Djibouti Code
Trust Fund gets Saudi boost

Antarctic HFO
ban now in force

Enclosed-space entry and rescue drills to be mandatory

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COVER STORY
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2012 promises to be an important year for safety in the fishing industry, with the entry into force of the STCW-F Convention and the expected adoption of an agreement on the implementation of the protocol to the Torremolinos Convention on fishing vessel safety

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This is my final opportunity to write to the readers of IMO News, as I am about to pass the torch to my successor. It is an interesting time for me both to look back, and to look forward.

As chief executive of IMO, I have striven to lead by example, to set the right priorities; to motivate, inspire and steer the Secretariat; to provide advice to the Council and Assembly on the strategic and policy directions of IMO; to serve as its ambassador on the world maritime scene; and to ensure that the Organization can meet evolving circumstances and turn challenges into opportunities for improvement in efficiency and effectiveness.

I have, invariably, stressed the need for international shipping to be regulated, in all technical respects, by the same global standards. Unilateral or regional standards would hinder the industry’s operations and development, and might impact on the effectiveness of any measures adopted to improve safety and protect the environment.

At IMO, all Members are treated the same way and, in our regulatory work, there is no room for any differentiation, as to the standards we adopt, between industrialized countries and emerging economies or between developed and developing countries – especially when the composition of today’s world merchant fleet is such that more than 70% of it (both in the number of ships and tonnage) is registered in developing countries.

At IMO, we always strive to make decisions by consensus, as decisions made thus stand a better chance of being widely implemented on a global basis than those taken by vote.

I have always considered keeping the membership of the Organization united as one of my worthiest duties. A united membership finds it easy to make decisions by consensus. Helping to build consensus is one of the most rewarding – and perhaps the most tricky balancing act of all. “Tricky” yes, “insurmountable” no – especially if you accept that the gift of “communication” can open many closed doors and that the persuasive power of sound argumentation will leave apathetic only those who are not prepared to listen to the voice of reason. In this delicate and sensitive area of my duties, I have been well served by my motto: “To bridge gaps – to build bridges”.

A highlight for me has been chairing the boards of the World Maritime University and the International Maritime Law Institute - a fascinating and rewarding experience as I see these two fine institutions preparing young men and women for a promising career in shipping.

And what of the future?

Personally, even though not in active service at the Organization, I will always consider myself in the service of shipping. This has been my destiny and that of my family for generations.

As for IMO, I cannot think of it moving away from what it does best: serving those who rely on shipping, from the safety, security and environmental protection points of view, efficiently and effectively. But for it to be able to do so, it must continue to keep pace with developments in shipping and the wider environment in which it operates. The increasing inter-connectivity and inter-dependence of our global village means that decisions taken on many issues, including in the shipping arena, will often have social, economic and political ramifications – and we should, therefore, be ready and prepared to respond to any eventualities that may come our way convincingly and effectively.

The human element, and especially the seafarer, should continue to be at the heart of what IMO does.

The Year of the Seafarer, which we promoted in 2010, as well as the Day of the Seafarer, to be celebrated on 25 June annually, were designed to remind us of the indispensable role seafarers play in helping to achieve IMO’s objectives, raise awareness and have an impact on the political will needed to ensure that seafarer issues continue to be kept at the forefront of the agendas of our Member Governments.

...the human element should continue to be at the heart of what IMO does...
Saudi Arabia boost to IMO Djibouti Code Trust Fund

Saudi Arabia has made a significant contribution to the IMO Djibouti Code Trust Fund, giving a welcome boost to the IMO-led project to implement the Code.

His Royal Highness Prince Mohammed bin Nawaf bin Abdul Aziz Al-Saud, Ambassador Extraordinary and Plenipotentiary of the Kingdom of Saudi Arabia to the United Kingdom, presented a cheque for US$100,000 to IMO Secretary-General Efthimios E. Mitropoulos on 21 September.

The Djibouti Code has, so far, 18 signatory States (Comoros, Djibouti, Egypt, Eritrea, Ethiopia, Jordan, Kenya, Madagascar, Maldives, Mauritius, Oman, Saudi Arabia, Seychelles, Somalia, Sudan, United Arab Emirates, United Republic of Tanzania and Yemen). Each has pledged to cooperate in measures aimed at suppressing piracy, including investigation, arrest and prosecution of persons who are reasonably suspected of having committed acts of piracy and armed robbery against ships; the interdiction and seizure of suspect 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, fishermen, other shipboard personnel and passengers; the conduct of shared operations – both among signatory States and with navies from countries outside the region; and the sharing of information.

