First-ever mandatory GHG measures adopted

Armed security personnel – guidance agreed

SOLAS amendments for lifeboat release hooks

2012-2013 Technical Co-operation Programme approved
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October, 26(Wed)~29(Sat), 2011
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The fight against piracy requires a co-ordinated response involving many different players. IMO has made orchestrating this response a central theme of its work this year. Turn to page 26 for the story so far.

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From the early 1980s until recently, IMO’s anti-piracy efforts were focused on the traditional hot spots of the Straits of Malacca and Singapore and the South China Sea. Through a series of measures, developed and implemented with the strong and much appreciated co-operation of the littoral States and the unreserved support of the shipping industry, the scourge of piracy in those waters has significantly reduced nowadays.

However, this thorny issue has lately manifested itself in other parts of the world, most notably – but not exclusively – in the waters off the coast of Somalia, the Gulf of Aden, the Arabian Sea and the wider Indian Ocean. Pirates have become bolder, more audacious, more aggressive and violent and seem to be better organized than ever before.

All these disconcerting and worrying developments have strengthened our determination to meet the challenge. We believe that we can use the experience gained and the successes achieved in reducing piracy elsewhere in the world to good effect in the current arena – but to do so requires a well devised and coordinated response.

Kidnap and ransom is the current modus operandi, and, in a continuously fluctuating situation, there are several hundred seafarers currently being held hostage on board hijacked ships, with their time in captivity averaging six months.

While innocent seafarers bear the brunt of these crimes, the world economy suffers too – an annual cost that is now estimated to be between 7 billion and 12 billion US dollars. And, with more than 12 per cent of the total volume of oil transported by sea flowing through it, the strategic importance of the Gulf of Aden can be severely affected. Ships diverting via the Cape of Good Hope face significantly longer voyages with all the associated costs and environmental consequences.

It is for all these reasons that IMO has decided to make combating piracy not only the theme for World Maritime Day but also a central theme of its work this year and for as long as necessary. To this effect, we have developed a multi-faceted action plan designed to address the problem at several different levels and are proceeding with its implementation in an orchestrated manner – a reflection of the fact that the problem has become too entrenched and deep-rooted to be solved by any single entity. The United Nations, alliances (political and defence) of States, Governments acting collectively or individually, military forces, shipping companies, ship operators and ships’ crews, all have a crucial part to play in order to rid the world of the threat posed by piracy in the vast expanse of the Indian Ocean.

No effort should be spared to alleviate this unacceptable situation. Shipping companies must ensure that their ships rigorously apply the IMO guidance and industry-developed Best Management Practices in their entirety; no ship is invulnerable, in particular those with relatively low freeboards and slow steaming speeds. And Governments need to back-up their oft-stated concern over the situation by deploying military and other resources commensurate, in numbers and technology, with the scale of the problem and with a realistic chance of dealing with it effectively.

While IMO has positioned itself in the epicentre of the concerted efforts being made, it cannot alone supply an instant solution to the issue – particularly since, although piracy manifests itself at sea, the roots of the problem are to be found ashore. Nevertheless, through our action plan and other initiatives, and in collaboration with other interested parties, equally determined and committed as ourselves, we feel confident we will be able to make a difference where the problem is being most acutely felt – at sea.

Some success in thwarting pirate attacks can already be claimed, as can be seen from the falling percentage of attacks that prove successful. Nevertheless, piracy and armed robbery against ships remain real and ever-present dangers to those who use the seas for peaceful purposes. So long as pirates continue harassing shipping, hijacking ships and seafarers, we are neither proud of, nor content with, the results achieved so far.

More needs to be done, including the capture; prosecution and punishment of all those involved in piracy; the tracing of ransom money; and the confiscation of proceeds of crime derived from hijacked ships, if the ultimate goal of consigning piracy to the realms of history is to be achieved. We hope that our choice of the theme for 2011 will provide an appropriate rallying point around which all those who can make a difference can focus their efforts.

In the meantime, our thoughts and prayers are with those seafarers, who, at present, are in the hands of pirates. May they all be released unharmed and returned to their families soon.

“A message from Secretary-General Efthimios E. Mitropoulos

“we have developed a multi-faceted action plan designed to address the problem at several different levels”
During the past 43 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.

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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.
First-ever mandatory energy-efficiency measures for industry sector adopted

The first-ever mandatory global greenhouse gas (GHG) reduction regime for an international industry sector has been adopted by IMO. In what represents a major achievement for the Organization, mandatory measures to reduce emissions of GHGs from international shipping were adopted by Parties to MARPOL Annex VI represented in the Marine Environment Protection Committee (MEPC) when it met for its 62nd session from 11 to 15 July 2011.

The amendments to MARPOL Annex VI Regulations for the prevention of air pollution from ships, add a new chapter 4 to Annex VI on Regulations on energy efficiency for ships to make mandatory the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships. Other amendments to Annex VI add new definitions and the requirements for survey and certification, including the format for the International Energy Efficiency Certificate.

The regulations apply to all ships of 400 gross tonnage and above and are expected to enter into force on 1 January 2013.

However, under regulation 19, an Administration may waive the requirement for new ships of 400 gross tonnage and above from complying with the EEDI requirements. This waiver may not be applied to ships above 400 gross tonnage for which the building contract is placed four years after the entry-into-force date of chapter 4, the keel of which is laid or which is at a similar stage of construction four years and six months after the entry into force, the delivery of which is after six years and six months after the entry into force, or in cases of the major conversion of a new or existing ship, four years after the entry-into-force date.

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 operators to improve the energy efficiency of ships.

Promotion of technical co-operation
The new chapter includes a regulation on Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships, which requires Administrations, in cooperation with IMO and other international bodies, to promote and provide, as appropriate, support directly or through IMO to States, especially developing States, that request technical assistance.

It also requires the Administration of a Party to co-operate actively with other Parties, subject to its national laws, regulations and policies, to promote the development and transfer of technology and exchange of information to States, which request technical assistance, particularly developing States, in respect of the implementation of measures to fulfil the requirements of Chapter 4.

Work plan agreed
The MEPC agreed a work plan to continue the work on energy efficiency measures for ships, to include the development of the EEDI framework for ship types and sizes, and propulsion systems not covered by the current EEDI requirements and the development of EEDI and SEEMP-related guidelines.

Commenting at the close of the session, on the outcome of MEPC, IMO Secretary-General Mitropoulos expressed satisfaction at the many and various significant achievements with which the session should be credited.

“Although not by consensus – which of course would be the ideal outcome – the Committee has now adopted amendments to MARPOL Annex VI introducing mandatory technical and operational measures for the energy efficiency of ships. Let us hope that the work to follow on these issues will enable all Members to join in, so that the service to the environment the measures aim at will be complete,” he said.

Existing vessels will be required to have a Ship Energy Efficiency Management Plan (SEEMP) to help reduce GHG emissions.
Guidance on armed security personnel on ships agreed

Interim guidance on the employment of privately contracted armed security personnel on board ships transiting the high-risk piracy area off the coast of Somalia and in the Gulf of Aden and the wider Indian Ocean was approved by IMO’s Maritime Safety Committee (MSC), which met at the Organization’s London Headquarters for its 89th session from 11 to 20 May 2011.

The MSC approved Interim Recommendations for flag States regarding the use of privately contracted armed security personnel (PCASP) on board ships in the High Risk Area (MSC.1/Circ.1406) and Interim Guidance to shipowners, ship operators, and shipmasters on the use of privately contracted armed security personnel (PCASP) on board ships in the High Risk Area (MSC.1/Circ.1405).

The guidance to shipowners notes that flag State jurisdiction and any laws and regulations imposed by the flag State concerning the use of private security companies apply to their vessels. Port and coastal States’ laws may also apply to such vessels.

No alternative
The guidance notes that the use of PCASP should not be considered as an alternative to the Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea area (BMP) and other protective measures. Placing armed guards on board as a means to secure and protect the vessel and its crew should only be considered after a risk assessment has been carried out. It is also important to involve the Master in the decision making process. The guidance includes sections on risk assessment, selection criteria, insurance cover, command and control, management and use of weapons and ammunition at all times when on board and rules for the use of force as agreed between the shipowner, the private maritime security company and the Master.

