Poor understanding of IMDG Code requirements has resulted in countless incidents at sea and ashore. Incorrect documentation, packaging, segregation, stowage within the container and on board ship and many other common errors put lives, property and the environment at risk. IMO and national administration surveys consistently show that some 30% of container shipments are non-compliant.

Many dangerous goods incidents thousands of kilometres at sea start a hundred kilometres ashore.

From January 2010 the IMDG Code mandated training for all shore-side staff involved in dangerous goods transport. Training records must be kept for Competent Authority inspection.

To meet the challenge of efficiently and economically training very large numbers of shore side staff to the requirements of IMDG Code Chapter 1.3, Exis Technologies, with the support of industry bodies, developed IMDG Code e-learning. In compliance with the IMDG Code, the course delivers both general awareness and function-specific training. In the three years since launch, the course has been implemented by major shipping lines, shippers and transport operations worldwide.

There are many advantages to this solution:

- **Best practice**
  Certified against DNV (Det Norske Veritas) Standard for Certification of Learning Programmes in terms of the quality of development, content and delivery, proper design by qualified trainers, clear objectives for results and continuous assessment and improvement in line with market demands and experience.

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  Frequent tests taken at the completion of course elements check student progress and scores are averaged for the Course Completion Certificate. So learning is cumulative, building only on correct understanding of previous course content.

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- **Flexible delivery**
  Downloaded individual courses and web-based training is simple for go anywhere, ‘train in your own time’ solutions.
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  - In-house learning management systems run the SCORM-compliant versions of the course.

- **Flexible content**
  Tailoring courses to student, departmental and corporate objectives is made simple by the modular structure of the system. Company procedures are incorporated in customised modules.

- **Quality assurance programmes**
  IMDG Code e-learning delivers consistent training standards across global operations, especially relevant to corporate quality assurance programmes.

- **IMDG Code lookup**
  The course is ‘open book’, designed for use with the IMDG Code for reference and familiarisation. There are links to relevant text from the digital Code, displayed in the context of course topics.

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Piracy and kidnapping have blighted the maritime community for too long and it is seafarers who bear the brunt. And so it was very much with seafarers in mind that, last year, the IMO Council decided that the 2011 World Maritime Day theme should be “Piracy: orchestrating the response”.

In February, we formally launched this theme, along with the action plan we have devised to help achieve the objectives we have set. And we are honoured that the Secretary-General of the United Nations, Mr. Ban Ki-moon, was present at the launch, a confirmation of his interest in maritime affairs and his concern over the unacceptable incidence of modern-day piracy.

Quite apart from the trauma piracy causes to seafarers and their families, it is estimated to cost the world economy between US$7bn and 12bn per year, as a result of the disruption it brings to shipping and international trade.

IMO has been dealing with piracy issues for the last thirty years. In the early 1980s, it was the Gulf of Guinea that first attracted our attention while, in the late 1990s and the early part of this century, the focus was on the hot-spots of the South China Sea and the Straits of Malacca and Singapore. Through a series of measures, developed and implemented by, and with the co-operation and support of, the littoral States, States using the Straits and the industry, we have been able to help significantly reduce piracy in those regions.

However, the problem has lately manifested itself in other parts of the world, most notably – but not exclusively – off the coast of Somalia, in the Gulf of Aden and the wider Indian Ocean. We believe that we can use the experience gained and the successes achieved in reducing piracy elsewhere to good effect in the current arena as well, but to do so requires a well orchestrated response.

During 2011, we intend to promote further co-operation between and among States, regions and organizations to prevent and reduce attacks on ships through information-sharing; coordination of military and civil efforts; and the development and implementation of regional initiatives, such as the IMO-led Djibouti Code of Conduct.

We will also help infrastructure and capacity building in States in regions of the world affected by pirates to deter, interdict and bring to justice the perpetrators of such acts, thereby enhancing maritime law enforcement and the safety of life at sea. This will also help tackle the root causes of piracy, through the provision of assistance to States for the development of their maritime law enforcement capabilities and the protection of their marine resources.

Specifically, in the case of Somalia, we intend to contribute, in any way possible (including through the establishment of a coastal monitoring and law-enforcement force) to stability on both sides of the Horn of Africa coastline that will, in due course, have a beneficial impact on the overall situation.

And we will work with Governments and the industry to ensure that released seafarers and their families receive proper care during the post-traumatic period.

There is already good progress on which to build. The establishment, within the context of a UN Security Council resolution, of the Contact Group on Piracy off the coast of Somalia has done much to promote our shared agenda for improved coordination amongst States, industry and organizations. And, through the Djibouti Code of Conduct, we are establishing information-sharing centres in Yemen, Kenya and the United Republic of Tanzania, as well as a regional training centre in Djibouti. In partnership with the UNODC, we are helping regional States to develop the legal framework necessary to prosecute pirates – an objective also pursued by the Contact Group. We will continue to give this initiative the highest priority with the aim of assisting States in the region to build and develop an adequate infrastructure, which, in turn, will enable them to conduct effective counter-piracy operations.

However, as the statistics so bleakly indicate, piracy and armed robbery against ships remain real and ever-present dangers to those who use the seas for peaceful purposes – and, as long as pirates continue harassing shipping; endangering the critical delivery of humanitarian aid carried by ships chartered by the World Food Programme; and hijacking ships and seafarers, we are neither proud of, nor content with, the results achieved so far. This year, we are resolved to redouble our efforts and, in so doing, generate and galvanize a broader, global response to modern-day piracy.

“piracy and armed robbery against ships remain real and ever-present dangers to those who use the seas for peaceful purposes”
The only reference book you need

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- or go to www.hazardouscargo.com/TankGuide
Proposed GHG amendments to MARPOL convention circulated

Proposed draft regulations to make mandatory technical and operational measures to reduce emissions of greenhouse gases (GHGs) from international shipping have been circulated to IMO Member States, following a request by a number of States Parties to Annex VI of the International Convention for the Prevention of Pollution by Ships (MARPOL).

Under the terms of the amendment procedure set out in the MARPOL Convention, the proposed amendments will now be considered for adoption at the next session of the Organization’s Marine Environment Protection Committee (MEPC), which meets in July 2011.

If adopted, the regulations would represent the first ever mandatory efficiency standard for an international transport sector, paving the way for significant reductions in emissions from shipping into the foreseeable future.

The proposed amendments to MARPOL Annex VI – Regulations for the prevention of air pollution from ships, would make mandatory, for new ships, the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP), both of which have been previously disseminated by IMO for voluntary use.

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

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

The request to circulate the proposed amendments followed the 61st session of the MEPC in October 2010, at which the Committee made progress on all three elements of its work to reduce GHG emissions from international shipping, namely technical, operational and market-based measures, following a work plan to address GHG emissions from ships which began in 2003.

MARPOL Annex VI has a total of 62 Parties, representing 84.93 per cent of world merchant shipping tonnage.

BIMCO SG appointed to top WMU post

Mr. Torben Skaanild has been appointed as new Chairman of the Executive Board of the World Maritime University (WMU). Mr. Skaanild is the Secretary General of BIMCO and will replace Mr. Jan Kopernicki, who is retiring.

