persian Gulf area assisted by IMO reported more than 200 wrecks along with heavy pollution.

Historic wrecks fascinate us. An ancient Greek trireme; the Vasa, emerging ghost-like from Stockholm harbour; the celebrity status of the Titanic; and the grim wartime wrecks of the 20th Century that litter the ocean floor, many of them designated war graves. Most States have legislation governing the protection and removal of such wrecks.

Genesis of the Nairobi wreck-removal convention
By David Sagar, IMO Legal Office

Wreck removal conference in the making
The WRC didn’t happen overnight. Its genesis, as with other IMO liability and compensation conventions, may be traced back to the dramatic wreck of the tanker Torrey Canyon on a reef off Land’s End, United Kingdom (UK) in March 1967, threatening an environmental disaster.

Because, legally speaking, the wreck lay outside the UK’s territorial sea, then three miles, questions arose as to the rights of the UK, as a coastal state, to take action under international law to protect its coastline and to intervene in relation to foreign flagged vessels. The issue was therefore brought to the attention of IMO by the UK and French Governments, with a request for assistance.

The immediate outcome of this request led to the adoption in 1969 of the Intervention Convention and the Civil Liability Convention, followed two years later, by the 1971 Fund Convention.

The subject of wreck removal started receiving the attention of IMO’s Legal Committee in 1972, but work was deferred repeatedly, to enable priority to be given to the elaboration of other, more urgently needed, international instruments.

Further stimulus was given to the proposed WRC by the wreck of the Mont Louis on a sandbank off Zeebrugge, Belgium, in 1984, after a collision with a passenger ferry. Though outside Belgian territorial waters, a Belgian court ordered its removal by the ship owners. This incident, however, served to highlight the need to
establish, in international law, a coastal State’s legal right to remove wrecks located outside its territorial limits, as well as to recover the costs of such removal.

After successive meetings of the IMO Legal Committee, the Convention was adopted, on 18 May 2007, at an IMO Diplomatic Conference held in Nairobi. It will enter into force twelve months after 10 States have become Parties to it.

In line with general principles of treaty law, the Convention will apply to wrecks occurring after its entry into force.

How the issues have been tackled

The main problems are:

- off-shore wrecks may constitute a hazard to navigation, potentially endangering other vessels and their crews;

- a wreck may cause substantial damage to the marine and coastal environments, depending on the nature of the cargo;

- at a time when goods and services are becoming increasingly expensive, costs involved in the marking and removal of hazardous wrecks is a major issue; and

- although many of the dangerous wrecks lie in shallow coastal waters, within the territorial sea, where the coastal State generally has the right to remove them, recovery of associated expenses may prove problematic, given that many of these wrecks have been abandoned by the shipowners.

The Convention addresses these issues in the following way:

- for wrecks in the Exclusive Economic Zone (EEZ) that pose a hazard (i.e. a threat to navigation or to the marine environment or coastline), affected States may take reasonable measures to remove the wreck;

- the master or operator of a ship, following a maritime casualty, has the duty to report the event to the affected State;

- following this, the affected State should take urgent measures to establish and to warn mariners of the precise location of the wreck;

- if the wreck is determined to be a hazard, the affected State should take steps to mark it; and consult with the owner with a view to its removal;

- with some exceptions, the owner is normally responsible for the costs of these actions;

- if the owner does not comply within a reasonable time, the coastal State may remove the wreck, at the owner’s expense;

- owners of ships of 300 gross tonnage or above are required to maintain compulsory insurance or other financial security to cover their liability under the WRC, and carry on board at all times a certificate to that effect; and

- coastal States have the right to extend the application of the Convention to their territorial waters (the “opt in” clause), including the requirement for compulsory insurance.

The Nairobi Convention represents a major breakthrough since, once in force, it will provide the first set of uniform international rules enabling the removal of wrecks in coastal waters.
IMO Council agrees short-term funds’ transfer to WMU

At its 104th regular session, in June, the IMO Council agreed a £500,000 transfer from reserves in the Organization’s Technical Co-operation (TC) Fund to provide short-term financial support for the World Maritime University (WMU) – thus endorsing fully a recommendation made by IMO’s Technical Co-operation Committee (TCC). The TCC had highlighted the current financial challenges of the University, which had arisen due to the withdrawal of funding from long-standing donors, coupled with the absence of new external sources of income during the serious, and continuing, global financial crisis.

