P7 Nav warnings extended to Arctic

P10 African SAR chain gets final link

P15 Code for ROs nears completion

P21 Fair treatment guidelines agreed

COVER STORY
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Contents

OPINION
Putting people first 5

INTELLIGENCE
Navigational Warning System extends into Arctic waters 7
Steady progress on MBMs during intersessional IMO meeting 8
UAE signs IMO anti-piracy Code 8
Denmark is first to sign 2010 HNS Protocol 9
Piracy Information-Sharing Centre in Mombasa commissioned 9
Final link in Africa search and rescue cover completed 10

FEATURE
EEDI – rational, safe and effective 12

FROM THE MEETINGS
Code for Recognized Organizations progresses 15
COMSAR agrees information and warning service guidance 16
DE agrees draft lifeboat release and retrieval amendments 19
Fair treatment of seafarers – guidelines agreed 21

IMO AT WORK
IMO, EC and EIB join forces to promote maritime growth 24
IMO Headquarters ‘for sale’ 25
IMO Secretary-General Mitropoulos reaches out to seafarers in open letter 25
Joint EBRD-IMO ballast water training underway 25
Republic of Korea to assist IMO in GHG capacity building 26
Welcome to / Bienvenue sur

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I was recently asked to speak at a conference to the theme "Maritime Policy: Putting People First". On the face of it, that seems a perfectly reasonable proposition: in as much as any policy should be designed to improve the lot of "people", so maritime policy should, of course, put "people" first.

But after that, it starts to get rather more difficult and complicated. Delve a little deeper and questions begin to emerge. Are we talking long-term, medium-term or short-term policy? And to which "people" do we refer? Who takes precedence when interests conflict and priorities collide? And who decides?

The marine environment is not as robust as we once thought it was. The sea is a delicate and fragile ecosystem that needs to be cherished and protected. A healthy marine environment is ecologically diverse and productive and, clearly, while the sea provides the means for mass transportation of goods all over the planet, maritime activities must be kept at a sustainable level – a level that safeguards the potential uses and activities of both current and future generations.

What becomes clear is that, while "putting people first" should, arguably, underlie all maritime policy, there is a great deal of devil in the detail. In their efforts to reach balanced decisions, policy makers need to weigh a series of equally valid concerns, such as the protection of the marine environment, the preservation of fish stocks, the economy, safety, immigration issues, security from terrorist threats, the scourge of modern-day piracy, the transport of goods and people, geo-political matters and so on.

By the same token, they must recognize that the interests of diverse groups of people may be different, even conflicting: fishermen; those who make their living from shipping and related maritime activities; those who live in coastal zones; refugees and migrants using the sea to escape danger and find better lives for themselves; recreational and social users – and seafarers, of course, whose interests are close to my heart yet all-too-often overlooked – all of these, and more, have a legitimate voice and a right to be heard.

The sea is a delicate and fragile ecosystem that needs to be cherished and protected.
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Navigational Warning System extends into Arctic waters

On the first day of the 15th session of the IMO Sub-Committee on Radiocommunications, Search and Rescue, a ceremony took place to celebrate the expansion of the World-Wide Navigational Warning System (WWNWS) into Arctic waters. It was attended by the Secretary-General of the World Meteorological Organization (WMO), Mr. Michel Jarraud, the President of the International Hydrographic Organization (IHO), Admiral Alexandros Maratos, and IMO Secretary-General Mitropoulos.

The expansion means that ships operating in the harsh Arctic environment can automatically receive vital information about navigational and meteorological hazards and other urgent information, via five new navigational areas (NAVAREAs) and meteorological areas (METAREAs), as delineated by IMO and WMO respectively.

Following their establishment, in June 2010, the five Arctic NAVAREAs/METAREAs have been in an “Initial Operational Capability” phase with a transition to “Full Operational Capability” scheduled for June 2011.