Hailing from Denmark, Torben Skaanild has enjoyed a long and varied international career within the shipping industry, having held executive positions in Canada, The Philippines, Thailand and Hong Kong, China, before returning to Denmark to join BIMCO in 1981 as Deputy Secretary General. In 1984 he was appointed Secretary General of BIMCO, but left in 1991 to join the World-Wide Shipping Group as a director.

In 2008, he returned to BIMCO in his old position as Secretary General, and Chairman of the Board of BIMCO Informatique A/S. He was appointed to the Board of Governors of the WMU in February 2010.
IMO spells out action needed to tackle piracy

Failure to implement fully the IMO guidance, including the industry-developed best management practices, significantly increases the risk of successful pirate attacks, IMO said in a robust message to its Member States, following the launch of the Organization's anti-piracy action plan, in support of the 2011 World Maritime Day theme: “Piracy: orchestrating the response” (see p.11).

In a circular letter, all IMO Members, the United Nations and specialized agencies, intergovernmental organizations and non-governmental organizations in consultative status have been informed that naval forces operating in the region off the coast of Somalia have reported that an unacceptably high proportion of the ships transiting the Gulf of Aden and western Indian Ocean are not registered with the Maritime Security Centre Horn of Africa; are not reporting to United Kingdom Maritime Trade Operations (UKMTO) Dubai; show no visible deterrent measures and are not acting on navigational warnings to shipping giving details of pirate attacks and suspect vessels.

In drawing attention to the increased risk of successful pirate attack due to failure to implement fully the best management practice guidance, IMO strongly urges “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”.

“Regrettably, there is disturbing evidence to show that, in too many cases, this advice has either not reached shipping companies or their ships or has not been acted upon,” the circular letter says.

The letter also encourages Member Governments to make greater efforts to provide the additional naval and aerial surveillance and other resources needed through every means possible.

The letter also invites Administrations to provide long range identification and tracking of ships information to security forces operating in the Gulf of Aden and the western Indian Ocean. An information distribution facility has been established to assist security forces operating in the Gulf of Aden and the western Indian Ocean to build a more accurate picture of where the merchant ships are, in order to provide more timely warnings of pirate activity and to facilitate more effective repression of piracy and armed robbery against ships through better deployment of the limited available naval and military resources.

Cancún acknowledges IMO efforts on climate change

The United Nations Climate Change Conference in Cancún, Mexico, (29 November to 10 December 2010) noted the progress made by IMO on its work plan to limit or reduce the emissions of greenhouse gases from international shipping. IMO was invited to continue informing future Conferences and their subsidiary bodies of the Organization’s progress on this issue.

Commenting on the outcome of the Cancún Conference, IMO Secretary-General Mitropoulos stated that, in his view, “The Conference should, with good reason, be considered a success overall as it was able to move forward several of the items on its agenda, building on the positive outcomes of the Copenhagen Conference of 2009.

Mr Mitropoulos added that, “Although the Cancún Conference did not make specific decisions on the international transport sector, the indications are that the IMO position and progress has been duly taken into account. The status quo of the Kyoto Protocol concerning the pursuance, through IMO, of efforts to reduce or limit GHG emissions from international shipping remains unaltered.”

Mr Mitropoulos said that, “To the positives of the outcome of the Conference, as far as IMO is concerned, should be added the suggestion that, within efforts aimed at raising climate change financing through the international transport sector, further work on market-based measures should be taken forward in IMO and the International Civil Aviation Organization.”

“It is now up to IMO”, he added, “to redouble its efforts to make further progress on its work plan, through intensive and meaningful deliberations and decisions at the July 2011 session of the Marine Environment Protection Committee.”
IMO in supply-chain security talks

IMO Secretary-General Mitropoulos and Janet Napolitano, Secretary of the US Department of Homeland Security, have met to discuss issues surrounding security in the global supply chain. The two discussed partnership arrangements involving IMO, the World Customs Organization and the International Civil Aviation Organization to improve security in the transport system when they met at IMO Headquarters in January.

IMO has long been active in developing an international approach to shipping security. Its work in this sphere gained extra impetus following the September 2001 terrorist attacks in the United States, which prompted the development of the International Ship and Port Facility Security Code, setting out the requirements for ships and port facilities with respect to the security and facilitation of the movement of goods by sea, including the transportation of goods by closed cargo transport units and freight containers – an issue which IMO pursues in co-operation with the World Customs Organization. In 2005, IMO revised and updated the 1988 Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation and its associated Protocol, and the adopted Protocols came into force in July 2010.

In the context of securing the global supply chain, Secretary-General Mitropoulos outlined IMO’s action plan to address the threat of piracy to vital shipping lanes, such as the Gulf of Aden. Secretary Napolitano assured Secretary-General Mitropoulos of the United States’s ongoing support for the initiative of IMO in this regard.

Annex VI fuel targets can be met says EC Environment Commissioner

Mr. Janez Potočnik, European Commissioner for the Environment, has affirmed his belief that the fuel supply industry has sufficient capacity to enable international shipping to meet the targets set under MARPOL Annex VI for progressive emission reductions, in particular of sulphur oxide (SOx).

In discussions with IMO Secretary-General Mitropoulos at IMO Headquarters in January, he also welcomed the introduction of Emission Control Areas (ECAs) for the control of SOx emissions in the Baltic Sea and North Sea and agreed that the establishment of further ECAs would make an important contribution to the protection of the environment.

Mr. Potočnik affirmed his strong support for the objectives of IMO and emphasized that, in his view, there was a clear need for global regulation of international shipping. He expressed his intention to continue facilitating ratification and better implementation of the environmental treaty instruments adopted by the Organization, both within the EU and globally, and cited, by way of example, his personal engagement with all EU Governments urging them to ratify the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, at the earliest opportunity.

Mr. Mitropoulos expressed his appreciation for the EU Members’ robust and sustained support for all aspects of IMO’s work.

The productive meeting confirmed the desire on both sides to continue and enhance the existing co-operation between IMO and the EU in responding effectively to the environmental challenges of the international shipping sector.

IMO Secretary-General in ship-recycling talks with Bangladesh leader

IMO Secretary-General Mitropoulos offered technical co-operation assistance for capacity building in Bangladesh when he met the Honourable Sheikh Hasina, Prime Minister of Bangladesh, in London in January. The two had also met earlier that month in Bangladesh. The Secretary-General sought to enlist support and action for the early ratification of the Hong Kong International Convention on the Safe and Environmentally Sound Recycling of Ships, 2009 and the implementation and enforcement of its technical standards.

Bangladesh, along with India, China, Pakistan and Turkey, is among the world’s leading ship recycling countries, but there are long-standing concerns over the safety and environmental aspects of the industry – concerns which the Hong Kong Convention seeks to address.
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“Situation unacceptable”

UN Secretary-General echoes call for urgent and coordinated response as IMO launches anti-piracy action plan

The escalating problem of piracy off the coast of Somalia is “completely unacceptable” and requires an urgent and coordinated response, United Nations Secretary-General Ban Ki-moon said at the launch of the IMO action plan to promote the 2011 IMO World Maritime Day theme: “Piracy: orchestrating the response”.