The interim recommendations for flag States recommend that flag States should have in place a policy on whether or not the use of PCASP will be authorized and, if so, under what conditions. A Flag State should take into account the possible escalation of violence which could result from the use of firearms and carriage of armed personnel on board ships when deciding on its policy. The recommendations are not intended to endorse or institutionalize the use of PCASP and do not address all the legal issues that might be associated with their use onboard ships.

An intersessional meeting of the Working Group on Maritime Security and Piracy meets in the week commencing 12 September 2011, to develop recommendations to Governments (flag, port and coastal States) on the use of PCASP; review the interim guidance to shipowners, ship operators and shipmasters on the use of PCASP for any consequential amendments; agree an MSC circular for the promulgation of the recommendations to Governments on the use of PCASP; if necessary, agree a revised MSC circular on Guidance to shipowners, ship operators and shipmasters on the use of PCASP; and identify any necessary consequential amendments to the Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships (MSC.1/Circ.1333) and the Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships (MSC.1/Circ.1334).

The MSC also adopted an MSC resolution on Implementation of Best Management Practice guidance, which strongly urges all parties concerned to take action to ensure better implementation of these important measures, recognising the urgent need for merchant shipping to take every possible measure to protect itself from pirate attack and that effective self-protection is the key to avoiding, evading and deterring pirate attacks.

Important to register
The resolution strongly urges all those concerned to take action to ensure that, as a minimum and as recommended in the Best Management Practices: ships’ masters receive updated information before and during sailing through the defined High Risk Area; ships register with the Maritime Security Centre Horn of Africa and report to United Kingdom Maritime Trade Operations (UKMTO) Dubai; and ships effectively implement all recommended preventive, evasive and defensive measures.

The MSC also agreed Guidelines to assist in the investigation of the crimes of piracy and armed robbery against ships, which are intended to be used in conjunction with resolution A.1025(26) Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships. The guidelines are intended to assist an investigator to collect evidence, including forensic evidence, to support the submission of written reports which may assist in the subsequent identification, arrest and prosecution of the pirates that held the vessel and crew captive. Formats for crew statements and logging of evidence are included, as well as guidelines on recovery and packaging of exhibits such as blood, clothing and weapons.

Application of the Best Management Practices is still considered the best way to ward off potential attackers.
Regional training centre in Djibouti – MOU signed

A Memorandum of Understanding (MOU) to allow IMO to fund the building of a regional training centre in Djibouti, to promote the implementation of the Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden (Djibouti Code of Conduct), was signed on 30 May 2011, in Djibouti.

The MOU was signed by His Excellency Mr Mohamed Moussa Ibrahim Balala, Minister of Equipment and Transport, Republic of Djibouti, and Mr Koji Sekimizu, Director, Maritime Safety Division, IMO, at the opening ceremony of a high-level meeting, held to formulate a coordination process for maritime security training in the region and to endorse the regional training centre.

After the signing ceremony, the meeting went on to adopt a resolution to establish the mission and objectives of the regional training centre in Djibouti; the coordination process for regional maritime training; and the process for the programming of regional training.

Trust fund

The training centre will be built using funds donated by Japan to the IMO Trust Fund for the implementation of the Djibouti Code of Conduct, which has been signed by 18 countries in the region.

The signing marks the end of a lengthy planning process and building work is expected to commence, on land donated by the Republic of Djibouti, by the end of June 2011.

IMO fishing vessel safety conference to be held in South Africa in 2012


Fatalities high

The safety of fishermen and fishing vessels forms an integral part of the Organization’s mandate but the instruments on fishing vessel safety which have previously been adopted by the Organization have not come into force due to a variety of technical and legal obstacles and the fishing sector is still experiencing a large number of fatalities every year. Bringing into force a binding international safety regime is expected to play a part in helping reverse that trend.

The decision by the IMO Council to hold the 2012 conference follows the endorsement of the draft Agreement by the Maritime Safety Committee (MSC) in May 2011. The Committee had undertaken extensive work to review the 1993 Torremolinos Protocol and address impediments to its entry into force. The MSC also agreed to the proposed draft amendments to the annex to the 1993 Torremolinos Protocol, which would be attached to the Agreement.

Once the Agreement is in force, countries which are Party to it could consider implementation of the technical requirements of the 1993 Torremolinos Protocoll under the terms and conditions contained in the Agreement. The Agreement would be a new, legally binding, instrument, offering a firm foundation to implement the amended technical provisions of the Torremolinos Protocol.

Mr. Koji Sekimizu elected as IMO Secretary-General

Mr. Koji Sekimizu of Japan has been elected as the next Secretary-General of IMO, with effect from 1 January 2012, for an initial term of four years.

The vote took place during the 106th session of the 40-Member strong IMO Council, which met from 27 June to 1 July 2011. The decision of the Council will be submitted to the IMO Assembly, which meets for its 27th session from 21 to 30 November 2011, for approval.

Mr. Sekimizu, 58, is currently Director of IMO’s Maritime Safety Division. Mr. Sekimizu studied marine engineering and naval architecture and joined the Ministry of Transport of Japan in 1977, working initially as a ship inspector and moving on to senior positions in both maritime safety and environment related positions within the Ministry. He began attending IMO meetings as part of the Japanese delegation in 1980 and joined the IMO Secretariat in 1989, initially as Technical Officer, Sub-Division for Technology, Maritime Safety Division, becoming Head, Technology Section in 1992, then moving to become Senior Deputy Director, Marine Environment Division in 1997 and Director of that Division in 2000, before moving to his current position in 2004.
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Piracy and lifeboats top varied MSC agenda

Guidelines on carriage of armed security personnel and lifeboat release hooks were adopted by the Maritime Safety Committee

IMO’s Maritime Safety Committee (MSC), which met at the Organization’s London Headquarters for its 89th session from 11 to 20 May 2011, completed a packed agenda, including the development of interim guidance on the employment of privately contracted armed security personnel on board ships transiting the high-risk piracy area, the adoption of amendments to the International Convention for the Safety of Life at Sea (SOLAS) concerning lifeboat release hooks, an agreement on the way forward with regard to the implementation of the Torremolinos Protocol on fishing vessel safety and the approval of a number of draft resolutions for submission to the IMO Assembly, to be held in November 2011.

Piracy and armed robbery against ships
The meeting approved MSC Circulars on Interim Guidance to shipowners, ship operators, and shipmasters on the use of privately contracted armed security personnel on board ships when transiting the High Risk Area, and Interim recommendations for flag States on the use of privately contracted armed security personnel on board ships when transiting the High Risk Area. These interim guidelines provide considerations on the use of privately contracted armed security personnel if and when a flag State determines that such a measure would be appropriate and lawful. They are not intended to endorse or institutionalize their use and do not represent any change of policy by the Organization in this regard.

The MSC approved a new code covering enhanced inspections during surveys of bulk carriers.
Lifeboat release mechanisms
The MSC adopted a new paragraph 5 of SOLAS regulation III/1 to require lifeboat on-load release mechanisms not complying with new International Life-Saving Appliances (LSA) Code requirements to be replaced no later than the first scheduled dry-docking of the ship after 1 July 2014 but, in any case, not later than 1 July 2019.

The SOLAS amendment, which is expected to enter into force on 1 January 2013, is intended to establish new, stricter, safety standards for lifeboat release and retrieval systems, aimed at preventing accidents during lifeboat launching, and will require the assessment and possible replacement of a large number of lifeboat release hooks.

The Committee also adopted Guidelines for evaluation of and replacement of lifeboat release and retrieval systems and related amendments to the LSA Code and associated amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)).

Member Governments were encouraged to initiate, at the earliest opportunity, approval processes for new on-load release and retrieval systems that comply with the amendments to the LSA Code.