IMO Secretary-General Mitropoulos thanked Saudi Arabia for its donation to the fund and urged others to do the same. “The work to implement the Djibouti Code of Conduct is hugely important and the capacity-building projects planned for the coming years are important parts of the fight against piracy”, he said.

Djibouti Code of Conduct implementation

A multi-national Project Implementation Unit was formed within IMO in April 2010 to assist signatory States to implement the Djibouti Code of Conduct. It includes specialists in operations and training, technical and computing systems and maritime law and operates with monies from the Trust Fund, which has, to date, received contributions from France, Japan, the Marshall Islands, the Netherlands, Norway, Saudi Arabia and the Republic of Korea.

There has been much progress to implement the Code to date including the following activities:

Information sharing

Three Information Sharing Centres (ISCs) have been established in Sana’a, Mombasa and Dar es Salaam, which became operational earlier in 2011. These feed a network of national focal points in all signatory States and other States to which the Code is open for signature.

Training

Training activities have been underway in the region since 2010 and a regional training-needs matrix has been agreed, which will form the basis for training throughout 2012 and into 2013. This includes greater emphasis on linking legal agencies with maritime law-enforcement agencies, and workshops to promote an inter-agency approach to maritime security. Additionally, skills-based training in coast-guard functions will be delivered covering operational, technical and logistical training. Building work has begun for a regional training centre in Djibouti, to which IMO is donating US$2.5 million.

National legislation/governance

Djibouti Code signatories have undertaken to review their national legislation with a view to ensuring that laws are 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.

IMO is working with a number of international organizations to assess and assist with national legislation, focusing on empowering States’ law-enforcement agencies to conduct arrests and criminal investigations under their piracy legislation. Workshops to address the process of enforcing national piracy law at sea and what the justice process requires to achieve prosecutions have been held throughout 2011, and related work will continue through 2012.

Maritime situational awareness

IMO is working to develop signatory States’ maritime situational awareness in order to enhance their maritime law enforcement capabilities. Projects to increase the effective use of automatic identification systems, long-range identification and tracking of ships, coastal radar and other sensors and systems are under way. This will provide States with a ‘picture’ of maritime activity throughout the region, thus contributing to the delivery of maritime safety and security.

(Left to right) IMO Secretary-General Mitropoulos; His Royal Highness Prince Mohammed bin Nawaf bin Abdul Aziz Al-Saud, Ambassador Extraordinary and Plenipotentiary of the Kingdom of Saudi Arabia to the United Kingdom, holding cheque; Mr. Koji Sekimizu, Director, Maritime Safety Division, IMO
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STCW-F Convention to enter into force in 2012

The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995) is set to enter into force on 29 September 2012, after the required 15 ratifications were reached on 29 September 2011 with ratification by the Republic of Palau.

The STCW-F Convention sets the certification and minimum training requirements for crews of seagoing fishing vessels of 24m in length and above. The Convention consists of 15 Articles and an annex containing technical regulations.

According to Article 12 of the Convention, it will enter into force 12 months after the date on which not fewer than 15 States have ratified it. The STCW-F Convention has now been ratified by: Canada, Denmark, Iceland, Kiribati, Latvia, Mauritania, Morocco, Namibia, Norway, Palau, the Russian Federation, Sierra Leone, Spain, the Syrian Arab Republic and Ukraine.

IMO Secretary-General Mitropoulos welcomed the entry into force of the STCW-F Convention as a significant development to enhance safety at sea, coming as the Organization prepares to hold, in 2012, a diplomatic conference in South Africa for the purpose of adopting an Agreement on the implementation of IMO’s other instrument relating to fishing vessel safety, the 1993 Protocol relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels. That Agreement aims at facilitating the entry into force of the 1993 Protocol, which was adopted to amend the original Torremolinos Convention of 1977.