Speaking at IMO’s London Headquarters, on 3 February, Mr Ban welcomed the decision of IMO to pay special attention to piracy during the year ahead. “This is a timely and important initiative,” he said.

IMO has been combating maritime piracy for some time and a series of measures, developed with the co-operation of the littoral States and the support of the industry, helped significantly reduce piracy in the hot spots of the late 1990s and the early 2000s – the South China Sea and the Straits of Malacca and Singapore.

However, the problem has lately manifested itself in other parts of the world, most notably – but not exclusively – off the coast of Somalia, in the Gulf of Aden and the wider Indian Ocean.

IMO Secretary-General Efthimios E. Mitropoulos said “Piracy and kidnapping have blighted the maritime community for too long and it is seafarers who bear the brunt.” He added, “We believe that we can use the experience gained and the successes achieved in reducing piracy elsewhere to good effect in the current arena as well, but to do so requires a well orchestrated response.”

Mr. Mitropoulos and Mr. Ban were joined at the launch by Ms Josette Sheeran, Executive Director of the World Food Programme (WFP); Mr. Yury Fedotov, Executive Director of the United Nations Office on Drugs and Crime (UNODC); Mr. Robert Lorenz-Meyer, President of BIMCO, representing the shipping industry; and Mr. David Cockroft, General Secretary of the International Transport Workers’ Federation (ITF), representing seafarers.

All echoed their support for this latest IMO initiative. Mr Fedotov said, “It is clear that the only viable long-term solution to the Somali piracy problem is to restore law and order in Somalia, including in its waters. It is also clear that this solution is some years off and will require concerted and coordinated international effort. UNODC’s counter-piracy programme focuses on supporting regional prosecutions and on rebuilding Somalia’s criminal justice capacity.”

Ms Sheeran focussed on the humanitarian aspect of the problem. Acknowledging the success of naval escorts in protecting food aid for Somalia, she also highlighted new challenges created by the worsening situation. “The presence of Somali pirates in an ever-expanding area is of great concern because they threaten not just food bound...
directly for Somalia, but our food transiting through the ports of Mombasa (Kenya), Dar es Salaam (Tanzania) and Beira (Mozambique) for vital operations in Zimbabwe, the Democratic Republic of Congo and other places with great humanitarian needs.”

Speakers at the launch of IMO's action plan also spoke of the economic cost of piracy. Mr. Ban said, “Ransom payments adding up to hundreds of millions of dollars have created a ‘pirate economy’ in some areas of Somalia that make them more resistant to efforts to develop alternative livelihoods. Economies throughout East Africa and beyond are experiencing the fallout.”

Representing the shipping industry, Mr. Robert Lorenz-Meyer, President of the Baltic and International Maritime Council (BIMCO) said, “The attacks are not only attacks on ships, but also attacks on the global supply chain in one of the world’s most vital sea lanes. They threaten a supply line of vital interests to the international community.”

Mr. David Cockroft, General-Secretary of the International Transport Workers’ Federation, said many crew members were at breaking point because of the stress of passing through the area frequented by pirates. “If the risks cannot be eliminated, then seafarers will demand not to sail into the area at all and responsible ship owners will support them,” he said.

Secretary-General Mitropoulos said IMO’s action plan aimed to make some genuine inroads into what, to date, has been an escalating problem.

“In the past 12 months alone”, he said, “there have been 286 piracy-related incidents off the coast of Somalia. They have resulted in 67 hijacked ships, with 1130 seafarers on board – whilst, at present, 714 seafarers are being held for ransom on board 30 ships scattered at various points of the country’s extensive coastline.”

Among other things, during 2011, IMO will focus on promoting further co-operation between and among States, regions and organizations in reducing the risk of attacks on ships through a variety of mechanisms including information-sharing; coordination of military and civil efforts; and development and implementation of regional initiatives, such as the IMO-led Djibouti Code of Conduct.

IMO’s action plan will build on efforts to tackle the problem that have been underway for some time. Through the Djibouti Code of Conduct, for example, information-sharing centres are being established in Yemen, Kenya and the United Republic of Tanzania, as well as a regional training centre in Djibouti. In partnership with the UNODC, IMO is helping to develop the legal framework necessary to prosecute pirates.

Mr. Ban took the opportunity to emphasize where the real source of the piracy problem lies. “Although piracy manifests itself at sea,” he said “the roots of the problem are to be found ashore. This is a complex issue. But in essence, piracy is a criminal offence that is driven by economic hardship, and that flourishes in the absence of effective law enforcement.”

“The only truly successful way to address the problem in the long term,” said Mr Ban, “is through a strategy that focuses on deterrence, security, the rule of law and development. Our common goal must be a sustainable solution.”

In conclusion, Mr. Mitropoulos said: “This year, we are resolved to redouble our efforts and, in so doing, generate a broader, global response to modern-day piracy. More needs to be done if the ultimate goal of consigning piracy to the realms of history is to be achieved. We hope that our choice of theme for 2011 will provide an appropriate rallying point around which all those who can make a difference can focus their efforts.”
IMO ACTION PLAN – strategies

- engage at the political level (including at the UN Security Council) to bring about a solution to the Somali problem and facilitate and expedite the release of hostages
- strengthen the protection of persons and ships sailing through piracy-infested areas by regularly reviewing and promulgating the IMO guidelines to Administrations and seafarers and making industry-developed best management practice guidance widely available, enabling ships’ masters and officers to access any available naval protection; encouraging compliance with the recommended preventive, evasive and defensive measures; and promoting even greater levels of support from navies
- promote co-operation between and among States, regions and organizations to reduce the risk of attacks on ships through information-sharing, coordination of military and civil efforts; and development and implementation of regional initiatives, such as the Djibouti Code of Conduct
- help build up the capacity of States to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships, thereby enhancing maritime law enforcement and the safety and security of life at sea. And, while so doing, help tackle the root causes of piracy through the provision of assistance to States for the development of their maritime capacities and the protection of their maritime resources. And, in the case of Somalia, to contribute, in any way possible (including through the potential development of a coastal monitoring force) to the stability of the country, which in due course, will also have a beneficial impact on safety, security and stability
- work with all involved in the provision of social care and humanitarian support to ensure that they can deliver their services expeditiously to those attacked or hijacked by pirates and to their families

- IMO will continue to promote the suppression of piracy and armed robbery against ships in close co-operation with United Nations Headquarters, the United Nations Office on Drugs and Crime (UNODC), the United Nations Office of Legal Affairs, Division of Ocean Affairs and the Law of the Sea (UN DOALOS/OLA), the United Nations Department of Political Affairs, Political Office for Somalia (UNPOS/DPA), the World Food Programme (WFP), African Union (AU), the Contact Group on Piracy off the Coast of Somalia (CG PCS), European Union (EU), Regional Cooperation Agreement on combating Piracy and Armed Robbery against Ships in Asia – Information Sharing Centre (ReCAAP-ISOC), the Combined Maritime Force (CMF), the European Union Naval Force (EUNAVFOR), the North Atlantic Treaty Organization (NATO) and Member States of the Organization