Fishing vessel safety
The MSC agreed a draft Agreement on the Implementation of the 1993 Protocol relating to the 1977 Torremolinos Convention on the Safety of Fishing Vessels, aimed at achieving the entry into force of the technical provisions of the 1993 Torremolinos Protocol on fishing vessel safety. The Committee also agreed draft amendments to the 1993 Torremolinos Protocol, which would be attached to the Agreement, to facilitate the adoption of the Agreement.

Following this, countries could consider implementation of the 1993 Torremolinos Protocol under the terms and conditions contained in the Agreement (countries should give effect to the provisions of the 1993 Torremolinos Protocol under the terms of the Agreement, when they deposit an instrument of ratification). The Agreement would be a new, legally binding, instrument, offering a firm foundation to implement the amended provisions of the Torremolinos Protocol.

The MSC agreed to recommend several options to the IMO Council, so that the draft agreement could be adopted at the IMO Assembly in November 2011, or by a diplomatic conference in 2012.

Goal-based standards
The MSC was updated on progress made with the implementation of the International Goal-based Construction Standards for Bulk Carriers and Oil Tankers, which were adopted at its 87th session, along with the associated amendments to SOLAS Chapter II-1 making their application mandatory, as well as verification guidelines and the ship construction file.

The MSC approved Generic guidelines for developing goal-based standards and agreed how the work on GBS should be progressed. The Committee also discussed its future work in the matter, including developing the safety level approach (SLA) in goal-based standards.

LRIT status updated
The MSC was updated on developments in relation to the establishment and testing of LRIT Data Centres (DCs) and the operation of the LRIT system since its last session, including the results of the first modification testing phase and the operation of an Information Distribution Facility (IDF) for the provision of flag State LRIT information to security forces operating in waters off the Gulf of Aden and the western Indian Ocean.

The MSC agreed that the transfer of operations of the International LRIT Data Exchange (IDE) from the temporary facility in the United States to the facility at the European Maritime Safety Agency in Lisbon, Portugal, should be conducted before 31 December 2011.

The MSC also reviewed the performance review and audit reports of the IDE and DCs submitted by the International Maritime Satellite Organization (IMSO), as the LRIT coordinator, together with its findings and recommendations; and issues concerning the long-term operational and financial viability of the LRIT system.
Mandatory IMO audit scheme
Following significant progress made by the Sub-Committee on Flag State Implementation (FSI) towards making the Voluntary IMO Member State Audit Scheme mandatory, the MSC approved the proposed draft IMO Instruments Implementation Code (IIIC), which would be the proposed new title for the mandatory version of the current Code for the implementation of mandatory IMO instruments, 2011. The draft IMO Instruments Implementation Code will also be forwarded for consideration and approval by the Marine Environment Protection Committee (MEPC), and then to the Assembly, for adoption at an appropriate future session.

Draft Assembly resolutions approved
The MSC approved, for submission to the IMO Assembly in November 2011:

- the draft Revised Recommendations for entering enclosed spaces aboard ships;
- the new draft International Code on Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code);
- draft amendments to the International Convention on Load Lines (LL), 1966, to shift the Winter Seasonal Zone off the southern tip of Africa further southward by 50 miles;
- the draft IMO/World Meteorological Organization (WMO) Worldwide Met-ocean information and warning service guidance document;
- the draft Revised procedures for Port State Control, 2011;
- the draft revised Survey Guidelines under the Harmonized System of Survey and Certification, 2011, which include references to relevant amendments to statutory instruments entering into force up to and including 31 December 2011; and
- the draft revised and updated (non-mandatory) Code for the implementation of mandatory IMO instruments, 2011, to include the requirements deriving from amendments to relevant IMO mandatory instruments that will enter into force up to and including 1 July 2012.

Other issues
In connection with other issues arising from the reports of IMO Sub-Committees and other bodies, the MSC:

- adopted amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC), to revise individual schedules for a number of cargoes;
- approved Guidelines on tank entry for tankers using nitrogen as an inerting medium;
- approved the IMO User Guide to SOLAS chapter XI-2 and the ISPS Code; and
- approved amendments to update the IMO/International Labour Organisation (ILO)/United Nations Economic Commission for Europe (UNECE) Guidelines for packing of cargo transport units (CTUs), to be forwarded to ILO and the UNECE for concurrent endorsement.

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Revised performance standards for voyage data recorders (VDRs) were agreed by the Sub-Committee on Safety of Navigation (NAV), when it met for its 57th session, for submission to the Maritime Safety Committee (MSC) for approval.

The revisions update the current performance standards (resolution A.861(20), as amended by resolution MSC.214(81)) and provide for the VDR to maintain, continuously, in a fixed recording medium, sequential records of preselected data relating to the status and output of the ship’s equipment, and command and control of the ship; a float-free recording medium; and a long-term recording medium.

**Ship reporting, routeing and other relevant measures**

The Sub-Committee approved the following new and amended ships’ routeing measures, including an amendment to an existing mandatory ship reporting system, for submission to the MSC for adoption:

**Traffic separation schemes (TSSs)**
- three new TSS in “Norra Kvarken” in the Baltic Sea;
- amendments to the existing Traffic Separation Scheme “Sunk East”; and
- amendments to the existing Traffic Separation Scheme “At West Hinder” including a new precautionary area.

**Routeing measures other than Traffic Separation Schemes**
- establishment of three two-way routes in Norra Kvarken in the Baltic Sea;
- new Area to be Avoided “At West Hinder” Traffic Separation Scheme bordering the north of a new precautionary area;
- establishment of a new deep-water route in the approaches to the River Scheldt;
- establishment of a new Precautionary Area in the vicinity of the Thornton and Bligh Banks;
- amendment to the description of the Area To Be Avoided “Off the Washington coast”;
- amendment to the existing text of the “Nota” relating to the deep-water route off the coast of Langeland;
- establishment of two-way routes in the Gulf of Campeche and the ports of Cayo Arcas, Ta’kuntah and Yuum K’ak Naab; and
- establishment of five Areas To Be Avoided and six Precautionary Areas in the Gulf of Campeche and the ports of Cayo Arcas, Ta’kuntah and Yuum K’ak Naab. In addition, the Sub-Committee approved the cancellation of the existing routeing measures.
other than Traffic Separation Schemes in the Gulf of Campeche, at maritime oil terminal off Cayo Arcas and recommended tracks in the Gulf of Campeche, and invited the Committee to revoke them.

Mandatory ship reporting systems
- amendments to the existing mandatory ship reporting system “In the Storebælt (Great Belt) traffic area (BELTREP)”.

Associated Protective Measure (APM)
- an Associated Protective Measure (APM) consisting of recommendation on navigation through the Strait of Bonifacio which includes recommended pilotage for the Strait of Bonifacio (designated as a Particularly Sensitive Sea Area (PSSA), in principle, by the Marine environment Protection Committee.

E-navigation strategy implementation plan
The Sub-Committee made further progress in the development of the e-navigation strategy implementation plan, which aims 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 while simultaneously reducing the burden on the navigator. The e-navigation concept is being developed in cooperation with the COMSAR and STW Sub-Committees.

The Sub-Committee agreed to use the International Hydrographic Organization (IHO)’s S-100 Geospatial Standard for Hydrographic Data as the baseline for creating a framework for data access and services under the scope of SOLAS. S-100 can support a variety of hydrographic-related digital data sources, products and customers, including the use of imagery and gridded data, enhanced metadata specifications, unlimited encoding formats and a more flexible maintenance regime.

The MSC was invited to approve the establishment of an IMO/IHO Harmonization Group on Data Modelling, and relevant terms of reference, to consider matters related to the framework for data access and information services under the scope of SOLAS, using IHO’s S-100 standard as a baseline.

Navigation bridge visibility
The Sub-Committee agreed draft proposed amendments to SOLAS regulation V/22 on Navigation bridge visibility. 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.

AIS aids to navigation
The Sub-Committee established a correspondence group to develop a first draft of a policy for Automatic Identification Systems (AIS) aids to navigation and submit a report for consideration and review by NAV 58. This could cover future development of new chart symbols for AIS aids to navigation.

