Covers Story
GHG reduction tools ready for new and existing ships

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Although international maritime transport is the most energy-efficient mode of mass transport and only a modest contributor to global CO₂ emissions, further improvements are being actively sought by Governments, through IMO, the shipping industry and environmentalist groups, as sea transport is predicted to continue growing significantly in line with world trade and the attendant growth of the world merchant fleet.

IMO’s work on measures to enhance ships’ energy efficiency and thereby control and reduce their greenhouse gas emissions has three distinct “building blocks”: technical and operational reduction measures, development of which is all but finalized, and market-based mechanisms, on which the Organization currently has also done a great deal of work and which are being pursued in accordance with a work plan set to culminate in 2011.

On the technical front, a working group of the Marine Environment Protection Committee (MEPC) has now completed the drafting of regulations for an Energy Efficiency Design Index, known as the EEDI, which would enable a minimum energy efficiency level for new cargo ship designs to be established. The EEDI is a complex mathematical formula that provides a specific energy-efficiency figure for an individual ship design, expressed in grams of CO₂ per ship’s capacity-mile, e.g. tonne-mile. A smaller EEDI value means a more energy-efficient ship design. Reducing the required EEDI over time, will stimulate continued technical development of all the components influencing the fuel efficiency of a ship and provide a transparent mechanism for comparison of the energy efficiency of individual ships.

The second technical measure is the Ship Energy Efficiency Management Plan, known as the SEEMP, the purpose of which is to establish a mechanism by which the efficiency of vessel operations can be improved – and this can apply to existing vessels, too.

The SEEMP provides an approach for monitoring ship and fleet efficiency performance over time, and encourages the shipowner, at each stage of the plan, to consider new technologies and practices when seeking to optimize ship performance.

While the yield of individual measures may be small, the collective effect across the entire fleet of merchant vessels will be significant. In global terms, operational efficiencies delivered by a large number of ships will make a considerable contribution to reducing global carbon emissions.

With regard to the third “building block” in IMO’s GHG strategy, the market-based mechanisms or MBMs, the most recent meeting of the MEPC also held an extensive debate on how to progress their development following the submission of a comprehensive report by an Expert Group, which I commissioned last April to carry out a feasibility study and impact assessment of several possible MBMs already submitted by governments and observer organizations.

Following the debate, which was not conclusive, the MEPC agreed to hold an intersessional meeting in March 2011 solely to consider MBMs, to narrow down the number of proposed schemes.

The control of GHGs from shipping has been a complex and difficult task from both a conceptual and a technical perspective and there can be no denying that the achievement of the MEPC in developing these measures to the extent that it has, along with the associated draft regulatory texts, is substantial and worthy of considerable praise.

But the political aspects of this issue have proved just as difficult, if not more so, for the IMO Member States. How should these measures be applied, and to whom? Should they be mandatory or voluntary? If mandatory, should they be introduced in IMO’s regulatory regime by means of amendments to an existing convention or form a new, stand-alone instrument? All of these questions have vexed the membership of the Organization and it has not yet been possible for a consensus to be reached.

Personally, I view the outcome of the MEPC as positive, in the circumstances. Although decisions as to how to proceed with the next step of IMO’s climate change strategy were not reached by consensus, nevertheless the Committee made progress on all three elements of its work and it is expected that further substantial progress will continue to be made at the Committee’s next meeting, in July 2011.

The importance of doing so cannot be underestimated. Despite the current global economic downturn, demand for shipping services will continue to rise, over time. The global economic outlook may be uncertain but one thing of which we can all be fairly sure is that, no matter how global markets may contract, expand or otherwise metamorphose, there will always be a demand for ships and shipping.
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Environment meeting progresses
GHG reduction measures for ships

Existing vessels can use the SEEMP to improve efficiency and reduce CO₂ emissions

IMO’s Marine Environment Protection Committee (MEPC), meeting for its 61st session, made further progress in developing measures to improve the energy efficiency of ships, in order to reduce greenhouse gas (GHG) emissions from international shipping.

Having considered means by which technical and operational measures could be introduced in the Organization’s regulatory regime, the Committee noted the intention of some States party to MARPOL Annex VI – Regulations for the prevention of air pollution from ships, to request the Secretary-General to circulate proposed amendments to that Annex, to make mandatory, for new ships, the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP), both of which have already been disseminated for voluntary use. The circulated draft amendments would then be considered by the Committee’s next session, in July 2011, with a view to adoption under MARPOL Annex VI. The Committee also noted, however, that some other States did not support the circulation of the proposed amendments.