- in close co-operation with UNPOS/DPA, UNODC, Interpol and others, IMO will continue to support the "Kampala Process" in order to provide assistance to the Transitional Federal Government of Somalia and the regional authorities to develop the country’s maritime sector and to meet international obligations, including possible development of a Coastal Monitoring Force

- pursuant to the development of an Integrated Coast Guard Function Network for West and Central African States, IMO, working in close co-operation with the Maritime Organization of West and Central Africa, UNODC, the Food and Agriculture Organization of the United Nations (FAO), the United Nations Security Council Counter Terrorism Committee Executive Directorate (UN CTED), the AU, the EU, Interpol, the Africa Partnership Station, the North Atlantic Coast Guards Forum, the Chiefs of European Navies, IMO Member States and the industry, will implement a programme of multi-agency, regional meetings to develop west and central African States’ capacities to perform coast guard functions, including maritime law enforcement and suppression of piracy and armed robbery against ships, particularly in the Gulf of Guinea

- through the implementation of the Djibouti Code of Conduct and in co-operation with the Djibouti Code signatory States, IMO will pursue the establishment of a regional information sharing network through a network of National Focal Points (NFPs) in every Djibouti Code signatory State, reporting to each other via the agreed Information-Sharing Centres in Sana’a, Mombasa and Dar Es Salaam, to be commissioned during 2011

- in co-operation with the EU and the Government of Djibouti, IMO will pursue the development of the Djibouti Regional Training Centre (DRTC)

- in close co-operation with UNODC, UN DOI/ALS/OLA and CGPCS Working Group 2, IMO will assist in the review of existing national legislation in the Djibouti Code of Conduct signatory States and other IMO Member States to ensure the development of robust legal frameworks for suppressing piracy

- through the IMO Assembly, the Maritime Safety, Legal and Facilitation Committees and the various technical Sub-Committees of the Organization, IMO will continue to promote the efforts of Member States, the Industry Group and the CGPCS to develop and enhance guidance on the prevention and suppression of acts of piracy and armed robbery against ships; best practices on training; post-piracy care of seafarers; investigation of offences; and other related issues

- IMO will continue improving the standard and availability of information on piracy incidents via the Organization’s Global Integrated Shipping Information System (http://gisimo.org) and provide comprehensive piracy-related information on the IMO website, including information on previous and present IMO efforts to counter piracy

- IMO will continue to help build capacity, including through the delivery of conferences, seminars, workshops and training courses, to assist States and seafarers to participate energetically and effectively in the counter piracy effort

- IMO will seek to enhance public awareness of the piracy issue through outreach programmes, media, social networks and the development of promotional materials.
Secretary-General Mitropoulos, 
Excellencies, 
Ladies and Gentlemen,

It gives me great pleasure to help launch the World Maritime Day theme for 2011. I thank Secretary-General Mitropoulos for providing the opportunity and for his kind words of introduction.

Piracy is a global menace. Mr. Mitropoulos has just given us some startling statistics. We are all alarmed, as we should be.

Piracy seems to be outpacing the efforts of the international community to stem it. Therefore I welcome the decision of the International Maritime Organization to pay special attention to piracy during the year ahead.

“Piracy: orchestrating the response” is a timely and important initiative. We need to assess what is working, what is missing, and what needs to be improved.

Although piracy manifests itself at sea, the roots of the problem are to be found ashore. This is a complex issue. But in essence, piracy is a criminal offence that is driven by economic hardship, and that flourishes in the absence of effective law enforcement.

The only truly successful way to address the problem in the long term is through a strategy that focuses on deterrence, security, the rule of law and development.

The situation off the coast of Somalia is foremost in our minds at the moment. There are almost daily reports of attacks. As we gather here, 31 ships with more than 700 people are being held hostage.

Moreover, ransom payments adding up to hundreds of millions of dollars have created a “pirate economy” in some areas of Somalia that make them more resistant to efforts to develop alternative livelihoods. Economies throughout East Africa and beyond are experiencing the fallout.

Goods in Somalia and the region are becoming more expensive owing to the increased cost of doing business and the price distortions generated by artificial economies.

And the pirates’ reach continues to expand. One vessel was recently hijacked near the Mozambique coast, and another approximately 120 nautical miles from Madagascar.

Insurance premiums are on the rise. The threat to international trade routes is clear.

The situation is completely unacceptable. Our common goal must be a sustainable solution.

The role of the IMO in securing and developing Somalia’s maritime sector, in cooperation with other relevant UN partners, could play an important part in alleviating the conditions that encourage people to turn to piracy.

Indeed, the IMO has a successful record in anti-piracy initiatives, building on its longstanding standard-setting work on maritime safety, borders and environmental protection.

The Straits of Singapore and Malacca were once of the world’s piracy hot-spots. Today, thanks to agreements fostered by the IMO, States in the region have developed effective frameworks for cooperation in policing the situation.

The IMO has been developing similar measures to address the escalating situation off the coast of Somalia since 2005. The Djibouti Code of Conduct, signed by seventeen States from the region, is the primary regional
cooperation mechanism to address piracy and seeks to replicate in the Horn of Africa the collaboration that has proved so successful in South-East Asia.

Piracy and armed robbery at sea are not simple issues and, as such, require a coordinated response under the overarching legal framework provided by the 1982 United Nations Convention on the Law of the Sea. It is also important to adopt a comprehensive approach, which takes into account political and socio-economic factors. Many UN organs and bodies are engaged.

The Security Council has adopted resolutions on Somalia of ever-increasing severity and scope. The United Nations General Assembly has regularly addressed piracy in its annual resolutions on oceans and the law of the sea.

I note with appreciation the close cooperation of the IMO with the Department of Political Affairs, the UN Political Office in Somalia, the Office of Legal Affairs, the World Food Programme, the UN Development Programme and the United Nations Office on Drugs and Crime. It is important that we continue to act as one. Interpol is another key partner.

I note the important role being played by the Contact Group on Piracy off the Coast of Somalia as a forum for international cooperation and information-sharing, with the active participation of the United Nations.

I also wish to express my appreciation to the Combined Maritime Taskforce 151, the European Union Naval Force, NATO, and all Member States’ navies and coast guards that patrol the Gulf of Aden and the waters off the coast of Somalia, pursuant to relevant Security Council resolutions. They are providing vital protection for United Nations vessels delivering logistical support to AMISOM – and for WFP shipments of humanitarian aid to the 2.4 million Somalis who urgently need it.

Yet despite the deployment of significant naval assets to the region, the number of hijackings and victims has risen significantly. More needs to be done.

We need to move beyond the impressive deterrence efforts, and to make sure that they are carried out in concert with the other elements of the strategy, on land.

We need to support alternative livelihoods and the rehabilitation of coastal fisheries.