IMO Secretary-General Mitropoulos heralded the expansion of WWNWS into Arctic waters as a very significant development, needed to address the increased risks to ships from a combination of expanding business activity in the inhospitable Arctic region and less predictable, more extreme weather conditions. “The potential for accidents and for causing environmental harm through operational mishaps in the Arctic is rising, while the effectiveness of search and rescue services and clean-up resources is inevitably stretched to the limit,” he said.

“The opening up of the Arctic will be a double-edged sword. Depending on your perspective, it represents either a world of new business opportunities or, on the other hand, an unwelcome extension of the human footprint into areas still, at the moment, predominantly pristine. But I am confident that, balancing the two extremes and with measures such as those we inaugurate today, the pioneering venture in the new frontiers will be met with universal approval. Let us, therefore, work together to create the conditions that will allow the opportunities the Arctic presents to flourish in a framework of utter safety and environmental protection,” Mr. Mitropoulos said.

“Sea ice is projected to shrink under all scenarios and, in some projections, the Arctic late-summer sea ice would vanish almost entirely by the middle of the century, opening unprecedented challenges to maritime safety which were unpredictable just one generation ago,” Mr. Jarraud said.

“With the establishment of these NAVAREAs the world is fully provided with services to provide navigational and meteorological warnings to mariners. We can now say that the WWNWS that started in the early 1970s is complete. A service which is not only very useful but vital to the safety of navigation and protection of the marine environment will be provided to mariners and vessels cruising within this environmentally sensitive Arctic region,” added Admiral Maratos.

The WWNWS was established by IMO, in collaboration with IHO, in the late 1970s, and the world’s oceans were divided into 16 NAVAREAs, with one designated country in each area responsible for disseminating navigational information. METAREAs, with identical limits, were also subsequently established.

The need to expand this service into the Arctic area was brought to the attention of IMO in 2005, as Arctic waters were becoming increasingly accessible with less predictable, more extreme weather, adding up to increased risk and potential for accidents and environmental harm, thereby requiring accurate early warning systems in place to maximize operational safety and minimize environmental damage.

In 2006, the COMSAR Sub-Committee established the joint IMO/IHO/WMO correspondence group on Arctic Maritime Safety Information services to take up this work in detail. COMSAR 12, in 2008, agreed that a common broadcast system for Maritime Safety Information (MSI) was required for the Arctic region. It also agreed that, until an Arctic satellite service provider under the Global Maritime Distress and Safety System (GMDSS) was available, high-frequency narrow-band direct printing was a viable alternative means of promulgation of MSI above the high-latitude limits of Inmarsat coverage.

In 2009, the COMSAR Sub-Committee endorsed the recommendation of the correspondence group for live testing of the Arctic NAVAREA/METAREA operations to be held in 2009 and 2010, with a milestone goal of “Full Operational Status” being declared at COMSAR 15 in 2011, which has now been met. Responsibility for Arctic NAVAREA Coordinators and the METAREA Issuing Services has been assumed by Canada, Norway and the Russian Federation.
Steady progress on MBMs during intersessional IMO meeting

Steady progress was made in considering the development of suitable market-based measures (MBMs) for international shipping, at the third intersessional meeting of IMO’s Working Group on Greenhouse Gas Emissions (GHG) from Ships, held at IMO’s London Headquarters, from 28 March to 1 April 2011.

The GHG Working Group will report its conclusions to IMO’s Marine Environment Protection Committee (MEPC), when it meets for its 62nd session from 11 to 15 July 2011.

The Working Group, which was attended by more than 200 experts from all over the world, was tasked with providing advice on, among other subjects, the compelling need and purpose of MBMs as possible mechanisms to reduce GHG emissions from international shipping and with further evaluating the outcome of work conducted last year by an Expert Group, which had carried out a feasibility study and impact assessment of several possible measures previously submitted by governments and observer organizations. The aim of the Expert Group study was also to assess the impact of the proposed MBMs on, among others, international trade, the maritime sectors of developing countries, least developed countries (LDCs) and Small Island Developing States (SIDS), as well as the corresponding environmental benefits.