Although decisions as to how to proceed with the next step of IMO’s climate change strategy were not reached by consensus, nevertheless the Committee made progress on all three elements of its work, namely technical, operational and market-based measures, and it is expected that further substantial progress will continue to be made at the July 2011 meeting.

The EEDI is a non-prescriptive, performance-based mechanism that leaves the choice of technologies to use in a specific ship design to the industry. As long as the required energy-efficiency level is attained, ship designers and builders would be free to use the most cost-efficient solutions for the ship to comply with the regulations.

The SEEMP establishes a mechanism for a shipping company and/or a ship to improve the energy efficiency of ship operations.

The Committee also held an extensive debate on how to progress the development of suitable market-based measures (MBMs) for international shipping, following the submission of a comprehensive report by an Expert Group, which had carried out a feasibility study and impact assessment of several possible market-based measures submitted by Governments and observer organizations.

The scope of the work of the Expert Group was to evaluate the various proposals on possible MBMs, with the aim of assessing the extent to which they could assist in reducing GHG emissions from international shipping, giving priority to the maritime sectors of developing countries, least developed countries (LDCs) and Small Island Developing States (SIDS). The MBM proposals under review ranged from a contribution or levy on all CO₂ emissions from international shipping or only from those ships not meeting the EEDI requirement, via emission trading systems, to schemes based on a ship’s actual efficiency, both by design (EEDI) and operation (SEEMP).

The Committee agreed Terms of Reference for an intersessional meeting of the Working Group on GHG Emissions from Ships, to be held in March 2011, tasking the group with providing an opinion on the compelling need and purpose of MBMs as a possible mechanism to reduce GHG emissions from international shipping and further evaluating the proposed MBMs considered by the Expert Group, including the impact of the proposed MBMs on, among others, international trade, the maritime sector of developing countries, LDCs and SIDS, as well as the corresponding environmental benefits. A report from the intersessional group will be submitted to MEPC 62 in July 2011.
Ocean fertilization — assessment framework agreed

An Assessment Framework for Scientific Research Involving Ocean Fertilization, designed to assess whether proposals for ocean fertilization constitute legitimate scientific research, has been adopted by Parties to the treaties regulating the dumping of wastes at sea.

The Assessment Framework has been developed by the Scientific Groups under the London Convention and Protocol, as required under the 2008 resolution (LC-LP.1(2008)), which guides Parties as to how proposals they receive for ocean fertilization research should be assessed.

The 2008 resolution stated that ocean fertilization activities, other than legitimate scientific research, should not be allowed. The resolution followed previous discussions by Parties to the two treaties on planned operations for large-scale fertilization of the oceans using micro-nutrients – for example, iron – to sequester carbon dioxide (CO₂). The 2008 resolution states that ocean fertilization activities, other than legitimate scientific research, “should be considered as contrary to the aims of the Convention and Protocol and do not currently qualify for any exemption from the definition of dumping”.

The Assessment Framework provides criteria for an initial assessment of a proposal and detailed steps for completion of an environmental assessment, including risk management and monitoring. Importantly, it does not contain a threshold below which experiments would be exempt from its assessment provisions. Every experiment, regardless of size or scale, should be assessed in accordance with the entire Assessment Framework. However, it is acknowledged that information requirements will vary according to the nature of each experiment. It would be inconsistent with the Assessment Framework and resolution LC-LP.1(2008) for Parties to establish their own national thresholds to exempt some experiments from the Assessment Framework at this time.

The adoption of the Assessment Framework is a further step in regulating ocean fertilization by Parties since initial discussions in 2007. The Parties also agreed that further work should be undertaken at an intersessional meeting of a working group on the regulation of ocean fertilization (scheduled for June 2011 in Montreal, Canada) to work towards providing a global, transparent and effective control and regulatory mechanism for ocean fertilization activities and other activities that fall within the scope of the London Convention and Protocol and have the potential to cause harm to the marine environment.