“The safety of fishermen and fishing vessels forms an integral part of the Organization’s mandate but the two instruments on fishing vessel safety, which have been adopted by the Organization, have not come into force due to a variety of technical and legal obstacles and unfortunately the fishing sector is still experiencing a large number of fatalities every year. Now, the entry into force of the STCW-F Convention, in 2012, and the ongoing work to bring into force the Torremolinos Protocol as a binding international safety regime, are expected to play a part in helping reverse that trend,” he said, expressing the wish that the Torremolinos Protocol would also meet entry force requirements as soon as possible.

Secretary-General’s sadness at United Republic of Tanzania ferry disaster

IMO Secretary-General Mitropoulos expressed his profound sadness at the loss of life in the sinking of the ro-ro ferry Spice Islander I, off the coast of the United Republic of Tanzania on 10 September.

“We are shocked at the number of lives lost and have offered any help and technical assistance which may be required,” Mr. Mitropoulos said, adding that IMO was willing to provide assistance in investigating the cause of the accident and, following on from that, in working with the United Republic of Tanzania to prevent further such accidents occurring.

Mr. Mitropoulos commended the work of the Dar es Salaam Maritime Rescue Coordination Centre (MRCC) sub-centre (which was commissioned by IMO in 2009) in coordinating the rescue. The sub-centre confirmed that 187 bodies had been recovered and 619 people had been rescued.

While IMO regulations contained in the International Convention for the Safety of Life at Sea (SOLAS) do not apply to ships trading on domestic routes, IMO has worked with a number of countries and non-governmental organizations to improve safety on so-called “non-convention” vessels.

With the assistance of IMO, model safety regulations for inland waterways vessels and non-convention craft, including fishing vessels operating in Africa, were developed in 2001. Those regulations were agreed by representatives of Burundi, Ghana, Kenya, Malawi, Mozambique, Nigeria, Rwanda, Sierra Leone, Uganda, United Republic of Tanzania, Zambia and Zimbabwe. The model regulations were aimed at providing a regional safety and pollution prevention standard for new vessels and barges and, as appropriate, existing vessels and convention-sized ships that trade regularly on inland waterways and at sea on non-international voyages, and for personnel serving aboard them.

Search and rescue coverage around Africa has been developed, with IMO assistance, following the 2000 IMO Conference on Search and Rescue and the Global Maritime Distress and Safety System (GMDSS), held in Florence, Italy. The network was completed this year and there are now five regional maritime rescue and coordination centres and 26 sub-centres, covering the entire African coastline.
Amendments to IMO’s MARPOL Convention for the prevention of pollution from ships entered into force on 1 August 2011, banning heavy fuel oil from the Antarctic. A new MARPOL regulation (regulation 43) to protect the Antarctic from pollution by heavy-grade oils is added to MARPOL Annex I (Regulations for the prevention of pollution by oil), with a new chapter 9 on Special requirements for the use or carriage of oils in the Antarctic area.

Regulation 43 prohibits both the carriage in bulk as cargo, and the carriage and use as fuel, of: crude oils having a density, at 15°C, higher than 900 kg/m³; oils, other than crude oils, having a density, at 15°C, higher than 900 kg/m³ or a kinematic viscosity, at 50°C, higher than 180 mm²/s; or bitumen, tar and their emulsions.

This means, in effect, that ships, whether passenger or cargo ships, would need to switch to a different fuel type when transiting the Antarctic area, defined as “the sea area south of latitude 60°S”. An exception is envisaged for vessels engaged in securing the safety of ships or in a search-and-rescue operation.

Amendments to MARPOL Annex VI (Prevention of air pollution from ships) will formally establish a North American Emission Control Area, in which emissions of sulphur oxides (SOx), nitrogen oxides (NOx) and particulate matter from ships will be subject to more stringent controls than the limits that apply globally, entered into force on 1 August 2011. The ECA will take effect 12 months after the amendments enter into force, thereby taking effect on 1 August 2012.

The entry into force will mean a third ECA will be created, the other two being the Baltic Sea area and the North Sea area, both SOx ECAs.

In July 2011, IMO adopted MARPOL amendments to designate certain waters adjacent to the coasts of Puerto Rico (United States) and the Virgin Islands (United States) as another ECA (United States Caribbean Sea ECA). The MARPOL amendments adopted in July 2011 are expected to enter into force on 1 January 2013, with the new ECA taking effect 12 months later.