AIS aids to navigation transmit an “Aids-to-navigation report” and these can be real or virtual. A real AIS-AtoN that is attached to an aid to navigation such as buoy, is to enhance the image of the aid on a navigational display, like a radar beacon, and to give information about the status of the aid. A virtual AIS-AtoN may be useful to temporarily mark a sudden danger or obstacle to navigation such as a wreck until a real aid to navigation is deployed. Another possible use is to mark a point where a real aid to navigation would be difficult to deploy, such as within a deep-water sea route.

Boarding Arrangements for pilots
The Sub-Committee endorsed, for submission to MSC 90, a draft MSC circular on pilot transfer arrangements, which includes a revised graphic depiction of required boarding arrangements for pilots, prepared by the International Maritime Pilots’ Association (IMPA), reflecting amendments adopted to SOLAS regulation V/23 by MSC 88 in 2010, and a proposed Assembly resolution on pilot transfer arrangements, approved by MSC 87, which is being submitted to the IMO Assembly in November 2011.

Speed and distance equipment
The Sub-Committee endorsed a draft MSC resolution on amendments to performance standards for speed and distance measuring equipment, with a view to approval by MSC 90. The amendments add a new paragraph referring to the need for two separate devices, if ships are required to carry speed logs measuring speed through the water and speed over the ground.

It also agreed a draft MSC circular on the interpretation of SOLAS regulation V/19.2.9.2, to clarify the requirement for two separate devices, i.e. one measuring speed and distance and indicating device capable of measuring speed through water and one separate speed and distance measuring and indicating device capable of measuring speed over the ground in forward and athwart-ships direction.

“The proposed revisions are intended to clarify vague expressions in the current regulation”
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Integrated Technical Co-operation Programme for 2012-2013 approved

The Technical Co-operation Committee, meeting for its 61st session, approved the Integrated Technical Co-operation Programme (ITCP) for the 2012-2013 biennium and the Technical Co-operation (TC) Fund allocation to support the delivery of that programme.

The 2012-2013 ITCP comprises 15 programmes (seven regional and eight global) with funding requirements of some US$24 million, including a new global programme on mitigation of climate change. The programme activities have been developed based on the identified needs of the developing countries, the Organization’s strategic plan and high-level action plan, the thematic priorities or medium-term goals of the IMO Committees, and the interests of the development partners.

The Committee approved a biennial allocation of US$16.4 million from the TC Fund to support the implementation of the ITCP for 2012-2013. The allocation is to be financed from available monies in the TC Fund and the predicted surplus from the Trading Fund. The overall allocation was projected to cover 68% of the total requirement for the ITCP (compared with the 62% coverage in 2010-2011).

Interim report on 2010-2011 presented

The Committee noted the progress report on the implementation of the ITCP for the 2010-2011 biennium, which showed that total expenditure on technical co-operation activities in 2010 amounted to some US$14.76 million, translating into a delivery rate of 80% for the year, the highest ever achieved both in terms of the volume and the rate of delivery. It was noted that, of the 28 sources of funding, the TC Fund expenditure of US$6.5 million represented 44% of the overall total funds expended in 2010, which highlights the dependency of the ITCP delivery on the TC Fund.

During 2010, 24 advisory missions were carried out, the majority focused on maritime safety assignments; and a total of 82 training courses, seminars and workshops held at national, regional and global levels, covering a wide range of topics. The latter figure reflected the importance given to training and capacity-building within the ITCP, which resulted in the training of approximately 2,360 participants world-wide in 2010. In addition to the number of persons trained, at least 1,000 other officials attended events aimed at developing and harmonizing regional strategies on maritime issues.

Sustainable financing

The Committee noted that, since 1 May 2010, some US$5.3 million had been contributed to the multi-donor trust funds and financial arrangements held by IMO, and that one-off cash donations to ITCP activities amounted to US$228,084.

There are currently 17 financial arrangements in operation, nine of which had been established with government agencies of Canada, Egypt, Italy, Norway, the Republic of Korea, the United Kingdom and the United States and the rest with international and regional organizations and industry.

There are six multi-donor trust funds: the International Maritime Security Trust Fund, the International Search and Rescue Fund, the International Ship Recycling Trust Fund, the IMO Malacca and Singapore Straits Trust Fund, the IMO Djibouti Code of Conduct Trust Fund and the London Convention/Protocol TC Trust Fund.

IMO Regional presence success continues

The Committee was updated on the progress made towards delivering technical assistance through the regional presence scheme in Africa and east Asia, and through the Regional Maritime Adviser (RMA) in the Caribbean.

During 2010, the Regional Coordinators in Côte d’Ivoire, Ghana, Kenya and the Philippines, and the Regional Maritime Adviser in Trinidad and Tobago had continued to manage and execute ITCP programmes, including the implementation of 33
national/regional ITCP activities covering all fields of IMO’s mandate; providing coordination and assistance in the organization of 33 national/regional workshops; representing IMO at 30 national/regional meetings, conferences and workshops, including presentations to 10 regional conferences and workshops organized by regional agencies; and implementing of Resolution 1 of the 2000 Florence Conference on Maritime Search and Rescue and the Global Maritime Distress and Safety System through the organization of advisory missions to nine African countries.

The Committee also noted that sixty-five partnership arrangements were currently in operation for the delivery of technical co-operation activities, of which 41 had been concluded with developing and developed countries and 24 had been made with international organizations, regional institutions and industry.

IMO Member State Audit Scheme update

The Committee was updated on the training programme for auditors for the Voluntary IMO Member State Audit Scheme (VIMSAS), noting that a total of 347 individuals from 142 countries had been trained through 24 regional courses, with eight regional training courses for auditors scheduled for delivery during the 2010-2011 biennium, of which four had been delivered in 2010 and one in 2011. The remaining three would be delivered during 2011.

Under the 2012-2013 global programme on VIMSAS, IMO’s assistance to the geographical regions would continue to consist of organizing training events, with emphasis on the training of maritime administrators from developing countries.

The Committee noted that, by April 2011, a total of 48 audits had been completed against a total of 43 Member States, one Associate Member and four dependent territories that had volunteered to be audited. As of 18 April 2011, 183 individuals had been nominated by their governments for inclusion in the roster of auditors.

Impact assessment exercise endorsed

The Committee endorsed the general principles, methodology and organizational requirements for the next Impact Assessment Exercise, which aims to measure the effectiveness of the technical co-operation assistance received by developing countries through the ITCP during the four-year period from 2008 to 2011 with a focus on human resource development, institutional capacity-building and VIMSAS.

Integration of women – success at WMU

The Committee was updated on the Programme on the Integration of Women in the Maritime Sector (IWMS) with a number of delegations providing examples of the advancement of women at policy and senior management levels in their respective countries.

Partners in the implementation of the IWMS Programme in 2010 included the Arab Academy for Science, Technology and Maritime Transport in Alexandria, Egypt, the Institut Portuaire d’Enseignement et de Recherche in Le Havre, France, Women in Maritime Association-Asia (WIMA-Asia) and the Association of Women Managers in the Maritime Sector in East and Southern Africa (WOMESA).

Financing of WMU

The Committee discussed the ongoing need for sustainable financing of the WMU following the decision by the Council in 2010 to make a £500,000 transfer from reserves in the Organization’s TC Fund to provide short-term financial support for the WMU. The Committee agreed to recommend to the IMO Council that it adopt the Secretary General’s proposal to ring-fence 5% of the “not less than 75%” of the Trading Fund in-year surplus allocated to the TC Fund under resolution A.1014(26), to support WMU as an interim measure, until the possible establishment of an Endowment Fund to provide financial support to ensure the sustainability of the University.
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Major breakthrough for environment committee

In what was a significant breakthrough, IMO adopted mandatory measures to reduce emissions of greenhouse gases (GHGs) from international shipping at the 62nd session of the Marine Environment Protection Committee (MEPC), which met from 11 to 15 July 2011 at IMO Headquarters in London.