UN Secretary-General responds to joint appeal on piracy and release of hostages

In a reply to the IMO Secretary-General and heads of international shipping and seafarer organizations, United Nations Secretary-General Ban Ki-moon has expressed concern about the intolerable human cost of piracy off the coast of Somalia and its serious consequences regionally and globally. He also welcomed the theme chosen by the IMO Council for World Maritime Day 2011, “Piracy: orchestrating the response”.

While underlining the need to reinforce collective response at sea, on land, and in judicial systems around the world, and to provide effective and sustainable solutions to the governance, security and humanitarian difficulties faced by Somalia, Mr. Ban states that he will “bring to the attention of the Security Council the unacceptable plight of hostages currently being held by pirates in Somalia” and that he will seek the Security Council’s support “to develop an approach that might obtain their release”. Mr. Ban further adds that “the United Nations, in partnership with the broad range of concerned international institutions and organizations, including the IMO, will spare no effort to address the challenges resulting from piracy”.

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Major ship recycling country signs Convention

Turkey, one of the five major ship recycling nations in the world, has signed, subject to ratification, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009.

His Excellency Mr. Ünal Çeviköz, Ambassador Extraordinary and Plenipotentiary to the United Kingdom and Permanent Representative of the Republic of Turkey to the International Maritime Organization (IMO), signed the Convention, on behalf of his country, at IMO Headquarters in London on Thursday, 26 August 2010.

IMO Secretary-General Mitropoulos and Mr. Çeviköz expressed the wish that other major ship recycling nations join the Convention as soon as possible.

The Hong Kong Convention, adopted at a diplomatic conference in May 2009, is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risk to human health and safety or to the environment. It will enter into force 24 months after the date on which 15 States, representing 40 per cent of world merchant shipping by gross tonnage, have either signed it without reservation as to ratification, acceptance or approval or have deposited instruments of ratification, acceptance, approval or accession with the IMO Secretary General. The combined maximum annual ship recycling volume of those States must, during the preceding 10 years, constitute not less than 3 per cent of their combined merchant shipping tonnage.

The Convention addresses all major issues surrounding ship recycling, including the fact that ships sold for scrapping may contain environmentally hazardous substances such as asbestos, heavy metals, hydrocarbons, ozone-depleting substances and others. It also addresses concerns raised about the working and environmental conditions at many of the world’s ship recycling locations.

Regulations in the Convention cover the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling, without compromising the safety and operational efficiency of ships; the operation of ship recycling facilities in a safe and environmentally sound manner; and the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.

The text of the ship recycling Convention was developed over a three year period, with input from IMO Member States and relevant non-governmental organizations, and in co-operation with the International Labour Organization and the Parties to the Basel Convention.

IMO Secretary-General commends seafarers’ rights centre

IMO Secretary-General Efthimios E. Mitropoulos welcomed the launch, on World Maritime Day, of the Seafarers’ Rights International Centre, an independent forum dedicated to advancing seafarers’ interests.

The new Centre will be located at the London offices of the International Transport Workers’ Federation (ITF), with initial funding coming from the ITF’s Seafarers’ Trust. An international Advisory Board, currently 10-strong, has already been established and the Centre’s stakeholders will include seafarers, lawyers and other advisers, non-governmental organizations, trade unions, welfare organizations and campaigners, students and academics, shipowners and other major actors in the shipping industry, as well as Governments.

During the launch of the Centre, which took place at IMO Headquarters in London, Mr. Mitropoulos took the opportunity to stress IMO’s long-standing commitment to seafarers and said it was fitting that the new Centre should be launched at IMO Headquarters on a World Maritime Day exclusively dedicated to them.

He said, “When 2010 was first proposed as the Year of the Seafarer, I remarked upon the particular hazards that confront the 1.5 million seafarers in the world. As well as the natural hazards of the sea and the elements, which they have to deal with as a matter of course, they also face exceptional hazards, such as pirate attacks, unwarranted detention and abandonment”.

“THE launch of Seafarers’ Rights International today will undoubtedly help those seafarers that are caught up in such circumstances, through no fault of their own”, he continued, “by providing a centre dedicated to advancing seafarers’ interests through research, education and legal training concerning seafarers’ issues.”

The launch of the Centre was also attended by, Ms Deirdre Fitzpatrick, Executive Director, Seafarers’ Rights International, and members of the Centre’s Advisory Board.