Further interim guidance on the use of privately contracted armed security personnel (PCASP) on board ships to counter Somali-based piracy was approved at the Intersessional Maritime Security and Piracy Working Group of the Maritime Safety Committee, which met at IMO Headquarters in London from 13 to 15 September 2011.

The following circulars were approved for dissemination:

MSC.1/Circ.1408 on Interim Recommendations for port and coastal States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area;

MSC.1/Circ.1405/Rev.1 on Revised Interim Guidance to shipowners, ship operators and shipmasters on the use of privately contracted armed security personnel on board ships in the High Risk Area; and

MSC-FAL.1/Circ.2, a joint MSC and Facilitation Committee (FAL) circular on Questionnaire on information on port and coastal State requirements related to privately contracted armed security personnel on board ships, which is aimed at gathering information on current requirements.

The circulars provide interim guidance and recommendations to be taken into account when considering the use of PCASP if and when a flag State determines that such a measure would be lawful and, following a full risk assessment, appropriate.

The interim guidance and recommendations are not intended to endorse or institutionalize the use of armed guards. Therefore, they do not represent any fundamental change of policy by the Organization in this regard. It is for each flag State, individually, to decide whether or not PCASP should be authorized for use on board ships flying their flag. If a flag State decides to permit this practice, it is up to that State to determine the conditions under which authorization will be granted.

The use of PCASP should not be considered as an alternative to Best Management Practices, disseminated by IMO (as MSC.1/Circ.1339), and other protective measures.
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FSS Code and SOLAS amendments agreed by Sub-Committee

Draft amendments to seven chapters of the International Code for Fire Safety Systems (FSS Code), relating to performance testing and approval standards for fire safety systems, were agreed by the Sub-Committee on Fire Protection (FP) when it met for its 55th session, for submission to the Maritime Safety Committee (MSC 90) in 2012.

The draft amendments to chapters 3, 5, 8, 9, 12, 13 and 14 of the FSS Code include the incorporation of relevant interpretations.

Guidelines on fire safety systems

The Sub-Committee agreed draft MSC circulars on Revised Guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces, Guidelines for the approval of helicopter facility foam fire-fighting appliances and Revised Guidelines for the maintenance and inspection of fire-protection systems and appliances.

Inert gas system amendments

The Sub-Committee agreed, in principle, to amendments to SOLAS chapter II-2 to require inert gas systems on certain ships, as part of a programme of work aimed at preventing explosions on oil and chemical tankers transporting cargoes with low flashpoints (cargoes having a flashpoint less than 60°C).

The draft amendments to SOLAS regulations II-2/1 and 4 will require an inert gas system to be fitted on new oil and chemical tankers of 8,000 dwt and above but below 20,000 dwt, transporting low flashpoint cargoes. The draft amendments will be further discussed at the next session, before submission to the MSC. The Sub-Committee also established a correspondence group to review requirements for inert gas systems in other IMO instruments.

The development of the SOLAS amendments follows intensive work in recent years, based on the recommendations of an Inter-Industry Working Group (IIWG), which was established to study incidents of fires and explosions on chemical and product tankers. The IIWG reported to the Maritime Safety Committee (MSC) at its 81st session, in May 2006, and a number of issues were referred to the Sub-Committee.

The IIWG had concluded that a failure to follow procedures was the primary cause of the incidents in question but also recommended that, as an additional safety measure, the MSC give consideration to amending SOLAS to provide for the application of inert gas to new chemical tankers and new product tankers of less than 20,000 dwt.

The IIWG included the European Chemical Industry Council (CEFIC), the International Association of Classification Societies (IACS), the International Association of Ports and Harbours (IAPH), the International Chamber of Shipping (ICS), the International Association of Independent Tanker Owners (INTERTANKO), the International Parcel Tankers Association (IPTA), the Oil Companies International Marine Forum (OCIMF) and the International Group of P&I Clubs.