We need to develop Somali capacity to deal with piracy-related activities on land and in its territorial sea. This must be linked to the broader efforts to develop Somalia’s police and coast guard, as well as its justice sector, to ensure that persons suspected of acts of piracy are prosecuted.

Though governance remains weak in Somalia, the Transitional Federal Government has a new Prime Minister, Mohamed Abdullahi Mohamed. He has produced a roadmap focusing on critical priorities: reconciliation, good governance, security, institutional capacity and the Constitution-making process.

Success in these initiatives can provide the necessary stability from which all the country’s problems – including piracy – can be addressed.

The Security Council, for its part, recently agreed to increase the size of the African Union peacekeeping mission from 8,000 to 12,000 personnel.

Last week, my Special Advisor on the legal aspects of piracy off the coast of Somalia, Mr. Jack Lang, briefed the Security Council, and made a number of recommendations. The Special Adviser’s report highlights the need for urgent action.

I would also like to stress the importance of the trust funds that have been established to finance anti-piracy measures, and take this opportunity to call for more contributions to them, including by the shipping community.

Finally, let us never forget the detrimental impact of piracy on the innocent seafarers themselves – the men and women who face all manner of hardship in transporting the world’s precious cargo. They are on the frontlines of this battle. Their welfare and safety must also be at the forefront of our concerns.

I commend the IMO for its determination to bring new prominence to this issue in 2011, and I reiterate my personal support, and that of the United Nations as a whole, to this important initiative.

Thank you.
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Mandatory Polar Code further developed

The Sub-Committee on Ship Design and Equipment (DE) continued its development of a mandatory Code for ships operating in polar waters (Polar Code), when it met for its 54th session.

It is intended that the Polar Code will supplement relevant instruments, including SOLAS and MARPOL, for ships operating in polar waters in order to address risks specific to operation in polar waters, taking into account the extreme environmental conditions and the remoteness of operation. The Code will also comprehensively address the possible impact of shipping operations on the environment.

The move to develop a mandatory Code follows the adoption by the IMO Assembly, in 2009, of Guidelines for ships operating in polar waters (Resolution A.1024(26)).

Member Governments and interested stakeholders were invited to submit documents to the next session (DE 55) to further the work on the Polar Code, including views on the inclusion of an Ice Certificate in the new Code. A correspondence group was re-established to review a hazard matrix, which has been developed to identify the hazards that need to be addressed by the Polar Code.

Watertight doors on passenger ships

The Sub-Committee agreed a draft MSC circular on Guidance for watertight doors on passenger ships which may be opened during navigation, for submission to MSC 88 for approval.

Interpretations for tanker conversions

The Sub-Committee agreed a draft MSC-MEPC circular on Unified interpretations on the application of SOLAS, MARPOL and Load Line requirements to conversions of single hull tankers to double-hull tankers or bulk carriers, for submission to MSC 89 for approval, subject to concurrent approval by MEPC 62.

Revised ESP guidelines

The Sub-Committee agreed to the draft revised Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (ESP Guidelines) which are intended to update and replace existing guidelines.

The final draft text and associated draft resolution will be submitted to MSC 89 for approval and to the Assembly in late 2011 for adoption, while draft amendments to SOLAS regulation XI-1/2 to refer to the new guidelines are expected to be adopted at MSC 90.

Testing recommendation for LSA

The Sub-Committee agreed draft amendments to the Revised recommendation on testing of life-saving appliances, to update a number of tests, for submission to MSC 89 in May 2011 for adoption. The sub-committee also agreed to review testing requirements for lifejacket reference test devices (RTDs) at its next session.

Guidelines agreed

The Sub-Committee agreed draft Guidelines and specifications for add-on equipment for upgrading MEPC.60(33)-compliant oil filtering equipment and draft Guidelines for a ship board oily waste pollution prevention plan, for submission to MEPC 62 for adoption, as well as draft Amendments to the Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers, also for submission to MEPC 62 for adoption.

Standards for recovery systems

The Sub-Committee continued its work on developing performance standards for recovery systems for all ships and agreed functional requirements should be prepared, which would not require the carriage of dedicated recovery equipment, but would allow sufficient flexibility with regard to the actual equipment used for recovery operations, bearing in mind that the recovery system must be tested to demonstrate its effectiveness.

“A matrix has been developed to identify the hazards addressed by the Code”
IMO Legal Committee supports follow-up to oil well incidents

The Legal Committee of IMO, meeting for its 97th session, expressed its support in principle for the inclusion of a new item in the Committee’s work programme to consider liability and compensation issues connected with transboundary pollution damage resulting from offshore oil exploration and exploitation activities.

The move came in the wake of the much publicized Deepwater Horizon incident and a submission to the Committee proposing a new work programme item, following the incident on the Montara offshore oil platform, located in the Australian Exclusive Economic Zone, in which a well blew out, leading to a significant oil spill.

To accommodate this work, the Committee agreed to recommend to the IMO Council an appropriate amendment to the Organization’s strategic plan.

Bunkers convention implementation

The Committee approved a draft resolution on the issuing of certificates under the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001, to ships that are also required to hold a certificate under the International Convention on Civil Liability for Oil Pollution Damage 1992, as amended, and decided to submit it to the 106th regular session of the Council for consideration and, thereafter, for submission to the next session of the IMO Assembly for adoption.

The resolution recommends that all States Parties to the Bunkers Convention issue the certificate prescribed by the Bunkers Convention even when the ship also holds a CLC Certificate; require ships having a gross tonnage greater than 1000gt, flying their flag or entering or leaving ports or offshore facilities in their territory, to be insured and to hold a Bunkers Certificate as prescribed by the Bunkers Convention even when the ship already holds a CLC Certificate, and avoid taking action that could cause unnecessary bureaucracy.

The Committee also approved Guidelines for accepting documentation from insurance companies, financial security providers and P & I clubs, which recommend that a State Party to the Bunkers Convention should accept Blue Cards issued by a member of the International Group of P & I Associations when it is possible to verify the Blue Card from the International Group’s website, and provide criteria for accepting documentation from P&I Clubs outside of the International Group.

Piracy legislation reviewed

The Committee reviewed a number of submissions relating to piracy, including an updated assessment of national legislation on piracy based on information submitted to IMO by 41 Member States and one other jurisdiction; information on the work of the Working Group 2 (WG2) of the Contact Group on Piracy off the Coast of Somalia; and a summary of the report of the UN Secretary General to the UN Security Council on possible options to further the aim of prosecuting and imprisoning persons responsible for acts of piracy and armed robbery at sea off the coast of Somalia.

With regard to the review of national legislation, the Committee was informed that this implementing legislation is not currently harmonized, and this, coupled with the uneven incorporation into national law of the United Nations Convention on the Law of the Sea, 1982 (UNCLOS) definition of piracy, might have an adverse effect on pirate prosecutions.

The Committee agreed there was a need for all States to have a comprehensive legal regime to prosecute pirates, consistent with international law, and that country-specific solutions, coupled with capacity building in the countries involved, were needed to move forward.