Piracy petition presented to IMO

Mr. David Cocker, General Secretary of the ITF, supported by shipping industry representatives, has presented a petition signed by 930,406 people to Secretary-General Mitropoulos, calling for Governments to do everything possible to protect the thousands of seafarers and the hundreds of ships at risk of attack by pirates:

• dedicating significant resources and concerted efforts to find real solutions to the growing piracy problem;
• taking immediate steps to secure the release and safe return of kidnapped seafarers to their families;
• working within the international community to secure a stable and peaceful future for Somalia and its people.

Mr. Mitropoulos said, “IMO shares the deep concern of seafarers, industry and the broader community with regard to piracy and I know I can speak for the Organization’s entire membership and its partners in stating that it is our strong collective wish to see it eradicated”.

Mr. Mitropoulos added that the petition would significantly support the objectives identified by IMO with regard to the World Maritime Day theme for 2011, which will be “Piracy: orchestrating the response”.

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Maritime Environmental Consultancy
FAL Explanatory Manual finalized

The Explanatory Manual to the IMO Convention on Facilitation of International Maritime Traffic, 1965, as amended (FAL Convention) was finalized by the Facilitation Committee, when it met for its 36th session.

The manual, which will be disseminated widely as a FAL circular, contains explanations of the provisions of the Annex to the IMO Convention on Facilitation of International Maritime Traffic, 1965, as amended (including amendments adopted in 2009) as well as practical methods of application and examples of best practices. Public authorities can apply the methods of application or best practices that are most suitable for their circumstances.

The manual, which encourages the use of information and communication technologies, is aimed at promoting the wide acceptance of the FAL Convention and the universal implementation of the measures adopted by the Organization to facilitate international maritime traffic.

Group to review FAL Convention

The Committee agreed terms of reference for an intersessional Correspondence Group on the comprehensive review of the FAL Convention, to begin the process of reviewing the convention with a view to ensuring that it continues adequately to address the present and emerging needs of the shipping industry, as well as modernizing its provisions through taking into account, for example, developments in the field of electronic transmission of information and data and the Single Window concept.

The correspondence group will focus its work on investigating all areas where electronic methods of communication should replace paper-based information for the clearance of ships; identifying the scope for harmonizing the provisions of the Convention with the current security requirements of other relevant IMO instruments; looking at areas where the Single-Window concept can be promoted; harmonizing duplicated requirements; adding new definitions for globally-used terminology and reviewing the structure of the Convention.

Compendium on Facilitation and Electronic Business

The draft revised IMO Compendium on Facilitation and Electronic Business was approved by the Committee for forwarding to the World Customs
establish standard practices regarding requirements related to the identity documents which provide public authorities with information about an individual member of the crew seeking access to shore. Administrations should render particular attention to ensuring unbiased and non-discriminatory practice in exercising control is followed, allowing access to shore irrespective of vessels’ flags and nationalities of individual crew members.

The approval of the circular follows the approval by the Maritime Safety Committee (MSC), at its 87th session, of a related circular on MSC.1/Circ.1342 Reminder in connection with shore leave and access to ships.

Revised stowaway guidelines agreed

The Committee approved a draft FAL resolution on Revised Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases, and agreed to submit it to the MSC for consideration.

The guidelines update and revise those adopted in 1997 (resolution A.871(20)) and take into account the amendments to the FAL Convention to incorporate standards and recommended practices on dealing with stowaways, which were adopted in January 2002 and entered into force in 2003, and other developments such as the adoption of the International Ship and Port Facilities (ISPS) Code.

The revised guidelines are intended for use by Member States that are not Contracting Governments to the FAL Convention; and Member States that are Contracting Governments to the FAL Convention and have notified the Secretary-General either that they find it impracticable to comply with the aforementioned Standards or of differences between their own practices and those Standards; or which have not yet notified the Secretary-General that they have brought their formalities, documentary requirements and procedures into accord, so far as practicable, with the Recommended Practices.

The Committee noted the number of stowaway incidents reported to the organization: 494 stowaway cases, involving 2,052 stowaways, in 2008; 314, involving 1,070 stowaways, in 2009; and 102, involving 251 stowaways, in the second quarter of the first half of 2010. Data were received from a small number of flag States and port States.