A productive week also saw IMO adopt amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) to designate the United States Caribbean Sea as a new emission control area (ECA); to designate the Baltic Sea as a Special Area with respect to pollution by sewage from ships, and to adopt a revised Annex V related to the control of garbage.

The MEPC further designated the Strait of Bonifacio as a Particularly Sensitive Sea Area (PSSA) and adopted the first-ever international recommendations to address biofouling of ships, to minimize the transfer of aquatic species.

In other matters, the MEPC approved a number of ballast water management systems and adopted guidelines related to the implementation of both the ballast water management and ship recycling Conventions.

Energy efficiency measures adopted

Mandatory measures to reduce emissions of greenhouse gases (GHGs) from international shipping were adopted by Parties to MARPOL Annex VI represented in the MEPC (see p.7 for full story).

The MEPC also agreed terms of reference for an intersessional working group on energy efficiency measures for ships, scheduled to take place in February/March 2012, tasked with:

- Further improving, with a view to finalization at MEPC 63, draft Guidelines on the method of calculation of the EEDI for new ships; draft Guidelines for the development of an SEEMP; draft Guidelines on Survey and Certification of the EEDI; and draft interim Guidelines for determining minimum propulsion power and speed to enable safe manoeuvring in adverse weather conditions.
- Considering the development of EEDI frameworks for other ship types and propulsion systems not covered by the draft Guidelines on the method of calculation of the EEDI for new ships.
- Identifying the necessity of other guidelines or supporting documents for technical and operational measures.
- Considering the EEDI reduction rates for larger tankers and bulk carriers, and
- Considering the improvement of the guidelines on the Ship Energy Efficiency Operational Indicator (EEOI) (MEPC.1/Circ.684).

United States Caribbean ECA adopted

Following approval at its last session, the MEPC adopted MARPOL amendments to designate certain waters adjacent to the coasts of Puerto Rico (United States) and the Virgin Islands (United States) as an ECA for the control of emissions of nitrogen oxides (NOx), sulphur oxides (SOx), and particulate matter under MARPOL Annex VI Regulations for the prevention of air pollution from ships. Another amendment will make old steamships exempt from the requirements on sulphur relating to both the North American and United States Caribbean Sea ECAs.

The MARPOL amendments are expected to enter into force on ______

A pristine hull helps reduce biofouling – not to mention assist GHG emissions’ reduction
Further progress was made on the development of guidelines to assist implementation of the Hong Kong Convention on ship recycling.

force on 1 January 2013, with the new ECA taking effect 12 months later.

Currently, there are two designated ECAs in force under Annex VI, the Baltic Sea area and the North Sea area, while a third, the North American ECA, which was adopted in March 2010 with entry into force in August 2011, will take effect in August 2012.

**Other Annex VI issues**

The MEPC adopted Guidelines for reception facilities under MARPOL Annex VI and Guidelines addressing additional aspects to the NOx Technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with selective catalytic reduction (SCR) systems.

The MEPC approved, for future adoption, draft amendments to the NOx Technical Code 2008, relating to engines not pre-certified on a test bed and to NOx-reducing devices. It also agreed terms of reference for the review of the status of technological developments to implement the Tier III NOx emission standard.

**Black carbon measures**

The MEPC agreed a work plan on addressing the impact in the Arctic of black carbon emissions from ships and instructed the Sub-Committee on Bulk Liquids and Gases (BLG) to develop a definition for black carbon emissions from international shipping, consider measurement methods for black carbon and identify the most appropriate method for measuring black carbon emissions from international shipping, investigate appropriate control measures to reduce the impacts of black carbon emissions from international shipping in the Arctic; and submit a final report to MEPC 65 (in 2014).

Black carbon is a highly light-absorbing carbonaceous aerosol produced by incomplete combustion of fuel oil, and is considered a constituent of primary particulate matter, as distinguished from secondary particulate matter pollutants formed in the atmosphere from sulphur dioxide emissions. In addition to harmful human health effects associated with exposure to particulate matter, black carbon has effects on climate change. When deposited on snow and ice in the Arctic and lower latitudes, it darkens surfaces and absorbs energy, causing snow and ice to melt.

**Annex IV (Sewage) Special Area adopted**

The MEPC adopted amendments to MARPOL Annex IV Prevention of pollution by sewage from ships to include the possibility of establishing “Special Areas” for the prevention of such pollution from passenger ships and to designate the Baltic Sea as a Special Area under this Annex. The amendments are expected to enter into force on 1 January 2013.

**Revised Annex V (garbage) adopted**

The MEPC adopted the revised MARPOL Annex V Regulations for the prevention of pollution by garbage from ships, which has been developed following a comprehensive review to bring the Annex up to date. The amendments are expected to enter into force on 1 January 2013.

- 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 addition of discharge requirements covering animal carcasses.

**PSSA for Strait of Bonifacio designated**

The MEPC agreed to designate the Strait of Bonifacio as a Particularly Sensitive Sea Area (PSSA), following its approval in principle at the previous session, and consideration of associated protective measures by the Sub-Committee on Safety of Navigation (NAV) in June 2011.

The MEPC also agreed, in principle, to designate the Saba Bank in the Caribbean Sea as a PSSA, noting that the Netherlands would submit detailed proposals for associated protective measures to the NAV Sub-
Committee, which would provide recommendations to the Committee with a view to final designation of the PSSA at MEPC 64 in October 2012.

Biofouling guidelines adopted
The MEPC adopted the first set of international recommendations to address biofouling of ships, to minimize the transfer of aquatic species. The Guidelines for the control and management of ships’ biofouling to minimize the transfer of invasive aquatic species will address the risks of introduction of invasive aquatic species through the adherence of sea life, such as algae and molluscs, to ships’ hulls.

Research indicates that biofouling is a significant mechanism for species transfer by vessels. A single fertile fouling organism has the potential to release many thousands of eggs, spores or larvae into the water with the capacity to found new populations of invasive species such as crabs, fish, sea stars, molluscs and plankton. Minimizing biofouling will significantly reduce the risk of transfer.

Guidelines on recycling of ships adopted
The MEPC adopted the 2011 Guidelines for the development of the Ship Recycling Plan as well as updated Guidelines for the development of the Inventory of Hazardous Materials, which are intended to assist in the implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, adopted in May 2009.

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

Ballast water management systems approved
The MEPC granted final approval to two, and basic approval to seven, ballast water management systems that make use of active substances, following the recommendations of the fifteenth, sixteenth and seventeenth meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group, which met in December 2010, February/March and May 2011, respectively.

The MEPC also adopted the Procedure for approving other methods of ballast water management in accordance with regulation B-3.7 of the Ballast Water Management Convention, which will open the door for new methods and concepts to prevent risks arising from the transfer of invasive species, provided that such methods will ensure at least the same level of protection of the environment as set out in the Convention and are approved in principle by the MEPC.

Guidance on scaling of ballast water management systems was also approved.

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, 28 States, with an aggregate merchant shipping tonnage of 26.37 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.

Blends of petroleum oil and bio-fuels
The MEPC approved Guidelines for the carriage of blends of petroleum oil and bio-fuels, which set out carriage and discharge requirements for bio-fuel blends containing 75% or more of petroleum oil (they are subject to Annex I of MARPOL); bio-fuel blends containing more than 1% but less than 75% of petroleum oil (subject to Annex II of MARPOL); and bio-fuel blends containing 1% or less petroleum oil (also subject to Annex II of MARPOL).

FSA environmental risk evaluation criteria
The MEPC endorsed environmental risk evaluation criteria, for inclusion in the Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process, subject to approval by the Maritime Safety Committee (MSC).
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The escalation of piracy at sea in recent years has been a matter of great concern to the maritime community and has prompted IMO to make combating it a central theme of its work this year.