Breathing apparatus amendments

The Sub-Committee agreed the following draft amendments to SOLAS regulations II-2/10 and 15 for approval at MSC 90 and subsequent adoption:

- Draft amendments to regulation 10 Fire fighting to add a new paragraph to 10.4 Fire-fighters’ communication to require a minimum of two two-way portable radiotelephone apparatus for fire fighters’ communication to be carried, with portable radios on tankers and those intended to be used in hazardous areas to be of an explosion-proof type;

- Draft amendments to regulation 15 Instructions, on-board training and drills, to add a new paragraph 2.2.6, to require an onboard means of recharging breathing apparatus cylinders used during drills to be provided, or a suitable number of spare cylinders to be carried to replace those used.

Passenger ship evacuation analysis

The Sub-Committee continued its work on developing additional scenarios pertaining to the recommendation on evacuation analysis for new and existing passenger ships, to update the Guidelines for evacuation analysis for new and existing passenger ships (MSC.1/Circ.1238), with a view to finalising the
recommendation at the next session (FP 56).

In particular, the Sub-Committee agreed that it was important to await the outcome of the European Union SAFEGUARD project, expected to be completed by March 2012. The main objective of this EU project is to acquire a large body of sea-based data on passenger response times and assembly times, of a sufficient size and richness to permit model calibration (in terms of response time distributions) and verification and validation (of the assembly process) to serve as the basis for improved evacuation analysis protocols.

Means of escape
The Sub-Committee continued its work on the development of draft SOLAS amendments on means of escape from machinery spaces, with a view to finalising the work at FP 56.

Hydrogen and compressed natural gas vehicles
The Sub-Committee continued its work on the development of requirements for ships carrying hydrogen and compressed natural gas vehicles, with a view to finalization, at the next session, of draft amendments to SOLAS regulation II-2/20 Protection of vehicle, special category and ro-ro spaces, to give additional requirements for spaces intended for carriage of compressed natural gas vehicles, and additional requirements for spaces intended for carriage of hydrogen vehicles.

Fire resistance of ventilation ducts
The Sub-Committee continued its work on the development of requirements for the fire resistance of ventilation ducts and established a correspondence group to further develop the proposed comprehensive set of draft amendments to SOLAS regulation II-2/9.7 Ventilation systems, with a view to finalization at FP 56.

Fire protection for on-deck cargoes
The Sub-Committee continued its work on the review of fire protection requirements for on-deck cargo areas and established a correspondence group to further consider the matter and report to FP 56.

“The main objective is to acquire a large body of sea-based data”

Unified interpretations agreed
The Sub-Committee agreed on five interpretations of SOLAS chapter II-2 and one of the International Code for the Application of Fire Test Procedures, for approval by MSC 90.

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www.imarest.org
The revised *IMO Compendium on Facilitation and Electronic Business* was approved by the Facilitation Committee, when it met for its 37th session.

The Compendium, which provides updated information, guidance and recommended formats for electronic exchange of information required by public authorities for the arrival, stay, and departure of the ship, persons, and cargo - to facilitate clearance processes - was finalized following input from Member Governments, the World Customs Organization (WCO), the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) and other organizations.

**Single window guidelines agreed**

The Committee also approved Guidelines for setting up a single window system in maritime transport. Single Window systems enable information to be provided to multiple users through a single report and are thus tools to facilitate trade and to decrease the administrative burden on the shipmaster, while, at the same time, improving the information flow to both individual port authorities and Government agencies concerned.

**Review of FAL Convention continues**

The Committee continued its work on reviewing the Convention on Facilitation of International Maritime Traffic, 1965, as amended (FAL Convention), with a view to ensuring that it continues to adequately address the present and emerging needs of the shipping industry. The Correspondence Group on the comprehensive review of the Convention was re-established in order to continue the review. The first stage of the review will focus on updating the Annex of the Convention.

**Revised stowaway guidelines agreed**

The Committee adopted Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases.

The resolution of stowaway cases can be challenging because of differences between the national legislation of, potentially, several interested States: the State of embarkation, the State of
FROM THE MEETINGS

FACILITATION COMMITTEE (FAL) | 37TH SESSION | 5 – 9 SEPTEMBER 2011

Disembarkation of privately contracted armed security personnel (PCASP) on board ships, their firearms, ammunition and security-related equipment, where such activities take place within the jurisdiction of port or coastal States. The Committee approved a draft circular on Questionnaire on information on port and coastal State requirements related to PCASP on board ships, which was subsequently issued as a joint MSC/FAL circular.