The Committee noted, with concern, the potential under-reporting of incidents, citing the fact that the number of stowaway cases reported to the Organization during calendar 2007 totalled 252 incidents involving 889 stowaways while the number of stowaway cases collated by P&I Clubs from 20 February 2007 to 20 February 2008 totalled 842 incidents involving 1,985 stowaways, which cost the Clubs a total of some US$14.3 million, including fines imposed by some States not willing to assist in the disembarkation of the stowaways.

The Committee also approved revised circular FAL.2/Circ.50/Rev.2 on reports of stowaway incidents, inviting Member Governments and international organizations in consultative status to provide the Organization with data on stowaway incidents and information on experience gained with the provisions of the Convention or the Guidelines.

“Revised guidelines are intended for use by Member States that are not Contracting Governments to the FAL Convention”
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Timber deck cargoes – revised Code agreed

The draft Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code), revising and updating the original code adopted in 1973, was agreed by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) when it met for its 15th session.

The updated Code will be submitted to the Maritime Safety Committee (MSC) at its 89th session in May 2011, for approval and subsequent adoption by the IMO Assembly in late 2011.

The TDC Code complements the SOLAS chapter VI requirements concerning the Cargo Securing Manual, thus contributing significantly towards the safe loading, stowage and securing of such cargoes carried on deck.

The revision of the Code has followed a number of serious accidents involving timber cargo, with concerns relating to the methods of stowing and securing such cargoes on deck to withstand heavy weather.

The revised and updated Code intends to address these issues. It will apply to all ships of 24m or more in length carrying a timber deck cargo and is aimed at ensuring that the stowage and cargo securing arrangements for timber deck cargoes result in a safe yet rational securing of the cargo, so that it is satisfactorily prevented from shifting by collapsing, sliding or tipping in any direction, taking into account the acceleration forces the cargo may be subjected to throughout the voyage in the worst sea and weather conditions that may be expected.

Amendments to bulk cargoes Code agreed

The Sub-Committee agreed the first set of draft amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code, intended to be circulated for consideration by the MSC for adoption in May 2011. The draft amendments revise individual schedules for a number of cargoes.

The IMSBC Code itself will enter into force on 1 January 2011.

Carriage of iron ore fines

The Sub-Committee approved a DSC circular on Carriage of iron ore fines that may liquefy which gives advice on the transport of this cargo, and refers to the hazards of cargoes that may liquefy.

Fixed gas fire-extinguishing system

The Sub-Committee agreed a draft MSC circular on Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire extinguishing system is ineffective, for approval by MSC 89.
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MEPC adopts revised MARPOL Annex III

At its 61st session, the Marine Environment Protection Committee (MEPC) progressed its work on a number of important issues, including the adoption of the revised MARPOL Annex III, the approval of a revised text for MARPOL Annex V, the implementation of the ballast water and ship recycling conventions and the reduction of emissions of greenhouse gases from ships (see p.6)

Revised MARPOL Annex III

The revised MARPOL Annex III Regulations for the prevention of pollution by harmful substances carried by sea in packaged form was adopted by consensus during the session and is expected to enter into force on 1 January 2014 in order for changes to the Annex to coincide with the next update of the mandatory International Maritime Dangerous Goods (IMDG) Code, specifying that goods should be shipped in accordance with relevant provisions.

Revised MARPOL Annex V text approved

The MEPC approved, with a view to adoption at its next session, amendments to revise and update MARPOL Annex V Regulations for the prevention of pollution by garbage from ships, following a comprehensive review of this Annex.

The main changes include the updating of definitions; the inclusion of a new requirement specifying that discharge of all garbage into the sea is prohibited, except as expressly provided otherwise (the discharges permitted in certain circumstances include food wastes, cargo residues and water used for washing deck and external surfaces containing cleaning agents or additives which are not harmful to the marine environment); expansion of the requirements for placards and garbage management plans to fixed and floating platforms engaged in exploration and exploitation of the sea-bed; and the proposed addition of discharge requirements covering animal carcasses.

Ballast water management systems approved

After consideration of the reports of the thirteenth and fourteenth meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group, which met in May and July 2010, respectively, the MEPC granted Final Approval to six ballast water management systems that make use of active substances and Basic Approval to three such systems.