Following completion of the Expert Group’s study, some of the proposed MBMs have been combined or further developed by their respective proponents and, in examining the proposals, last week’s Working Group held an extensive exchange of views on issues related to, inter alia, the desirability of MBMs providing: certainty in emission reductions or carbon price; revenues for mitigation, adaptation and capacity building activities in developing countries; incentives for technological and operational improvements in shipping; and offsetting opportunities. Based on such policy considerations, the Working Group then formulated advice to the MEPC related to: the grouping of the MBMs; the strengths and weaknesses of the groups; their relation to relevant international conventions; and the aforementioned possible impacts.

The advice so formulated will now assist the Committee to determine, in accordance with its specific action plan for MBMs, future work by the Organization, including further in-depth examination of the impact of MBMs on developing countries.

The MBM proposals under review ranged from a contribution or levy on all CO₂ emissions from international shipping or only from those ships not meeting the requirements of the Energy Efficiency Design Index (EEDI), via emission trading systems, to schemes based on a ship’s actual efficiency, both by design (EEDI) and operation, based on the Ship Energy Efficiency Management Plan (SEEMP).

The EEDI and SEEMP, which are technical and operational measures aimed at reduction of GHG emissions from ships, have been circulated for voluntary use by IMO and discussions on making them mandatory under the MARPOL convention will take place at MEPC 62.

UAE signs IMO anti-piracy Code

The Djibouti Code of Conduct was signed on 18 April 2011 in Dubai by HE Dr. Saeed Al Shamsi, Assistant Minister for International Organisations of the United Arab Emirates (UAE) Ministry of Foreign Affairs. UAE became the 18th signatory to the Code, which has been developed by their respective proponents and, in examining the proposals, last week’s Working Group held an extensive exchange of views on issues related to, inter alia, the desirability of MBMs providing: certainty in emission reductions or carbon price; revenues for mitigation, adaptation and capacity building activities in developing countries; incentives for technological and operational improvements in shipping; and offsetting opportunities. Based on such policy considerations, the Working Group then formulated advice to the MEPC related to: the grouping of the MBMs; the strengths and weaknesses of the groups; their relation to relevant international conventions; and the aforementioned possible impacts.

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Signatories to the Code, which has been in effect since 29 January 2009, undertake to co-operate in a variety of activities, including:

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

In addition, the Code provides for the sharing of related information, through a number of centres and national focal points using existing communication infrastructure and arrangements such as the Regional Maritime Rescue Coordination Centre in Mombasa, Kenya, the Rescue Coordination Sub-Centre in Dar es Salaam, United Republic of Tanzania and the regional maritime information centre in Sana’a, Yemen.

Signatories to the Code also undertake to review their national legislation with a view to ensuring that there are laws in place to criminalize piracy and armed robbery against ships and to make adequate provision for the exercise of jurisdiction, conduct of investigations and prosecution of alleged offenders.

Speaking after the signing ceremony in Dubai, the head of IMO’s Djibouti Code of Conduct project implementation unit, Philip Holhead said, “We are delighted that another significant presence in the region has signed up to the Code. Concerted action of the kind promoted by the Code can go a long way towards curbing the activities of pirates and the addition of UAE to the list of signatories will undoubtedly help us to achieve the Code’s objectives.”
Denmark is first to sign 2010 HNS Protocol

Denmark has become the first country to sign, subject to ratification, the Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996.

Mr. Kasper Høeg-Jensen, Minister Counsellor, Royal Danish Embassy, London, signed the HNS Protocol 2010 on behalf of Denmark at IMO Headquarters on 14 April 2011.

The 2010 Protocol, which was adopted at a conference held in 2010 to address practical problems that had prevented many States from ratifying the original 1996 Convention, will enter into force eighteen months after the date on which the following conditions are fulfilled:

- at least twelve States, including four States each with not less than 2 million units of gross tonnage, have expressed their consent to be bound by it; and
- the Secretary-General has received information in accordance with article 20, paragraphs 4 and 6, that those persons in such States who would be liable to contribute pursuant to article 18, paragraphs 1(a) and (c), of the Convention, as amended by the 2010 Protocol, have received during the preceding calendar year a total quantity of at least 40 million tonnes of cargo contributing to the general account.