The aim of the questionnaire is to garner information from coastal and port States on whether, and under what conditions, the embarkation and disembarkation of PCASP and/or firearms and security-related equipment is allowed, and any specific procedures to be followed, as appropriate. This information will be made available to the shipping industry, masters of ships and the PCASP service providers via the IMO website.

Electronic access to certificates and documents

The Committee continued its work on electronic access to, or electronic versions of, certificates and documents required to be carried on ships. A Correspondence Group to further progress the matter, including consideration of options for accessing electronic versions of certificates and documents to supplement or replace paper forms; and system architectures, was re-established. The aim will be to facilitate the early and efficient checking of ships’ documentation by control authorities, thus improving the flow of maritime traffic through ports, and therefore improving the efficiency of maritime transport.

Guidelines for large-scale disruption

The development of voluntary guidelines or recommendations for use by countries towards enhancing the resilience of maritime shipping within the global supply chain system in the event of large-scale system disruptions, in coordination with the WCO, will also be considered by a correspondence group.

Disembarkation of stowaways

The Committee provided advice to the Maritime Safety Committee on the embarkation and disembarkation of privately contracted armed security personnel (PCASP) on board ships, their firearms, ammunition and security-related equipment, where such activities take place within the jurisdiction of port or coastal States. The Committee approved a draft circular on Questionnaire on information on port and coastal State requirements related to PCASP on board ships, which was subsequently issued as a joint MSC/FAL circular.

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Disembarkation of stowaways

The Committee provided advice to the Maritime Safety Committee on the embarkation and disembarkation of privately contracted armed security personnel (PCASP) on board ships, their firearms, ammunition and security-related equipment, where such activities take place within the jurisdiction of port or coastal States. The Committee approved a draft circular on Questionnaire on information on port and coastal State requirements related to PCASP on board ships, which was subsequently issued as a joint MSC/FAL circular.

The aim of the questionnaire is to garner information from coastal and port States on whether, and under what conditions, the embarkation and disembarkation of PCASP and/or firearms and security-related equipment is allowed, and any specific procedures to be followed, as appropriate. This information will be made available to the shipping industry, masters of ships and the PCASP service providers via the IMO website.

Electronic access to certificates and documents

The Committee continued its work on electronic access to, or electronic versions of, certificates and documents required to be carried on ships. A Correspondence Group to further progress the matter, including consideration of options for accessing electronic versions of certificates and documents to supplement or replace paper forms; and system architectures, was re-established. The aim will be to facilitate the early and efficient checking of ships’ documentation by control authorities, thus improving the flow of maritime traffic through ports, and therefore improving the efficiency of maritime transport.

Guidelines for large-scale disruption

The development of voluntary guidelines or recommendations for use by countries towards enhancing the resilience of maritime shipping within the global supply chain system in the event of large-scale system disruptions, in coordination with the WCO, will also be considered by a correspondence group.
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The draft amendments will be forwarded, for review, to the Sub-Committees on Bulk Liquids and Gases (BLG) and Standards of Training and Watchkeeping (STW) and then finalized by DSC 17 before submission to the Maritime Safety Committee (MSC) for adoption.

The draft amendments are aimed at reducing fatalities linked with enclosed-space entry and would require crew members with enclosed-space entry or rescue responsibilities to participate in an appropriate drill at least once every two months.

Each enclosed-space entry and rescue drill should include the checking and use of personal protective equipment required for entry; checking and use of communication equipment and procedures; checking and use of rescue equipment and procedures; and instructions in first aid and resuscitation techniques.

Draft amendment to IMDG Code agreed
The Sub-Committee agreed draft amendment 36-12 to the International Maritime Dangerous Goods (IMDG) Code and supplements, for submission to MSC 90 for adoption. The draft amendment is intended to harmonize the Code with the amendments to the UN Recommendations on the transport of dangerous goods, seventeenth revised edition.

The amendments include the addition of a new section 2.9.4 Lithium batteries, new sub section 1.1.1.7 Transport of dangerous goods used as a coolant or conditioner; incorporation of revised MARPOL Annex III; revised section 2.9.3 Environmentally hazardous substances (aquatic environment); replacement of chapter 3.4 Dangerous goods packed in limited quantities and a revised part 7 Provisions concerning transport operations.