The MEPC also approved circulars on the Framework for determining when a Basic Approval granted to one BWMS may be applied to another system that uses the same Active Substance or Preparation and Guidance for Administrations on the type-approval process for ballast water management systems in accordance with the G8 Guidelines (for approval of ballast water management systems).

The MEPC reiterated the need for countries to ratify the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004, to achieve its entry into force at the earliest opportunity. To date, 27 States, with an aggregate merchant shipping tonnage of 25.32 per cent of the world total, have ratified the Convention. The Convention will enter into force twelve months after the date on which not fewer than 30 States, the combined merchant fleets of which constitute not less
than 35 percent of the gross tonnage of the world’s merchant shipping, have become Parties to it.

The MEPC noted the conclusion of the Review Group on Ballast Water Treatment Technologies (BWRG) that, for ships with ballast water capacity up to 5,000 cubic metres, including those constructed in 2011, there are sufficient technologies available to meet the requirements of the Convention and their number is increasing.

**Emission Control Area proposal**

The MEPC approved a proposal to designate certain waters adjacent to coasts of Puerto Rico (United States) and the Virgin Islands (United States) as an ECA for the control of emissions of nitrogen oxide (NO\textsubscript{x}), sulphur oxide (SO\textsubscript{x}) and particulate matter under MARPOL Annex VI Regulations for the prevention of air pollution from ships and agreed to consider the proposal for adoption at its next session.

Currently, there are two designated ECAs under Annex VI – the Baltic Sea area and the North Sea area – while a third, the North American ECA, was adopted in March 2010, with entry into force expected in August 2011.

**Recycling of ships**

The MEPC continued its work on developing guidelines intended to assist ship-recycling facilities to commence introducing voluntary improvements to meet the requirements of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, which was adopted in May 2009.

It was agreed to re-establish the intersessional Correspondence Group on Ship Recycling to further develop the draft Guidelines for safe and environmentally sound ship recycling, Guidelines for the development of the Ship Recycling Plan and Guidelines for the authorization of Ship Recycling Facilities.

The Committee encouraged Governments to ratify the Convention, which has been signed, subject to ratification, by five countries, and to review the programme for technical assistance aimed at supporting its early implementation.

**Annex IV special area proposal approved**

The MEPC approved draft amendments to amend MARPOL Annex IV Prevention of pollution by sewage from ships to include the possibility of establishing “Special Areas” for the prevention of such pollution and to designate the Baltic Sea as a Special Area under this Annex. The amendments will be considered for adoption at the next session.

**Revised IAPP form supplement adopted**

The MEPC adopted amendments to MARPOL Annex VI Regulations on the prevention of air pollution form ships to amend the Form of Supplement to the International Air Pollution Prevention (IAPP) Certificate.

The revised form is intended to clearly and precisely document the extent of a ship’s compliance with regulations 4 and 14 of MARPOL Annex VI regarding sulphur oxide (SO\textsubscript{x}) values, or the possibility of using equivalent arrangements, outside or inside an Emission Control Area (ECA). The revised form is expected to enter into force on 1 February 2012 but the Committee noted that Member Governments have been invited to use the revised form of Supplement to the IAPP Certificate at the earliest possible opportunity.

The MEPC also adopted revised Guidelines for monitoring the worldwide average sulphur content of residual fuel oils supplied for use on board ships.

**PSSA for Strait of Bonifacio to be further considered at next session**

The MEPC considered a proposal submitted by France and Italy to designate the Strait of Bonifacio as a Particularly Sensitive Sea Area (PSSA), and noted that the overwhelming majority of delegations that spoke agreed with the proposal, in principle, subject to a review by the Technical Group on PSSAs, which will be convened at the Committee’s next session.

In the meantime, the proponents were invited to also submit their proposals for associated protective measures to the Sub-Committee on Safety of Navigation for its consideration.

**Implementation of OPRC Convention and OPRC-HNS Protocol**

The MEPC considered the report of the eleventh meeting of the OPRC HNS Technical Group, held in the week prior to the Committee meeting, and approved the following draft texts developed by the Technical Group: the revised Manual on oil pollution, Section I - Prevention and the Guidance document on the implementation of an incident management system.
maritime matters.