The Council also considered a number of proposals submitted by the Secretary-General regarding the future, long-term financial sustainability of WMU, as a response to a request of the IMO Assembly in resolution A.1031(26), which he, also in his capacity as Chancellor of the University, had submitted to IMO’s most senior bodies (the Council and Assembly) last year. Further consideration of the proposals regarding the financial sustainability of the University will be continued by a correspondence group led by the University’s host country, Sweden, and at the Council’s next session, in November 2010.

WMU was founded by IMO in 1983, since when it has established an excellent reputation as the global centre for advanced education, training and research for specialist personnel from the international maritime community. Many of its graduates (2,855 from 158 countries) hold senior positions in maritime education, as heads of institutions or as professors. Others hold key posts in national ministries, maritime administrations, ports and shipping companies, or represent their Governments in a range of capacities at IMO and other international forums, enabling them to influence and direct maritime policy in their countries, regions and at the global level.

“an excellent reputation as the global centre for advanced education, training and research for specialist personnel from the international maritime community”
TC activities support broader development goals

IMO’s technical co-operation activities may be geared primarily towards the maritime sector but many of them also have a direct link to the Millennium Development Goals (MDGs).

Such projects recently undertaken include a series of studies to assess the impact of HIV/AIDS on ports, carried out in the ports of Mombasa, Kenya, Dar es Salaam, Tanzania, and Durban, South Africa (MDG 6 “Combat HIV/AIDS, malaria and other diseases”); the conclusion of more than 60 partnership arrangements (MDG 8 “Develop a Global Partnership for Development”); and management of numerous IMO programmes related to the protection of the marine environment (MDG 7 “ensure environmental sustainability”).

Furthermore, the IMO global programme supporting Small Island Developing States (SIDS) and Least Developed Countries (LDCs) included needs-assessment missions to the Maldives to identify its special shipping needs with regard to inter-island coastal shipping and to the Comoros, Djibouti and Madagascar to enhance the capacity of their maritime safety administrations to comply with IMO conventions. Under the same programme, a further such mission, focusing on search and rescue (SAR), was followed by a regional meeting for the Pacific Island region on SAR, held in Honolulu, Hawaii; a regional meeting on SAR and GMDSS facilities for several Caribbean SIDS was held in Port of Spain, Trinidad and Tobago, early in 2010; and SAR and GMDSS facilities continued to be established in Africa.

Additionally, three regional workshops on the operational safety of domestic ferries and non-Convention vessels had been organized: in Dar es Salaam, Tanzania (for nine countries of eastern and southern Africa); in Bahrain (for five countries of the Middle East); and in Fiji (for 11 Pacific Island countries). The objective of these workshops was to enhance the safe operation of non-Convention vessels that provide livelihoods for many poor families residing along the coast.

2010 IMO Bravery Award decided

The IMO Council has endorsed the decision of a Panel of Judges that the 2010 IMO Award for Exceptional Bravery at Sea should go to Fourth Engineer James Fanifau, a Fijian, of the MV Scarlett Lucy. He was nominated by Australia for his part in the dramatic rescue of two survivors from the sunken yacht Sumatra II, in May 2009, amid severe weather conditions in the Tasman Sea.

In rescuing one of the survivors, Mr. Fanifau placed himself in great danger. Exhibiting little regard for his own personal safety, he went over the side of his ship, into very rough seas, to pull an exhausted elderly man from the water and carry him to the safety of the ship. The Panel of Judges considered that Engineer Fanifau displayed extraordinary bravery and humanitarian concern and had gone far beyond the call of duty.

The Council also decided that, of the other nominees, four will receive Certificates of Commendation and five Letters of Commendation. A total of 31 nominations from 16 IMO Member States were received and initially considered by an Assessment Panel consisting of experts nominated by various international non-governmental organizations and, thereafter, by a Panel of Judges chaired by the IMO Council Chairman.

International Maritime Prize 2009 confirmed

The IMO Council has agreed to award the International Maritime Prize for 2009 to Mr. Johan Franson of Sweden (above) for his contribution to maritime safety, security and prevention of pollution from ships.