The IMO Secretariat was requested to send national legislation received from Member States to the United Nations Division for Ocean Affairs and the Law of the Sea (DOALOS), for inclusion in the United Nations database.

With regard to the UN Secretary-General’s proposals, the Committee agreed to forward its views to WG2, including that the preferred solution was for the enhancement of United Nations assistance to build the capacity of States in the region to prosecute and imprison persons responsible for acts of piracy and armed robbery at sea off the coast of Somalia (Option 1).

There was also some support for the following options derived from the aforementioned report of the UN Secretary General to the UN Security Council on possible arrangements for the prosecution of pirates:
Option 2: establishment of a Somali court sitting in the territory of a third State in the region, either with or without United Nations participation.

Option 3: establishment of a special chamber within the national jurisdiction of a State or States in the region, without United Nations participation.

Option 4: establishment of a special chamber within the national jurisdiction of a State or States in the region, with United Nations participation.

The Committee was also updated on the implementation of the Djibouti Code of Conduct. The Djibouti Code of Conduct Project Implementation Unit, established by IMO in April 2010 and financed by the Djibouti Code Trust Fund, is making significant progress on equipping the three regional counter-piracy information sharing centres in Dar es Salaam, Mombasa, and Sana’a (which are expected to commence operations in 2011). Meanwhile, architectural plans have been finalized and building preparations have commenced on the construction of a regional training facility in Djibouti. Additionally, a regional workshop on legislation and maritime law enforcement, the first in a series of such events, was held in Djibouti in September, with further training events, in co-operation with the United Nations Office on Drugs and Crime, programmed for early 2011.

Discussion on liability limits under LLMC

The Committee discussed issues surrounding a proposal to amend the liability limits under the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims (LLMC 1996).

Although no decision was taken, pending the presentation to the Committee of a formal proposal, there was wide agreement on the need to review the limits in LLMC 1996, in order to ensure the availability of adequate compensation to victims, and on the need to apply the tacit amendment procedure to bring any revisions of the limits into force. Among the issues raised were two broad questions that needed to be addressed: (a) how much of an increase there should be; and (b) the scope of any increase, i.e., whether it should focus only on property damage or extend to personal injury and passenger claims, and, if so, what ratio should be used for calculating the increase in the limits applicable to such claims.

A formal proposal, by 20 co-sponsors, for an amendment under article 8 of LLMC 1996 has been received at IMO and will be circulated for consideration by the Committee at its 99th session.

“significant progress on equipping the three regional counter-piracy information sharing centres is being made”
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MSC adopts mandatory fire test procedures Code

Amendments to the International Convention for the Safety of Life at Sea (SOLAS) to make mandatory the International Code for the Application of Fire Test Procedures (2010 FTP Code) were adopted when IMO’s Maritime Safety Committee (MSC) met at the Organization’s London Headquarters for its 88th session from 24 November to 3 December 2010.

The 2010 FTP Code provides the international requirements for laboratory testing, type-approval and fire test procedures for products referenced under SOLAS chapter II-2. It comprehensively revises and updates the current Code, adopted by the MSC in 1996.

The 2010 FTP Code includes the following: tests for non-combustibility; test for smoke and toxicity; test for “A”, “B” and “F” class divisions; test for fire door control systems; test for surface flammability (surface materials and primary deck coverings); test for vertically-supported textiles and films; test for upholstered furniture; test for bedding components; test for fire-restricting materials for high-speed craft; and test for fire-resisting divisions of high-speed craft. It also includes annexes on Products which may be installed without testing and/or approval and on Fire protection materials and required approval test methods.

The 2010 FTP Code, along with relevant SOLAS amendments to make it mandatory, is expected to enter into force on 1 July 2012.

Lifeboat release mechanisms

The MSC agreed to postpone the adoption of an amendment to SOLAS regulation III/1, which would require lifeboat on-load release mechanisms not complying with new International Life-Saving Appliances (LSA) Code requirements to be replaced no later than the next scheduled dry-docking of the ship, following entry into force of the relevant SOLAS amendment. However, the Committee reached agreement, in principle, to set 1 July 2014 as the date for implementation of the system of assessment, evaluation and replacement of existing release mechanisms.

The whole package of measures addressing the "The SOLAS amendment is intended to ensure new, stricter, safety standards for lifeboat release and retrieval systems"
safety of lifeboat release and retrieval systems, including the proposed SOLAS amendment, related amendments to the LSA Code and the draft Guidelines for evaluation and replacement of lifeboat release and retrieval systems, referenced in the draft amendment to SOLAS regulation III/1, were referred back to an intersessional working group, which will meet prior to the 55th session of the Sub-Committee on Ship Design and Equipment (DE) and will continue its work through the Sub-Committee.

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

Piracy guidance for company security officers

The Committee approved an MSC Circular on Guidance for company security officers on preparation of a company and crew for the contingency of hijack by pirates in the Western Indian Ocean and the Gulf of Aden, which supplements existing guidelines.

The MSC also reviewed the latest statistics on piracy and armed robbery against ships, in particular in relation to the situation off the coast of Somalia and in the Gulf of Aden, where ships continue to be attacked and hijacked, despite the concerted efforts of the international community to protect shipping.

The Committee was also updated on measures taken by IMO to assist States in implementing the Djibouti Code of Conduct. During the meeting, Eritrea became the 17th State to sign the Code.

The Committee was also informed that, following the establishment of a distribution facility at IMO headquarters in London, for the provision of flag State Long Range Identification and Tracking of ships (LRIT) information to security forces operating in waters of the Gulf of Aden and the western Indian Ocean, the IMO Secretary-General has received requests from the North Atlantic Treaty Organization (NATO) and the European Union Naval Force (EU NAVFOR) for access to the distribution facility. Both security forces had indicated (NATO) and the European Union Naval Force (EU NAVFOR) for the meeting, Eritrea became the 17th State to sign the Code.

The Committee was also updated on measures taken by IMO to access to the distribution facility. Both security forces had indicated that the flag State LRIT information they would receive through the distribution facility would be used to enhance the protection of all ships navigating in the waters of the Gulf of Aden and the western Indian Ocean, irrespective of their flag, and for the protection of ships delivering humanitarian aid to Somalia. The requests received a positive response and SOLAS Contracting Governments were invited (via IMO Circular Letter No.3134) to consider providing flag State LRIT information to NATO and EU NAVFOR.

Safe manning

The MSC approved revised Principles of Safe Manning, with a view to adoption as an IMO Assembly resolution in 2011. It also approved amendments to SOLAS regulation V/14 relating to mandatory requirements for determining safe manning, with a view to adoption by MSC 90, which will be held in 2012.

The aim is to ensure that a ship is sufficiently, effectively and efficiently manned to provide safety and security, safe navigation and operations at sea and in port, prevention of human injury or loss of life, the avoidance of damage to the marine environment and to property, and to ensure the welfare and health of seafarers through the avoidance of fatigue.

The proposed resolution includes a number of annexes giving detailed guidance on implementing safe manning, including: Guidelines for the application of the principles of safe manning; Guidelines for the determination of minimum safe manning; Responsibilities in the application of principles of minimum safe manning; Guidance on content and model form of minimum safe manning document; and Framework for determining minimum safe manning.