The HNS Convention was adopted in 1996 to make it possible for prompt and adequate compensation to be paid out to victims of accidents involving HNS, such as chemicals. The Convention covers not only pollution damage but also the risks of fire and explosion, including loss of life or personal injury as well as loss of or damage to property.

HNS are defined by reference to lists of substances included in various IMO Conventions and Codes. These include oils; other liquid substances defined as noxious or dangerous; liquefied gases; liquid substances with a flashpoint not exceeding 60°C; dangerous, hazardous and harmful materials and substances carried in packaged form; and solid bulk materials defined as possessing chemical hazards. The Convention also covers residues left by the previous carriage of HNS, other than those carried in packaged form.

Under the 2010 Protocol, if damage is caused by bulk HNS, compensation would first be sought from the shipowner, up to a maximum limit of 100 million Special Drawing Rights (SDR).

Where damage is caused by packaged HNS, or by both bulk HNS and packaged HNS, the maximum liability for the shipowner is 115 million SDR.

Once this limit is reached, compensation would be paid from a second tier, the HNS Fund, up to a maximum of 250 million SDR (including compensation paid under the first tier).

Sharing intelligence will promote more effective anti-piracy action

Piracy Information-Sharing Centre in Mombasa commissioned

The first of three information-sharing centres (ISCs) envisaged by the Djibouti Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden has been commissioned in Mombasa, Kenya.

The Mombasa ISC is co-hosted with the Regional Maritime Rescue Coordination Centre (MRCC), which operates on a 24-hour basis and covers extensive areas of the western Indian Ocean (including the Seychelles). It was commissioned in 2006. The Mombasa MRCC and the Dar es Salaam MRCC sub-centre (commissioned in 2009) are already sharing basic information for the purpose of the Djibouti Code of Conduct, using existing infrastructures, but full operational capability as ISCs will enhance their capacity to discharge their duties under the Djibouti Code of Conduct and contribute to efforts to suppress piracy in the region.

Countries reporting to the Mombasa ISC include the Maldives, Seychelles, Mauritius, Kenya and, later, Somalia. The Centre will exchange information on the movement of pirates with the Sana’a and Dar es Salaam Centres as well as with European Union Naval Force (EUNAVFOR), UK Maritime Trade Operations (UKMTO) and the Maritime Liaison Office (MARLO) Bahrain.

Speaking at the commissioning of the Mombasa ISC, IMO Secretary-General Mitropoulos paid tribute to its search and rescue services and expressed the hope that it would be equally successful in discharging its new responsibilities. He also thanked the Government of Kenya for its co-operation and support for the Centre.

He considered the establishment of the three information-sharing centres as an important component of the action plan in the context of this year’s World Maritime Day theme “Piracy: Orchestrating the response”.

The other two centres planned to operate under the Code are those established in Dar es Salam, the United Republic of Tanzania, and Sana’a, Yemen. The centres have been established to facilitate practical measures for the suppression of piracy and armed robbery against ships, by ensuring the coordinated, timely, and effective flow of information. It is intended that the ISCs should be capable of receiving and responding to alerts and requests for information or assistance at all times.
Complete search and rescue cover around Africa’s coast was secured on 3 March 2011 with the signing, in the presence of representatives from Cape Verde, the Gambia, Guinea Bissau, Mauritania, Morocco and Senegal, of an ad-hoc multi-lateral co-operative agreement on the North and West African sub-regional Maritime Rescue Coordination Centre (MRCC), which establishes a new Morocco MRCC near Rabat, with its associated sub-centres.

The Morocco sub-regional MRCC, located at Bouznika, a seaside area 20 Km from Rabat, will join those already commissioned in Mombasa, Kenya, in 2006; in Cape Town, South Africa, in 2007; in Lagos, Nigeria, in 2008; and in Monrovia, Liberia, in 2009, thus completing the final link in the chain of sub-regional African MRCCs, each with its own network of associated sub-centres.