The reality, of course, is that piracy is too complex and has become too entrenched for any one entity to deal with it effectively. The United Nations, Governments acting collectively or individually, military forces, shipping companies, ship operators, ships’ crews, among others, all have a crucial part to play if shipping is to be rid of this crime and the integrity of strategically important shipping lanes maintained. What is needed is a collective effort, and that is why IMO chose “Piracy: orchestrating the response” as its theme for World Maritime Day 2011 and to underpin its own work in this area during this year and beyond.

IMO has devised a multi-faceted action plan, designed to address the problem at several levels. Although the waters off the coast of Somalia and in the wider Indian Ocean constitute the current piracy “hot spot”, IMO’s action plan draws heavily on the Organization’s considerable experience of tackling piracy in other parts of the world, most notably in the Straits of Malacca, Singapore and in the South China Sea.

Launched in the presence of UN Secretary-General Ban Ki-moon, as well as the heads of several other key stakeholders, IMO’s action plan has six major objectives (see panel above right).
Both airborne and sea-based assets have played a key role in anti-piracy efforts (pic: EUNAVFOR)

**IMO anti-piracy objectives for 2011 and beyond:**

- To increase pressure at the political level to secure the release of all hostages being held by pirates
- To review and improve the IMO guidelines to Administrations and seafarers and promote compliance with industry Best Management Practices and the recommended preventive, evasive and defensive measures ships should follow
- To promote greater levels of support from, and coordination with, navies
- To promote anti-piracy coordination and co-operation procedures between and among States, regions, organizations and industry
- To assist States to build capacity in piracy-infested regions of the world, and elsewhere, to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships
- To provide care for those attacked or hijacked by pirates and for their families

**MSC provides focal point**

In May 2011, the 89th session of IMO’s Maritime Safety Committee (MSC 89) noted that IMO statistics indicated the number of acts of piracy and armed robbery against ships reported to the Organization and which occurred in 2010 was 489, against 406 during the previous year, an increase of 20.4% from the figure for 2009. Two crew members had been killed and 30 crew members were reportedly injured/assaulted, while 1,027 crew members were reportedly taken hostage or kidnapped. Fifty-seven vessels were reportedly hijacked, with one vessel reportedly still unaccounted for.

MSC 89 provided a focal point for several ongoing issues in the Organization’s anti-piracy efforts. As concern over piracy has escalated, so has the debate over the use of private armed security personnel aboard ships. MSC 89 approved recommendations and guidance for both flag States and for shipowners, ship operators, and shipmasters on the use of privately contracted armed security personnel (PCASP) on board ships in high-risk areas.

The guidance notes that the use of PCASP should not be considered as an alternative to the already adopted Best Management Practices (BMP) and other protective measures, and that placing armed guards on board as a means to secure and protect the vessel and its crew should only be considered after a risk assessment has been carried out. The guidance includes sections on risk assessment, selection criteria, insurance cover, command and control, management and use of weapons and ammunition at all times when on board and rules for the use of force as agreed between the shipowner, the private maritime security company and the Master.

The interim recommendations and guidance do not change IMO’s position on the use of armed personnel—seafarers should not be armed and the carriage of armed personnel remains a matter for individual shipowners, after a thorough risk assessment, to request and the Flag State to decide. Flag States should have a policy in place on whether or not the use of PCASP will be authorized and, if so, under what conditions.

Following the decision of an earlier session of the MSC, an information distribution facility (IDF) was established in January 2011, for the provision of Long Range Identification and Tracking (LRIT) information to security forces operating in the Gulf of Aden and the western Indian Ocean, to aid their work in the repression of piracy and armed robbery against ships. Access to the IDF has been provided to both the North Atlantic Treaty Organization (NATO) and the European Union Naval Force (EU NAVFOR) in order to improve maritime domain awareness in that area in an effort to warn vessels in the vicinity of potential piracy threats. IMO continues to encourage all SOLAS Contracting Governments to participate in the LRIT IDF.

MSC 89 also adopted a resolution on Implementation of Best Management Practice Guidance, which strongly urges all parties concerned to take action to ensure better implementation of these important measures, recognizing the urgent need for merchant shipping to take every possible measure to protect itself from pirate attacks and that effective self-protection is key to avoiding, evading and deterring such attacks.

The resolution strongly urges all those concerned to take action to ensure that, as a minimum and as recommended in the Best Management Practices, ships’ masters receive updated information before and during sailing through the defined high-risk area; ships register with the Maritime
Security Centre Horn of Africa and report to United Kingdom Maritime Trade Operations (UKMTO) Dubai; and that ships effectively implement all recommended preventive, evasive and defensive measures.

The MSC also agreed Guidelines to assist in the investigation of the crimes of piracy and armed robbery against ships. The guidelines are intended to assist investigators in the collection of evidence, including forensic evidence, to support the submission of written reports which may assist in the subsequent identification, arrest and prosecution of the pirates that held the vessel and crew captive. Formats for crew statements and logging of evidence are included, as well as guidelines on recovery and packaging of exhibits such as blood, clothing and weapons.

Looking ahead, both the Facilitation Committee and an intersessional meeting of the Working Group on Maritime Security and Piracy will convene later in 2011 to consider and further develop recommendations to Governments on the use of PCASP; review the interim guidance to shipowners, ship operators and shipmasters on the use of PCASP for any consequential amendments and identify any necessary consequential amendments to the current Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships and the Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships.

### Djibouti Code of Conduct

The Djibouti Code of Conduct, established by IMO to develop regional capacity to counter piracy in the Gulf of Aden and western Indian Ocean, is a major element in the Organization’s anti-piracy strategy. Signatories to the Code, which has been in effect since 29 January 2009, undertake to co-operate in a variety of activities, including:

- the investigation, arrest and prosecution of persons reasonably suspected of having committed acts of piracy and armed robbery against ships, including those inciting or intentionally facilitating such acts;
- the interdiction and seizure of suspect ships and property on board such ships;
- the rescue of ships, persons and property subject to piracy and armed robbery and the facilitation of proper care, treatment and repatriation of seafarers, fishers, other shipboard personnel and passengers subject to such acts, particularly those who have been subjected to violence; and
- the conduct of shared operations – both among signatory States and with navies from countries outside the region – such as nominating law enforcement or other authorized officials to embark on patrol ships or aircraft of another signatory State.

### Ships and hostages held

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<th>AT BEGINNING FEBRUARY 2011</th>
<th>AT END JUNE 2011</th>
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<tr>
<td><strong>30 SHIPS</strong></td>
<td>714 SEAFARERS</td>
<td><strong>22 SHIPS</strong></td>
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<tr>
<td><strong>462 SEAFARERS</strong></td>
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<td><strong>PEAK END FEB 2011</strong></td>
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<tr>
<td><strong>31 SHIPS</strong></td>
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### Successful vs unsuccessful attacks

- **FEBRUARY 2011**: 23% OF ATTACKS SUCCESSFUL
- **MAY–JUNE 2011**: 0 SUCCESSFUL ATTACKS

**RATIO OF BMP NON-COMPLIANT SHIPS**

- **OCT–DEC 2010**: 68%
- **APRIL 2011**: 42.5%
Signatories to the Code also undertake to review their national legislation with a view to ensuring that there are laws in place to criminalize piracy and armed robbery against ships and to make adequate provision for the exercise of jurisdiction, conduct of investigations and prosecution of alleged offenders.

The sharing of timely information on the current piracy situation is a key element of the orchestrated response. Under the auspices of the Djibouti Code, a Regional Maritime Information Sharing Centre (ISC) has been established in Sana’a, Yemen, serving principally the northern group of States of the Red Sea and Gulf of Aden. Radiocommunication and IT equipment for the Centre has been funded through the IMO Djibouti Code Trust Fund and was installed in January 2011. The Centre went operational in February 2011. Two other Information Sharing Centres, linked to, and sharing information with, the Sana’a ISC, and co-located with the maritime search and rescue centres in Mombasa, Kenya and Dar es Salaam, United Republic of Tanzania, became operational in March 2011.