The Sub-Committee also agreed related draft MSC circulars on Amendments to the Emergency Response Procedures for ships carrying dangerous goods (EmS Guide); conversion table (record of amendments) for part 7 requirements concerning transport operations; and illustrations of segregation of cargo transport units on board containerships and ro-ro ships.

Draft amendment to the IMSBC Code agreed
Work on draft amendment 02-13 to the International Maritime Solid Bulk Cargoes (IMSBC) Code, was initiated, with a view to finalization at DSC 17, before submission to the MSC for adoption.

During the session, the Sub-Committee agreed draft amendments to the Code's provisions on application and implementation; certificates of test; sampling procedures and complementary test procedures for determining the possibility of liquefaction. The ongoing work on the draft amendments includes revision of some existing schedules for cargo carriage and development of new schedules for specific cargoes.

Carriage of iron ore fines circular agreed
The Sub-Committee agreed an interim revised draft DSC circular on carriage of iron ore fines, reiterating the dangers of liquefaction associated with carriage.

“The draft amendment is intended to harmonize the Code with UN recommendations”
of iron ore fines and noting that the Sub-Committee has established a correspondence group to develop schedules for iron ore fines for inclusion in the IMSBC Code, with particular reference to the phenomenon of liquefaction in some types of iron ore fines. Until the new schedule is finalized, competent authorities, shippers and Masters should take into account the relevant section of the IMSBC Code.

**Amendments to CSC convention agreed**

The Sub-Committee finalized draft amendments to the International Convention for Safe Containers (CSC), 1972, to enable the previously-adopted 1993 amendments to enter into force under the tacit acceptance procedure. The amendments concern the information contained on the CSC approval plate and amend some of the test loads and testing procedures required by the Convention.

The 1993 amendments, adopted by the IMO Assembly, require ratification by two-thirds of Contracting Parties to enter into force and the required ratifications have not been received. By amending the texts so that they come under the technical annex, the amendments may be adopted by the Maritime Safety Committee and enter into force under the tacit acceptance procedure.

It was agreed that the amendments to implement all 1993 amendments should enter into force simultaneously with the modifications of the 2010 CSC amendments, which will enter into force on 1 January 2012.

**CTU inspections – guidance agreed**

The Sub-Committee agreed a draft MSC circular on inspection programmes for cargo transport units (CTUs) carrying dangerous goods, which is intended to provide Member Governments with adequate inspection guidelines and procedures to prompt substantial compliance with IMO standards and is applicable to all types of CTU.

**Timber deck cargoes code amendments agreed**

The Sub-Committee agreed modifications to the draft Code of safe practice for ships carrying timber deck cargoes, for submission to the IMO Assembly in November, for adoption.

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**Port State Control**

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This widely recognised, practical intensive course is now in its 24th successive year. The course is fully residential and designed for officials in national marine departments, port and terminal operators, ship owners, ship managers, ship operators and senior sea going officers. The course includes port and vessel visits and covers in detail the major IMO conventions and codes along with other relevant international regulations and conventions, inspection systems and documentation. Special sections concentrate on the ISPS code. The course is taught by an experienced team of academics and practitioners from the UK and Europe.

**Venue:** Holiday Inn, Southampton

**Fees:** Sterling £2,950 to cover all tuition, course documentation, meals, accommodation and ship and port visits.

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

Further details can be obtained from:

**The Course Co-ordinator, ICC International Maritime Bureau**  
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29 September 2011 marked the 34th 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 **Piracy: orchestrating the response**. IMO Secretary-General Mitropoulos welcomed dignitaries from the shipping and diplomatic communities to the annual reception at IMO’s Headquarters on London’s Albert Embankment.
In his World Maritime Day message to the international maritime community, Secretary-General Mitropoulos said that the United Nations, political and defence alliances, Governments acting collectively or individually, military forces, shipping companies, ship operators and ships’ crews all had 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.

To alleviate this unacceptable situation, no effort should be spared. 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. 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.

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.