The establishment of the Rabat MRCC completes a process which dates back to the October 2000 IMO Conference on Search and Rescue and the Global Maritime Distress and Safety System (GMDSS), convened by IMO in Florence, Italy. The Conference had recommended a regional approach to the provision of search and rescue services in western, southern and eastern parts of Africa, based around countries selected for their strategic location.

Among several resolutions adopted by the Florence Conference, one invited the African countries bordering the Atlantic and Indian Oceans, from Morocco to Somalia, anti-clockwise, as well as the nearby Atlantic and Indian Ocean Island States, to establish five sub-regional centres and 26 sub-centres to cover their entire coastline areas for search and rescue coordination purposes. The Conference envisaged that, in this manner, all the proposed centres could work co-operatively to provide search and rescue coverage in what had previously been identified as one of the areas suffering most from a lack of adequate SAR and GMDSS infrastructure.

Speaking at the signing ceremony, IMO Secretary-General Mitropolous said the agreement, which was signed by Cape Verde, the Gambia, Guinea-Bissau and Morocco, represented not only a major step forward for the countries concerned, but also for the entire region; for Africa; for the maritime and shipping world as a whole; and for the international community of seafarers, who should feel confident that, should they find themselves in distress, their calls for assistance will not be left unattended.

“Bearing in mind the recently concluded "Year of the Seafarer", I rejoice at the thought of the many persons who, in the future, will have cause to be grateful to those who man these SAR facilities for saving their lives and for the suffering and grieving their families and friends will be spared as a consequence of the services provided. Establishing this network of rescue centres is nothing short of a major humanitarian undertaking and all those who have been involved in turning the dream of the Florence Conference into today’s reality deserve great credit for such an important achievement,” he said.

“The sharing of information derived from the centres we establish will also play an important role in the fight against piracy, kidnap and ransom on the high seas – something which IMO, and the whole maritime community, has pledged to tackle with renewed vigour during 2011 in line with this year’s World Maritime Day theme “Piracy: Orchestrating the response”. This network of rescue centres (especially those covering the western Indian Ocean, which recently has been the theatre of activity of pirates operating out of Somalia) has the potential to play a significant role through information-sharing activities with other regions, and I have no doubt that the positive contribution it will make in this regard will be widely acknowledged and appreciated,” he added.
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- or go to www.hazardouscargo.com/TankGuide
In recent years, discussions at IMO have resulted in the development of an Energy Efficiency Design Index (EEDI) that has the broad and emphatic support of Governments, industry associations and organizations representing civil society interests. All are united in the same purpose: to ensure that the EEDI delivers environmental effectiveness by generating, through enhanced energy-efficiency measures, significant reductions in GHG emissions from ships.

Numerous stakeholders – policy-makers, shipowners, naval architects, class societies, etc. – are contributing to this endeavour, providing technical and other input to the debate. On the eve of adopting the ‘first iteration’ of the EEDI, this broad (but united) church of interests has developed an instrument that is eminently suited for its intended purpose.

Enhancing energy efficiency

Shipping is permanently engaged in efforts to optimize fuel consumption. And, while ships are universally recognized as the most fuel-efficient mode of bulk transportation, the Second IMO GHG Study, in 2009, identified a significant potential for further improvements in energy efficiency, mainly through the use of already existing technologies such as more efficient engines and propulsion systems, improved hull designs and larger ships: or, in other words, through technical- and design-based measures that can achieve noteworthy reductions in fuel consumption and resulting CO₂ emissions on a capacity basis (tonne-mile). The study also concluded that additional reductions could be obtained through operational measures such as lower speed, voyage optimization, etc.

The EEDI addresses the former type of measure by requiring a minimum energy-efficiency level for new ships; by stimulating continued technical development of all the components influencing the fuel efficiency of a ship; and by separating the technical and design-based measures from the operational and commercial ones. It is already being used to enable a comparison to be made of the energy efficiency of individual ships with similar ships of the same size that could have undertaken the same transport work (i.e. moved the same cargo).