IMO continues to work with signatory States to the Djibouti Code of Conduct and donors to identify and implement projects that will enhance maritime situational awareness throughout the region. For example, the Organization has embarked on a joint project with the United States and the United Republic of Tanzania to have Automatic Identification System (AIS) and radar sensors installed at key sites along the Tanzanian coast. The project is expected to be completed by the end of 2011 and will result in increased visibility of commercial and unknown vessels in the Tanzanian EEZ. Elsewhere, work on technical projects in Seychelles to provide enhanced counter-piracy equipment to the Seychelles Maritime Safety Administration is progressing, with the installation of an international NAVTEX broadcasting station.

“IMO has embarked on a joint project with the United States and the United Republic of Tanzania to have AIS and radar sensors installed at key sites along the Tanzanian coast”
A workshop on legal training for counter-piracy operations, organized by IMO and the United Nations Office on Drugs and Crime (UNODC), was held in Djibouti in March 2011. It focused on law enforcement procedures and rules of engagement which must be developed and applied on a multi-agency basis, covering issues such as maritime zones; use of force in maritime law enforcement; and case studies.

Looking ahead, further training activities are planned for maritime law enforcement, situational awareness and communications for experts in the signatory Governments to the Djibouti Code. Furthermore, equipment-specific training for personnel operating the ISCs, and technical assistance programmes to upgrade national anti-piracy legislation to assist signatory Governments to meet their obligations under the Code are planned for 2011. These activities will be carried out in co-operation with the United Nations Political Office for Somalia (UNPOS), UNODC, the International Criminal Police Organization (Interpol), the European Commission and the Regional Co-operation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP ISC) from which much of the inspiration for the Djibouti Code is drawn.

Raising awareness
Much of IMO’s 2011 anti-piracy campaign has focussed on raising awareness of the issues and galvanizing those who may be in a position to act.

In January, a workshop on preventing and suppressing piracy was held at IMO HQ in order to raise awareness among those responsible for the oversight and delivery of seafarer training. Briefings were given by representatives of flag States, industry groups, the Contact Group on Piracy off the Coast of Somalia (CGPCS), navies and the IMO Secretariat.

This was followed in February by a meeting at IMO HQ involving the Secretary-General and representatives of the Round Table of international shipping associations (BIMCO, ICS/ISF, INTERCARGO and INTERTANKO), OCIMF and ITF, which reiterated the need for urgent and coordinated action from Governments, the shipping industry and the maritime community to address the escalating crisis. Among other things, the meeting agreed on the need for compliance with the IMO guidance and industry Best Management Practices; the need for improved co-operation, communication with, and deployment of, naval forces operating in the area; and the need for more proactive measures to avoid ships becoming victim to this organized criminal activity at sea.

A further meeting took place at IMO Headquarters in February to discuss ways of promoting greater levels of support from, and coordination with, navies. The meeting noted that the naval vessels deployed in the
Gulf of Aden had been effective in reducing the number of merchant ships being hijacked while transiting this vital shipping lane but that, unfortunately, the pirates’ increased operating area had not been matched by an increase in naval vessels, maritime patrol and reconnaissance aircraft or other surveillance assets provided by Governments. The meeting concluded that Member States should be encouraged to provide appropriate assistance, both from military and other sources.

It was these meetings that prompted IMO to issue Circular letter No.3164, advising that an unacceptably high proportion of the ships transiting the Gulf of Aden and western Indian Ocean were not registered with the Maritime Security Centre Horn of Africa (MSCHOA); were not reporting to United Kingdom Maritime Trade Operations (UKMTO) Dubai; were showing no visible deterrent measures; and were not responding to navigational warnings to shipping promulgating details of pirate attacks and suspect vessels. It strongly urged “all those concerned, particularly Administrations, industry representative bodies, seafarer associations, shipowners and companies to take action to ensure that ships’ masters receive updated information unfailingly and that all the recommended preventive, evasive and defensive measures are fully and effectively implemented”.

Throughout the year, IMO has been engaged at all levels to ensure that the response to piracy stays high on the international agenda.

In February, IMO Secretary-General Mitropoulos wrote to the Secretary-General of NATO and the High Representative of the European Union for Foreign Affairs and Security Policy, thanking them for the contributions made by their respective organizations and requesting them to urge their member States to make greater efforts to provide the additional naval, aerial and other resources necessary to disrupting pirate activity.

“Throughout the year, IMO has been engaged at all levels to ensure that the response to piracy stays high on the international agenda.”
surveillance and other resources needed.

Then in April, he wrote to Ministers of Transport and other competent Ministers of States with significant shipping interests, drawing their attention to the need for implementation of the IMO guidelines, including the Best Management Practices, and expressing concern at the reported low level of compliance among merchant ships sailing in western Indian Ocean waters. He stressed that persistently and consistently pursuing a high degree of compliance with the Best Management Practices would greatly assist in achieving the long-term objective of eliminating piracy.

The way ahead?
IMO has been dealing with piracy issues for many years. The Straits of Malacca and Singapore were the previous focus of attention. There, through a series of measures, developed and implemented with the strong co-operation of the littoral States and the support of the shipping industry, we have been able to help significantly reduce piracy in those parts of the world. And it was as long ago as 2005 that IMO first drew the attention of the United Nations Security Council to the problem of piracy off the coast of Somalia.

The need has been identified to seek solutions concurrently in three distinct time horizons. In the immediate term, there is a need to contain piracy and thwart pirate attacks; in the mid-term, a need to undermine organized crime entities to plan and mastermind pirate operations and make it harder for pirates to engage in and conduct such operations; and, in the long term, the international community as a whole must help the people of Somalia to rebuild their country and establish the forces of law and order so that crime is no longer the preferred option for them.

It is crucial that the political will among those Governments that have the potential to make a difference is translated into reality in a manner that the severity of the issue demands. Resources being made available; legislation to ensure pirates do not escape prosecution being expeditiously adopted and rigorously enacted; and ensuring that all ships transiting piracy-infested areas comply with the recommended best management practices – all these need to maintain a high priority on the agenda of all those concerned.

Despite the number of pirate attacks overall continuing to cause concern, there is, nevertheless, some cause for optimism. The percentage of attempted attacks that prove successful for the pirates has dropped, from more than 40 per cent historically to less that 20 per cent this year – testimony, no doubt, to the effectiveness both of the naval presence in the region and of the best management practices for ships developed by the industry and promulgated through IMO.

With so many players involved, if the fight against piracy is ultimately to succeed, all concerned must be reading from the same score – hence IMO’s choice of “Piracy: orchestrating the response” as its overall theme for the year.

Above:
A grizzly reminder of the threat of extreme violence that hangs over shipping in the high-risk areas
The World Maritime University (WMU) Board of Governors, meeting for its 29th regular session, has welcomed the improvement in the University’s budgetary position since the last session and approved three plans drawn up by the University to guide its future development.

The Board met in Malmö City Hall, on 2 June 2011, under the chairmanship of the University’s Chancellor, IMO Secretary-General Mitropoulos. This was the second meeting of the Board since the governance arrangements at the University were updated, through the revision of its Charter, which came into effect on 1 January 2010. The recently-appointed Chairman of the Executive Board, Mr. Torben Skaanild, also attended the meeting.

The Board welcomed the improvement in the University’s budgetary position since its last session, which had been achieved through a number of measures including the financial support provided by the IMO in 2010 and 2011; the restructuring of academic programmes; significant cost-saving and income-generating activities by the University itself; and additional donations from governments and industry. The Board noted that, as had been the case since the University’s inception, the longer term financial outlook was, however, challenging and the need for securing sustainable sources of funding remained a high priority for the University.

The Board approved, as working documents, three plans drawn up by the University to guide its future development: a Strategic Vision Plan, 2010-2015; a Development Plan, 2011-2013 (which includes plans for the relocation of the University to a larger, state-of-the-art building provided by the City of Malmö); and a Business Plan for 2011 and 2012 (which includes much-improved financial modelling tools to support the effective management of the University’s limited resources).