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29 September 2010 marked the 33rd celebration of World Maritime Day, the annual occasion when IMO leads the world in highlighting a key aspect of the shipping world. This year the theme for World Maritime Day was 2010 – Year of the Seafarer. IMO Secretary-General Mitropoulos welcomed dignitaries from the shipping and diplomatic communities to the annual reception at IMO’s London Headquarters.

In his World Maritime Day message to the international maritime community, Secretary-General Mitropoulos said that the intention of the theme had been 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,” Mr. Mitropoulos said.

Mr. Mitropoulos said he welcomed wholeheartedly the decision of the Manila Conference, in June 2010, which adopted major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) and its associated Code, to make the 25th of June of each year the annual “Day of the Seafarer”: a day on which 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 Conference was concluded and acknowledges the significance of the STCW amendments for the maritime community and those who serve aboard ships.

"When IMO first mooted the idea that our theme for 2010 should focus on the seafarer, we wanted to do two things; first, to draw attention to a workforce that is largely unheralded and unacknowledged, often even within the industry it serves; and, second, 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,” Mr. Mitropoulos said.

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Registration and call for papers is open for the 2011 IMO-WMU Oil Spill Risk Management Conference

Focusing on measuring risk, contingency planning in congested shipping routes, deepwater and polar areas, the Conference will attract experts on oil and gas development, shipping and offshore industry, government and policy, as well as leading academics, to present their views and engage in roundtable discussions.

The Conference will make a unique contribution to global expertise in oil spill preparedness, response and planning. It is organized by the World Maritime University and International Maritime Organization in with the support of Baltic Master II, EMSA, IPIECA, Intertanko, ITOPF, UNEP and Total.

For more information and to register: http://www.wmu.se/oilspillriskmanagement, or email conferences@wmu.se
“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 unique circumstances within which seafarers spend their working lives…”
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“a day on which to mark the unique contribution made by seafarers from all over the world”

Top:
H.E. Mr. Nalin Surie, High Commissioner and Permanent Representative of India to IMO

Second to top:
H.E. Mr. Hugh Anthony Arthur, High Commissioner of Barbados

Second to bottom:
Mr. Cenio Lewis KCMG, High Commissioner of Saint Vincent and the Grenadines

Bottom:
H.E. Mrs. Joan Rwabyomere, High Commissioner of Uganda
“The date chosen was that on which the Conference was concluded and acknowledges the significance of the STCW amendments”
“…a workforce that is largely unheralded and unacknowledged, often even within the industry it serves…”

Top: Captain Luis Alejandro Ojeda Pérez, Permanent Representative of Venezuela to IMO and Mrs. Ojeda

Second to top: Mr. Torben C. Skaanild, Secretary-General of BIMCO

Second to bottom: Commander Peter Hinchliffe, OBE, Secretary-General of ICS/ISF and Mrs. Hinchliffe

Bottom: H.E. Mr. Antonio M. Lagdameo, Ambassador and Permanent Representative of the Philippines to IMO
Argentina hosted the 2010 World Maritime Day parallel event in the capital, Buenos Aires, on 7 and 8 October.

On the first day of the parallel event, a symposium was held at the Ministry for External Relations, International Trade and Religious Affairs, at which highly experienced, well-known speakers gave presentations focusing on aspects of navigation in polar waters and the rights and needs of seafarers. The panel sessions were attended by representatives from government, the academic world, industry, the press and the trade unions, as well as students from seafarer training academies.

On the second day a ceremony took place at which a plaque in honour of the seafarer was unveiled. The plaque is located in the Puerto Madero district, symbolic for being a redeveloped urban area in what was Argentina’s first artificial industrial port, in sight of its marinas and the historic ships moored there.

The plaque, set in a block of granite by the side of a promenade, is intended to mark society’s gratitude for the work of seafarers and for their contribution to the well-being of mankind.
IMO and BSC join hands to protect the Black Sea

IMO and the Black Sea Commission (BSC) have jointly organized a workshop to help Black Sea States prepare to ratify IMO’s Ballast Water Management Convention. Bringing together civil servants, legal experts and scientists from six Black Sea littoral States, the workshop was the first joint activity within the framework of a recently signed Memorandum of Understanding between the two organizations.

Being almost completely isolated from the world’s oceans, the Black Sea’s unique ecosystem is extremely vulnerable to threats generated by human activities. Possibly one of the greatest of these is the transfer of invasive species in ships’ ballast water.