The proposed SOLAS amendment would require Administrations to take into account the guidance on minimum safe manning adopted by IMO (with a footnote referring to the Assembly resolution on Principles of Minimum Safe Manning).

IMO Maritime Security Manual

The Committee established a correspondence group to finalize the IMO Maritime Security Manual in time for MSC 89, to be held next May. The manual aims at consolidating the work undertaken so far to address security matters and will serve as a valuable reference tool for practitioners in Administrations, as well as for the industry and those operating in the field.

LRIT status updated

The MSC was updated on the status of the establishment of the global LRIT system, including the establishment of the International LRIT Data Distribution Facility.
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The MSC noted information on the progress made with the implementation of the verification scheme for the International Goal-based Construction Standards for Bulk Carriers and Oil Tankers, which were adopted at its last session, along with the associated amendments to SOLAS Chapter II-1 making their application mandatory.

**STCW Convention “white list” updated**

The list of Parties deemed to be giving full and complete effect to the provisions of the STCW Convention, as amended, was updated when the Secretary-General submitted his report on one country whose initial evaluation had been completed as well as on those countries whose independent evaluations had been completed since the previous MSC meeting.

### Other issues

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

- adopted a number of new and amended ships’ routing systems and mandatory ship reporting systems, which had been approved by the Sub-Committee on Safety of Navigation (NAV)
- adopted Revised Guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases, which will also be submitted to the Facilitation Committee for adoption
- reviewed a series of recommendations submitted by the Sub-Committee on Flag State Implementation (FSI) associated with the consideration of possible ways in which the Code for the implementation of mandatory IMO instruments (which is used as the audit standard for the Voluntary IMO Member State Audit Scheme) could be made mandatory – in particular, the issue of how to introduce the Code and auditing into the annexes to some or all of the 10 instruments covered by the Code
- in the context of the Audit Scheme, reviewed the analysis of the first three consolidated audit summary reports
- reviewed the progress made in the development of a new code for recognized organizations
- approved draft amendments to the LSA Code to require lifeboats to “be of international or vivid reddish orange, on all parts where this will assist detection at sea” and to delete the reference to allowing “a comparably highly visible colour” with a view to subsequent adoption
- approved draft amendments to SOLAS regulation II-2/20, regarding fixed gas and water-spraying fire-extinguishing systems for vehicle, ro-ro, container and general cargo spaces, with a view to subsequent adoption
- approved draft amendments to SOLAS regulation II-2/9, concerning fire integrity of bulkheads and decks separating adjacent spaces of ro-ro spaces for passenger ships carrying not more than 36 passengers and cargo ships, with a view to subsequent adoption
- agreed to modifications to footnotes in the Performance Standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers, adopted by resolution MSC.215(82), and in the Performance standard for protective coatings for cargo oil tanks of crude oil tankers, adopted by resolution MSC.288(87)
- approved amendments to chapters 5 to 8 of the International Code for Fire Safety Systems (FSS Code)
- approved supplementary advice on the IMO position on the World Radiocommunications Conference 2012 agenda items concerning matters relating to maritime services.

### Other amendments adopted at MSC 88

- amendments to SOLAS regulation V/18 to require annual testing of automatic identification systems (AIS)
- amendments to SOLAS regulation V/23 on pilot transfer arrangements, to update and to improve safety aspects for pilot transfer
- amendments to safety certificates in the SOLAS appendix and SOLAS Protocol of 1988, relating to references to alternative design and arrangements
- amendments to the International Convention for Safe Containers, 1972, to include addition of new paragraphs in Regulation 1 Safety Approval Plate, specifying the validity of and elements to be included in approved examination programmes; the addition of a new test for containers being approved for operation with one door removed; and the addition of a new annex III Control and Verification, which provides specific control measures to enable authorized officers to assess the integrity of structurally sensitive components of containers and to help them decide whether a container is safe to continue in transportation or whether it should be stopped until remedial action has been taken
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Draft agreement to implement Torremolinos Protocol agreed

Two options aimed at achieving the entry into force of the 1993 Torremolinos Protocol on fishing vessel safety were agreed by the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF), when it met for its 53rd session.

The Sub-Committee noted a clear indication from delegations to recommend to the Maritime Safety Committee (MSC), at its 89th session in May 2011, that the preferred option would be for the adoption of the proposed draft Agreement on the implementation of the 1993 Torremolinos Protocol, which would include amendments to certain requirements of the Protocol. Following this, countries could consider implementation of the Protocol under the terms and conditions contained in the Agreement.

The Sub-Committee also agreed the draft text of a second option for achieving entry into force of the Protocol, which would be an IMO Assembly resolution on the implementation of the 1993 Torremolinos Protocol, under which Parties would be able to implement the necessary amendments immediately after the entry into force of the current Torremolinos Protocol, even before the amendments are formally adopted under article 11 of the Protocol and put into force.

The Agreement would be a new legally binding instrument, offering a firm foundation to implement the amended Torremolinos Protocol.

MSC 89 will be invited to consider which option to pursue, taking into account the preference for the Agreement option expressed by the Sub-Committee, so that the final instrument(s) could be adopted by the IMO Assembly in late 2011, or by a diplomatic conference.

Implementation guidelines finalized

The Sub-Committee agreed draft Guidelines to assist competent authorities in the implementation of Part B of the Code of Safety for fishermen and fishing vessels, Voluntary Guidelines for the design, construction and equipment of small fishing vessels and the Safety Recommendations for decked fishing vessels of less than 12 metres in length and undecked fishing vessels, for submission to MSC 89, in May 2011, for approval, with a view to submission to the Food and Agriculture Organization (FAO) and International Labour Organization (ILO) for concurrent approval.

Safe return to port for damaged passenger ships

The Sub-Committee finalized draft Guidelines on operational information for masters of passenger ships for safe return to port by own power or under tow, which contain guidance for Administrations on what may constitute minimum adequate information for the master in the assessment of the survivability of a ship following damage.

The draft Guidelines, which will be submitted to the MSC for approval, have been developed to support the package of amendments to the SOLAS Convention adopted in 2006, that focus on designing passenger ships for improved survivability so that, in the event of a casualty, persons can stay safely on board as the ship proceeds to port.
STW validates marine environment awareness model course

A new model course relating to marine environment awareness, designed to help meet new training requirements, was validated by the Sub-Committee on Standards of Training and Watchkeeping (STW) when it met for its 42nd session.

The course has been developed in response to the new requirements for marine environment awareness training in the Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, and the Seafarers’ Training, Certification and Watchkeeping (STCW) Code, which were adopted in Manila, the Philippines, in June 2010 and enter into force in 2012.

The Sub-Committee reiterated that validation of model courses by the Sub-Committee in this context meant that it found no grounds to object to their contents. In doing so, the Sub-Committee did not approve the document and, it could therefore, not be regarded as an official interpretation of the Convention.