16: Mr. Roberto Giorgi - President, V Ships Monaco 17: H.E. Mr. Joseph Zammit Tabona - High Commissioner, Malta
18: Rear Admiral Sir Jeremy de Halpert KCB - Deputy Master 19: H.E. Mr. João de Valença – Ambassador, Portugal
22: Admiral Sir Mark Stanhope GCB OBE ADC - First Sea Lord and Chief of the Naval Staff 23: H.E. Mr. Werner Matías Romero - Ambassador, El Salvador 24: H.E. Mr. Ünal Çeviköz - Ambassador, Turkey 25: Mr. Stathes John Kulukundis - Council Member of the Greek Shipping Co-operation Committee
Rome hosts World Maritime Day Parallel Event

The 2011 IMO World Maritime Day Parallel Event was held in Rome at the Palazzo Colonna, on 13 and 14 October 2011. The focus was on this year’s World Maritime Day theme - “Piracy: orchestrating the response”.

On 13 October, a seminar was organized, with sessions devoted to “Anti-Piracy Measures and Best Practices” and “International Co-operation against Piracy”. On 14 October, various activities took place around the Civitavecchia harbour.

In his closing remarks, Secretary-General Mitropoulos said: “The successful conclusion of this year’s World Maritime Day Parallel Event has once again highlighted the need for all forces to come together to combat the scourge of modern-day piracy. In the past two days both policy and practical issues have been addressed that continually need to be developed in order for seafarers to once again be able to carry out their duties at sea without the risk of being attacked by pirates.”

Both military and civilian representatives participated in the events to mark the 2011 World Maritime Day parallel event, in Rome.
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A set of recommendations aimed at boosting private sector partnership intervention in west, central and southern Africa over the next two years was agreed during a regional workshop and conference in Lagos, Nigeria, on 10-14 October 2011, hosted by the Global Initiative for West, Central and Southern Africa (GI WACAF).

During the event, headlined “Towards Operational Oil Spill Response in West, Central and Southern Africa”, all the countries involved submitted their national action plans for the next two years of the project. Industry and government focal points exchanged experiences and reviewed progress achieved within the programme’s action plan. The results will help determine objectives for the next biennium, including ratifying the relevant IMO international conventions, such as the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990, developing regional agreements and enhancing technical cooperation.

This conference, which gathered more than 300 participants, was organised by the GI WACAF Project with the support of IMO, IPIECA (the global oil and gas industry association for environmental and social issues), the local oil industry and the national authorities of Nigeria through the Nigerian Maritime Administration and Safety Agency (NIMASA) and the National Oil Spill Detection and Response Agency (NOSDRA). The event followed a regional workshop on policies for the use of dispersants in West and Central Africa, held in Accra, Ghana, 22-24 June.

The GI WACAF Project is a long standing partnership between the IMO and IPIECA to enhance the capacity of the twenty-two countries in the region to prepare for and respond to marine oil spills through the promotion of public/private partnerships whereby oil industries and the relevant national authorities work together.

**Piracy conference adopts Malmö declaration**

IMO Secretary-General Mitropoulos was among the keynote speakers at the International Conference on Piracy at Sea (ICOPAS 2011), which was held at the World Maritime University in Malmö, Sweden, from 17 to 19 October 2011.

The Conference was attended by more than 400 people and featured presentations from more than 40 experts, representing military groups, governments, special interest groups, academia, and non-government organizations, focusing on the legal, economic, operational, law enforcement, and technological aspects of the problem of maritime piracy.

The “Malmö Declaration”, adopted by the Conference, agrees that the humanitarian and economic costs of piracy at sea and on land are unacceptable and urges all concerned to do their utmost to coordinate efforts in combating piracy and other violent crimes at sea and sets out goals for the international community as a whole; States; and companies and individuals, to combat piracy.


**Royal visit**

Her Royal Highness The Princess Royal visited IMO Headquarters in October, where she was received by IMO Secretary-General Mitropoulos and the then president of the IMO Assembly His Excellency Mr. Georg Boomgaard, Ambassador of Germany to the United Kingdom.

**Top naval commanders visit IMO**

Admiral Sir Trevor Soar KCB OBE Royal Navy, UK Commander in Chief Fleet and NATO Allied Maritime Commander (left) and Admiral James G. Stavridis United States Navy, NATO Supreme Allied Commander Europe (centre) visited IMO in September. Their visit supported the main aims of the Action Plan to promote the 2011 World Maritime Day theme of Piracy: orchestrating the response and, in particular, to encourage greater levels of support from, and coordination with, navies.
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