It is estimated that about 3 to 10 billion tonnes of ballast water is transferred globally each year, potentially transferring from one location to another thousands of marine species that may prove ecologically harmful when released into a non-native environment. The effects of the invasive species have been devastating in many areas of the world, and the Black Sea has suffered badly.

Invasive species can have significant negative impacts on the economy and ecology of the areas they invade. In the Black Sea, they have reproduced rapidly and they can infest an area in a very short time, displacing the native species and often resulting in dramatic depletions of fish stocks.

The workshop took place from 19 to 21 July, 2010 and was hosted in Odessa by the State Administration of Maritime and Inland Water Transport, Ministry of Transport and Communications of Ukraine.

The Memorandum of Understanding between IMO and the Black Sea Commission was signed on 8 July 2010 in order to increase mutual support for several environmental aspects of shipping, including oil pollution preparedness, ballast water management and dumping of waste.

In 1992, realizing the importance of the Black Sea, its fragile and unique ecosystem as well as the unique role it plays in the lives of the people of the region, the six coastal countries (Bulgaria, Georgia, Romania, the Russian Federation, Turkey and Ukraine), meeting in Bucharest, signed the Convention on the Protection of the Black Sea Against Pollution – known as the “Bucharest Convention”. The Black Sea Commission is the intergovernmental body established to implement the Bucharest Convention, which provides the legal framework for regional co-operation and the actions needed to reduce pollution and increase protection in the marine environment. The Permanent Secretariat of the Black Sea Commission is hosted by Turkey and located in Istanbul.

Ships’ Routeing, 2010 edition, now available

Comprehensive details of all ships’ routeing measures adopted by IMO worldwide can be found in the 2010 edition of Ships’ Routeing, just published by IMO.

Containing all the ships’ routeing measures, including mandatory ship reporting systems, adopted over the years, up to May 2010, the publication (which is also available on CD and as an electronic download) is an essential reference book for Administrations and seafarers.

Included in the publication are descriptions and definitions of the different measures adopted (in parts A and H), with individual measures outlined in detail, including reference maps and coordinates, in parts B (traffic separation schemes), C (deep-water routes), D (areas to be avoided), E (other routeing measures, such as recommended tracks, two-way routes and recommended directions of traffic flow), F (the rules and recommendations on navigation that are associated with particular traffic areas and straits), G (mandatory ship reporting systems, mandatory routeing systems and mandatory no-anchoring areas) and H (archipelagic sea lanes).

The 2010 edition includes the latest amendments to existing traffic separation schemes, deep-water routes, areas to be avoided and mandatory ship reporting systems, as well as new routeing and reporting systems, including:

- In the Åland Sea and elsewhere in the Baltic Sea
- In the Mediterranean and Black Seas
- In the Red Sea
- Off the coast of Portugal

The publication is available from authorized distributors of IMO publications (http://www.imo.org/Publications/mainframe.asp?topic_id=429) and via IMO’s online bookshop.

For further information, please consult the IMO website at www.imo.org.

Technical details:

It has been available as a CD and an electronic download (ID927E and ZD927E, £110) since October 2010.

Customers wishing to be informed about the availability of new IMO titles can register online at http://www.imo.org/Publications/mainframe.asp?topic_id=517
IMLI graduates make their mark at IMO Legal Committee

Graduates from the IMO International Maritime Law Institute (IMLI) in Malta had a significant presence at the most recent meeting of the Organization’s Legal Committee. Several of them (below) were present in the delegations of a number of IMO Member States, and one, Mr Kofi Mbiah of Ghana (5th from left, bottom row) was elected as the Committee’s new Chairman. Mr Mbiah graduated with a Master of Laws from IMLI, where he also was the recipient of the IMO Secretary General’s Award for Best Overall Performance. He also holds an MBA from the Ghana Institute of Management and Public Administration.

He has represented Ghana at the Legal Committee for a number of years and served as Vice Chairman since 1998. He has also participated actively in sessions of the IMO Council.

IMOLI graduates make their mark at IMO Legal Committee

World’s largest cruise ship joins IMO model fleet

IMO’s already impressive collection of model ships has received a significant addition in the form of a representation of Oasis of the Seas, the world’s largest cruise vessel. The model was kindly donated by Royal Caribbean International and the Cruise Line Industry Association.
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