The work plan to revise relevant model courses pursuant to the Manila Amendments to the STCW Convention and Code was also agreed by the Sub-Committee.

E-navigation training reviewed

The Sub-Committee reviewed the interim report of the ad hoc correspondence group on e-navigation established by the Sub-Committee on Safety of Navigation (NAV) from the point of view of training. The vision behind the e-navigation strategy (which is being developed by the NAV Sub-committee in cooperation with the Sub-Committees on Radiocommunications, Search and Rescue (COMSAR) and STW) is to integrate existing and new navigational tools, in particular electronic tools, in an all-embracing transparent, user-friendly, cost-effective and compatible system that will contribute to enhanced navigational safety (with all the positive repercussions this will have on maritime safety overall and environmental protection) while simultaneously reducing the burden on the navigator.

Among the issues discussed, it was agreed that:
- the experience of the aviation industry could be useful in some aspects; however, caution should be taken when comparing both industries as the experience of the aviation industry was not based on the maritime environment
- the implementation of the 2010 Manila Amendments to the STCW convention and Code would be a positive step and would allow further consideration of training needs as developments in e-navigation occur (e.g. identification of necessary e-navigation skills and preparation of new guidance, model courses, etc).

Passenger tenders – draft guidance finalized

Draft guidance relating to training requirements for personnel operating tenders used for transferring passengers from a passenger ship to shore and back was agreed.

The draft guidance provides the requirements for training for tender boat operators and sets out detailed recommended standards of training as a tender boat operator. The draft guidance will be forwarded to the Sub-Committee on Ship Design and Equipment, which is coordinating the work to develop the draft Guidelines for passenger ships tenders, which are intended for ship carried tenders used for transferring more than 12 passengers from a stationary passenger ship to shore and back.
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Survivor and rescuer reunited at IMO bravery ceremony

A 72-year-old survivor from a yacht that sank off Australia in appalling weather conditions in 2009 was reunited with his rescuer in an emotional ceremony to mark the IMO Award for Exceptional Bravery at Sea, 2010.

Dr. Jerome Morgan, from the United States, was on hand to thank personally Fijian seaman James Fanifau when the latter received the 2010 IMO Award for Exceptional Bravery at Sea for his part in plucking Dr. Morgan from the sea in a highly dangerous rescue operation.

Dr. Morgan, who was accompanied at the ceremony by his two sons, said “I would not be standing here before you today if it were not for the courage and bravery of James Fanifau. James braved the violent storm that dark night to reach out for me and deliver me from the certain jaws of death, so that I would be able to see my beloved family again.”

Mr. Fanifau, who was, at the time, Fourth Engineer of the Singapore-flagged general cargo ship Scarlett Lucy, received the Award for his part in the dramatic rescue of two survivors, including Dr. Morgan, from the yacht Sumatra II, in May 2009, amid severe weather conditions in the Tasman Sea. The Scarlett Lucy had responded to a broadcast from the Australian Maritime Safety Authority’s Rescue Coordination Centre, alerting ships in the vicinity to a distress call some 350 nautical miles east of Brisbane. There were two people on board the yacht, which was taking on water and sinking. Weather conditions were extreme, with rough seas, waves up to eight metres high and low visibility. The distance offshore meant that a rescue helicopter could not be utilised.

As the rescue unfolded, Dr. Morgan’s fellow yachtman was able to scramble up a boarding net to reach safety aboard the Scarlett Lucy. But Dr. Morgan drifted in the water for some 45 minutes as the crew of the Scarlett Lucy attempted to utilise life rings to bring him on board. Finally, Mr. Fanifau, placing himself in great danger and exhibiting little regard for his own personal safety, went over the side of his ship to pull the exhausted man from the water and carry him to the safety of the vessel.

Having been nominated for the Award by the Government of Australia, Mr. Fanifau accepted it with heartfelt thanks and said that it was wonderful to see Dr. Jerome again. “I had no idea that it would come to this when I climbed down the side of our ship to give Dr. Jerome a helping hand. I just acted instinctively, like anyone else, and I would do the same all over again if I had the chance,” he said.

Norway to assist IMO environmental projects

IMO and the Norwegian Development Cooperation Agency (Norad) have signed a framework Co-operation Agreement, under which Norad will provide contributions to the Organization’s Integrated Technical Co-operation Programme.

A sum of some US$3 million will be made available under the Agreement, to be drawn down on a project-by-project basis over a three-year period. The selected projects will concentrate on activities related to the protection of the marine environment, focusing on development co-operation to enhance the capacities of developing countries to implement and enforce related IMO standards.

The agreement was signed during the 105th meeting of the IMO Council, at the Organization’s London Headquarters in November 2010.
Franson collects International Maritime Prize, 2009

The International Maritime Prize for 2009 has been presented to Mr. Johan Franson of Sweden, for his contribution to maritime safety, security and prevention of pollution from ships.

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of the Organization.

Mr. Franson joined the Swedish Maritime Administration as a lawyer in 1977, rising to General Legal Counsel and then Director of Maritime Safety and Head of the Swedish Maritime Safety Inspectorate, posts which he held from 1995 until 2008. He served as Deputy Director General of the Administration from 1990 to 1995 and as Director throughout 2009.

A Swedish delegate to IMO since the early 1980s, Mr. Franson was Chairman of the IMO Council from 2005 to 2009 and served as an elected officer on many other occasions, his posts including: President of the Diplomatic Conference on maritime security, which led to the adoption of SOLAS chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code; Chairman of Committee 1 of the IMO Assembly (on two occasions); Chairman of the IMO Council’s working group on the Organization’s strategic plan; Chairman of the working group, which successfully developed the Code for the Implementation of Mandatory IMO instruments; and Vice-Chairman of the IMO Council during the early 2000s.

Mr. Franson played a key role as policy and technical advisor to the Swedish Government on maritime issues, and his expertise and competence were skilfully displayed following the tragic loss of the Estonia in 1994. He led the Swedish delegation to the 1995 SOLAS Conference, which adopted a number of measures in the wake of the Estonia tragedy, including those related to damage stability.

IMO publishes Life-Saving Appliances, 2010 Edition

The 2010 edition of Life-Saving Appliances is now available from the International Maritime Organization (IMO).

This publication includes the latest consolidated versions of the mandatory International Life-Saving Appliance (LSA) Code, the Revised Recommendation on Testing of Life-Saving Appliances and the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances.

The updated requirements and recommendations in the new edition include those relating to:

- stowage, fitting and equipment of liferafts
- certification and fitting of lifeboats
- new requirements for fast rescue boats
- requirements for lifeboat and rescue boat launching appliances
- carrying capacity of free-fall lifeboats
- changes in the average weight of persons to be used for the design and equipment of life-saving appliances
- extensive new requirements for lifejackets, including the introduction of infant and child lifejackets
- extensive associated changes to testing requirements for life-saving appliances, including the introduction of reference test devices.

The publication is available from authorized distributors of IMO publications (www.imo.org/publications/pages/home.aspx) and via IMO’s online bookshop. For further information, please consult the IMO website at www.imo.org.
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