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 the Organization.

PSC regimes and IMO sign data accord

The Mediterranean and Indian Ocean have become the first Port State Control (PSC) regimes to conclude data exchange agreements with the IMO Secretariat. Under the agreements, the Secretariat will receive reports on all PSC inspections carried out by PSC regimes, in electronic format. The reports will be used to populate a PSC module in IMO’s Global Integrated Shipping Information System.
Manila conference sets 25 June as annual ‘Day of the Seafarer’

IMO Member States have unanimously agreed that the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, should be marked annually with a ‘Day of the Seafarer’.

The Diplomatic Conference held in Manila, the Philippines, to adopt major revisions to the STCW Convention and its associated Code (see p.8), also adopted a resolution nominating 25 June of each year thereafter as the ‘Day of the Seafarer’. The date chosen was that on which the STCW revisions were adopted and acknowledges their significance for the maritime community and those who work on board ships.

The resolution encourages Governments, shipping organizations, companies, shipowners and all other parties concerned to duly and appropriately promote the Day of the Seafarer.

IMO to focus on piracy response in 2011 WMD theme

‘Piracy: orchestrating the response’ is the World Maritime Day (WMD) theme for 2011, the IMO Council has confirmed. In presenting the proposal, IMO Secretary-General Mitroploulos said that piracy continues to be an endemic problem for the international community, not only around the Horn of Africa but in other parts of the world as well, despite the many and varied efforts to contain, if not eradicate, it.

These efforts notwithstanding, he added, much work remains to be done if the ultimate goal of consigning piracy to the realms of history is to be achieved.

The choice of the theme for next year is intended to allow IMO not only to play its part by intensifying its efforts to meet the challenges of eradicating the scourge of piracy worldwide but, more importantly, to orchestrate the right response, among all concerned, to achieve the overall objectives.

IMO-EBRD Marine Biosafety Initiative helps tackle ballast water problems

The Russian Federation and Ukraine will be the first countries to benefit from a training programme aimed at helping selected Eastern European countries reduce the risk from harmful organisms and pathogens transferred in ships’ ballast water, under the innovative Marine Biosafety Initiative, launched by the European Bank for Reconstruction and Development (EBRD) in partnership with the MO, through the IMO’s GloBallast Partnerships Programme (GloBallast).

The EBRD is providing funding for a series of training programmes in selected countries in which the EBRD operates, while GloBallast will provide already-developed training materials and support the project technically via IMO’s GloBallast Programme Coordination Unit (PCU). Training in the Russian Federation and Ukraine is scheduled to start in early 2011.

The training programme is seen as a crucial tool in assisting shipping and port industries in the selected countries to build technical and institutional capacity to meet the mandatory requirements of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM Convention), adopted by IMO in 2004 to address the problems caused by alien species transported to non-native eco-systems in ships’ ballast water, with potentially devastating consequences.

Lack of capacity has been identified as the single most important barrier in addressing ballast water issues in developing countries and in meeting the Convention’s requirements. The IMO-EBRD Marine Biosafety Initiative utilises a series of capacity-building tools developed by the GloBallast Partnership Programme, and will target a wide spectrum of private sector entities in the selected countries.

The modular, two-phased training programme will build the basic capacity among a wide range of stakeholders including private and public sectors in the first phase of training. The advanced training in the second phase will be more specialized and will focus on compliance and operational issues of ballast water management by targeting mainly the private sector, including ports operators, the shipping industry and technology developers.

The IMO-EBRD Marine Biosafety Initiative represents a very innovative partnership model between a United Nations body such as IMO and a multilateral development bank, in addressing a serious, global environmental issue.
Get your ship prepared for the future

Asbestos surveys, Green passports, Inventories of Hazardous Materials

Our companies assisted Wallenius Marine with their first Inventory of Hazardous Materials - shall we do the same for you?

LITEHAUZ
Copenhagen
Denmark
T: +45 88708675
fsl@litehauz.dk
www.litehauz.com

ingenieursbureau Oesterbaai
Rotterdam
The Netherlands
T: +31 10 2088444
clemens@oesterbaai.nl
www.oesterbaai.nl

Maritime Environmental Consultancy
SHIPS’ ROUTEING
2010 EDITION

visit www.imo.org for your local distributor