Applicability

The EEDI formula – as presently drafted – is not supposed to be applicable to all ships. Indeed, it is explicitly recognized that it is not suitable for all ship types (particularly those not designed to transport cargo) or for all types of propulsion systems (e.g., ships with diesel-electric, turbine or hybrid propulsion systems will need additional correction factors).

Indeed, the first iteration of the EEDI has been purposefully developed for the largest and most energy-intensive segments of the world merchant fleet, thus embracing 72 per cent of emissions from new ships and covering the following ship types: oil and gas tankers, bulk carriers, general cargo ships, refrigerated cargo carriers and container ships. For ship types not covered by the current formula, suitable formulae will be developed in due course to address the largest emitters first. IMO’s Marine Environment Protection Committee (MEPC) is poised to consider the matter in detail at future sessions, with a view to adopting further iterations of the EEDI.

Safe speed

The need for a minimum speed to be incorporated into the EEDI formula has been duly acknowledged by the MEPC and, to that end, a draft EEDI regulation (22.4) states that “For each ship to which this regulation applies, the installed propulsion power shall not be less than the propulsion power needed to maintain the manoeuvrability of the ship under adverse conditions, as defined in the guidelines to be developed by the Organization.”

It should, therefore, be clear that IMO fully supports the view that a minimum installed power to maintain safe navigation in adverse weather conditions is of critical importance to ensure both the safety and efficiency of international shipping. While the EEDI instrument therefore contains the standard to be achieved on this matter, implementation of that standard will be enabled through guidelines that are also to be adopted. A draft set of such guidelines will be considered by the MEPC in July 2011. With technical input from all concerned parties, these guidelines will be further developed.

Installed power

Although the easiest way to improve a vessel’s fuel efficiency is, indeed, to reduce speed – hence the move to slow steaming by a significant number of ships – there is a practical minimum at which fuel efficiency will decrease as a vessel is slowed down further. There are other ways to improve fuel efficiency, such as waste heat generators, which do not impact on speed (they impact on auxiliary engines). Indeed, improvements in road transport efficiency have been made through advances in technology that have, however, not led to a sacrifice in speed: rather, quite the opposite.

It has been (wrongly) argued that the EEDI limits installed power and so induces owners to use small-bore high-rpm engines, thereby increasing fuel consumption. However, a reduction of installed power does not require a reduction in engine bore and increasing rpm. The easiest way to reduce power would be to “de-rate” the exact same engine by limiting the “maximum” rpm (remember, horsepower = torque multiplied by rpm). This would have the impact of increasing propeller efficiency (if the exact same propeller is installed), as propeller efficiency will generally improve as rpm decreases. Another practical way to reduce installed horsepower is to install an engine with one cylinder fewer. This would have no impact on specific fuel consumption or rpm. Such engines can be identified by reference to the catalogues of major engine manufacturers.

Of course, there are “economies of scale” in ships’ fuel efficiency. The larger the ship (at a given speed), the lower the fuel consumption per unit of cargo. However, such economies of scale are limited by trade considerations, physical port limitations (generally, draft) or cargo logistics issues. Therefore, ships tend to be designed to be as large as practical for a given trade.
Effectiveness of EEDI in reducing CO₂ emissions

It has also been suggested that the EEDI will result in little or no reduction in CO₂ emissions in those sectors where slow-steaming is already practised.

Consider the following simplified EEDI formula:

\[
\text{EEDI} = \frac{\text{CO}_2 \text{ emission}}{\text{transport work}}
\]

The CO₂ emission represents total CO₂ emission from combustion of fuel, including propulsion and auxiliary engines and boilers, taking into account the carbon content of the fuels in question. If energy-efficient mechanical or electrical technologies are incorporated on board a ship, their effects are deducted from the total CO₂ emission. The energy saved by the use of wind or solar energy is also deducted from the total CO₂ emissions, based on actual efficiency of the systems.