The WMU receives financial and in-kind support from donors, in particular the host Government of Sweden, the Swedish International Development Co-operation Agency and the City of Malmö, which have supported the institution and its students since 1983. Other notable supporters, over many years, have included the Nippon Foundation and the Ocean Policy Research Foundation of Japan; the International Transport Workers’ Federation; the Governments of Canada, Denmark, France, Norway, the Republic of Korea and the United Kingdom; Inmarsat Global Limited; and several European Union and IMO technical co-operation projects.

The University has established an excellent reputation as a global centre for advanced education, training and research for specialist personnel from the international maritime community. Graduates from 157 countries and territories maintain close links both with the University and among themselves, furthering IMO’s objectives of encouraging and facilitating the highest practicable standards in maritime safety and security and the prevention and control of pollution of the marine environment. Many 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, enabling them to influence and direct policy in their countries and regions. WMU graduates are also increasingly called upon to contribute to international maritime fora, including IMO itself.

**PSC officials sign MoUs**

Officials from the Riyadh and Tokyo Port State Control MoUs and the Viña Del Mar agreement signed an agreement with IMO on 15 June 2011 to define mutual undertakings on data exchange between the PSC MoUs and IMO.
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Ms Linda Johnson of the United States of America has been posthumously awarded the prestigious International Maritime Prize, for her significant contribution to the work of IMO, in particular with regard to the protection of the marine environment.

Ms Johnson, who passed away in October 2010 after a long illness, joined the Office of General Counsel for International Law of the United States National Oceanic and Atmospheric Administration (NOAA) in 1992 and was a regular member of the United States delegation to meetings of the IMO Marine Environment Protection Committee (MEPC) from 1995 until her retirement in 2010.

IMO Secretary-General Mitropoulos presented the award, a sculpture in the form of a dolphin, to Mr. David Beddoe, Ms Johnson’s husband, during a special ceremony at IMO Headquarters on Monday, 11 July 2011.

Ms Johnson was involved in the negotiation of many international environmental treaty instruments, having served as Chair for a number of important IMO working, drafting and technical groups, as well as acting as coordinator for several correspondence groups.

She played a crucial role in the development of revised procedures for the designation of Particularly Sensitive Sea Areas (PSSAs) and was directly involved in the PSSA designation of the sea around the Florida Keys, United States (2002) and the Papahānaumokuākea Marine National Monument, United States (2007). She also provided technical assistance to Ecuador leading to the designation of the Galapagos Archipelago PSSA in 2005.

Ms Johnson also distinguished herself in IMO’s work to protect cetaceans and chaired the IMO working group which led to the adoption of the 2009 Guidance document for minimizing the risk of ship strikes with cetaceans.


Ms Johnson has been honoured for her exceptional efforts and achievements and her passion and untiring dedication to marine environmental protection have earned her a very special place within the international maritime community.

WMU to hold piracy conference

The World Maritime University is organising the International Conference on Piracy at Sea (ICOPAS 2011). The event will be held in Malmö on 17-19 October 2011. An impressive line-up of speakers including industry practitioners, Government officials, academics and researchers will join other participants in a three-day conference to exchange views and ideas on the complex web of underlying factors behind the phenomenon of maritime piracy, to examine and review current responses and initiatives, as well as to discuss ways in which industry stakeholders and the many disciplines engaged in maritime research might better work towards an integrated approach to control or eradicate piracy and other violent crimes at sea.

Registration for the conference is now open. Full information can be found on the ICOPAS 2011 website: www.wmu.se/icopas2011
The 2011 IMO Award for Exceptional Bravery at Sea will be awarded to Captain Seog Hae-gyun of the Republic of Korea, Master of the chemical tanker Samho Jewelry. He was nominated by the Government of the Republic of Korea for his heroic actions to keep his vessel and crew safe, while suffering vicious assaults, following a hijack by pirates off the coast of Somalia.

The Council agreed that Captain Seog displayed truly extraordinary bravery and concern for his crew after his ship was hijacked in the Indian Ocean in January 2011, going far beyond the call of duty, at great risk and danger to himself. With the pirates onboard, Captain Seog steered the vessel away from the Somali coast, watered down the fuel to prevent combustion, pretended the steering gear was not working properly and reduced the vessel’s speed. He also managed, surreptitiously, to communicate information to naval forces, which facilitated a dramatic raid by commandos from the Republic of Korea’s destroyer Choi Young. As a result, all 21 crew members were rescued. During the hijack, Captain Seog was subject to a number of assaults, causing fractures to his legs and shoulders. He was later shot twice in the abdomen and once in the upper thigh, required several surgical operations and almost lost his life.

Of the other nominees or groups of nominees, eight will receive Certificates of Commendation and eleven, Letters of Commendation. In addition, special certificates are to be awarded to the Maritime Rescue Coordination Centres (MRCCs) Falmouth (United Kingdom) and Stavanger (Norway) for their contribution, on several occasions, to search and rescue operations unfolding in distant areas, far away from their respective countries’ SAR regions, and for their dedicated performance over many years. A total of 38 nominations from 14 Member States and one non-governmental organization in consultative status with IMO were received. The award ceremony will be held on Monday 21 November, the first day of IMO’s biennial Assembly meeting.

The 2011 edition of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), and the STCW Code, including the 2010 Manila Amendments, is now available from IMO publications. The 2011 edition contains a complete, consolidated text of the STCW Convention, including its original articles, revised annex and supporting STCW Code; the Final Act of the 2010 Conference of Parties to the 1978 STCW Convention, held in Manila, Philippines, from 21 to 25 June 2010; and resolutions adopted by that Conference.

The Manila Amendments:
• update standards of competence required, particularly in light of emerging technologies;
• introduce new training and certification requirements and methodologies;
• improve mechanisms for enforcement of the Convention’s provisions; and
• detail requirements on hours of work and rest, prevention of drug and alcohol abuse, and medical fitness standards for seafarers.
People all over the world voiced their support for seafarers by using social networks such as Facebook and Twitter, by posting videos on YouTube, discussing seafarer issues on LinkedIn, or writing a blog about life at sea, to mark the first ever international Day of the Seafarer, on 25 June, 2011.

An innovative web-based and social media campaign formed the centrepiece of celebrations to recognise the ‘Day of the Seafarer’ and to pay tribute to the world’s 1.5 million seafarers – men and women from all over the globe – for the unique, and all-too-often overlooked, contribution they make to the well-being of all of us.

The campaign, which emphasized the fact that shipping is the engine of global commerce, responsible for the carriage of more than 90 per cent of world trade, and that it is seafarers who ensure the engine runs smoothly, delivering the essential items and commodities on which our lives depend, also garnered support from industry partners, seafarers’ groups and many more.

It was designed to be both educational and inspirational, including live, interactive links with seafarers aboard ships at sea. People were encouraged to send the simple yet powerful message: “Thank you, seafarers”.

In 2010, the Diplomatic Conference which met in Manila to adopt milestone revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention) and its associated Code, also 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 date chosen was 25 June, the day on which the amendments were formally adopted.

IMO urges the world to “tweet” and “like” on 2011 Day of the Seafarer

IMO / industry partnership to host key oil-spill event

The Global Initiative for West, Central and Southern Africa (GI WACAF) is to hold an important event in Lagos, Nigeria, on 10-14 October 2011.

“Towards Operational Oil Spill Response in West, Central and Southern Africa” is a regional workshop and conference, organised with the support of IMO, the national authorities of Nigeria and the oil industry, through the International Petroleum Industry Environmental Conservation Association (IPIECA), the global oil and gas industry association for environmental and social issues.

Industry and government focal points will gather to exchange experiences and review progress achieved within the programme’s action plan. The results will help determine objectives for the next biennium.

The event follows a regional workshop on policies for the use of dispersants in West and Central Africa, held in Accra, Ghana, 22-24 June.

GI WACAF is a partnership between IMO and IPIECA to enhance the capacity of countries to prepare for and respond to marine oil spills. This four year programme is jointly funded by the IMO and eight oil companies (BP, Chevron, ENI, ExxonMobil, Marathon, PERENCO, Shell and Total) through IPIECA.
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