The transport work is calculated by multiplying the ship’s capacity (dwt), as designed, with the ship’s design speed measured at the maximum design load condition and at 75 per cent of the rated installed shaft power.

The EEDI, in establishing a minimum energy efficiency requirement for new ships depending on ship type and size, provides a robust mechanism that may be used to increase the energy efficiency of ships, stepwise, to keep pace with technical developments for many decades to come. It is a non-prescriptive mechanism that leaves the choice of which technologies to use in a ship design to the stakeholders, as long as the required energy-efficiency level is attained, enabling the most cost-efficient solutions to be used. Such technologies have been comprehensively considered in the 2009 IMO GHG Study.

Conclusion

Assuming adoption this year and entry into force in 2013, the introduction of the EEDI for all new ships will mean that between 45 and 50 million tonnes of CO₂ will be removed from the atmosphere annually by 2020, compared with “business as usual” and depending on the growth in world trade. For 2030, the reduction will be between 180 and 240 million tonnes annually from the introduction of the EEDI.

There is, therefore, every confidence, among the vast majority of the international maritime community, that the EEDI will result in more energy efficient ships, in reduced emissions of GHGs, in environmental effectiveness and in a significant contribution by a global industry to the global efforts to stem climate change.

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Code for Recognized Organizations progresses

The development of a new Code for Recognized Organizations (ROs) was further progressed by the Sub-Committee on Flag State Implementation (FSI) when it met for its 19th session. The text of the draft proposed Code was developed and a correspondence group set up to further the work.

The Code would provide criteria against which ROs can be assessed and authorized.

Mandatory IMO audit scheme progressed

The Sub-Committee made significant progress with regard to making mandatory the Voluntary IMO Member State Audit Scheme and agreed to a draft IMO Instruments Implementation Code (IIIC), which would be the proposed new title for the mandatory version of the current Code for the implementation of mandatory IMO instruments. The draft code will be forwarded for consideration and approval by the Maritime Safety Committee (MSC) and the Marine environment Protection Committee (MEPC), for submission to the Assembly at an appropriate session, for adoption.

Preliminary draft amendments to make the IMO Instruments Implementation Code and the auditing mandatory were developed.

Meanwhile, the Sub-Committee agreed the draft revised and updated (non-mandatory) Code for the implementation of mandatory IMO instruments, to include the requirements deriving from amendments to relevant IMO mandatory instruments that will enter into force up to and including 1 July 2012, for submission to MSC and MEPC for review and, through the Council at its 26th extraordinary session, subsequent submission to the IMO Assembly at its 27th session in November 2011, for adoption.

Updated Survey Guidelines under HSSC agreed

The Sub-Committee agreed the revised and updated Survey Guidelines under the Harmonized System of Survey and Certification, 2011, for consideration and approval by MSC and MEPC, prior to submission to the Assembly for adoption. The revised text will include reference to relevant amendments to statutory instruments entering into force up to and including 31 December 2011.

2011 Procedures for port State control agreed

The Sub-Committee agreed the revised and updated Procedures for port State control, 2011 for submission to MSC 89 and MEPC 62 for approval, prior to submission to the Assembly for adoption.

It was agreed to include new draft guidelines for port State control (PSC) officers related to long-range identification and tracking (LRIT) of ships, which were finalized by the Sub-Committee, as an appendix in the updated PSC procedures.

Guidelines for inspection of anti-fouling systems on ships agreed

The Sub-Committee approved the draft 2011 Guidelines for inspection of anti-fouling systems on ships, for submission to the MEPC for adoption. The International Convention on the Control of Harmful Anti Fouling Systems on Ships entered into force on 17 September 2008 and to date has 49 Parties, representing 75.29 per cent of the gross tonnage of the world’s merchant shipping.

Guidance on inspection of pilot ladders

The Sub-Committee agreed a draft MSC-MEPC circular on pilot transfer arrangements to encourage port State control organizations to formally include pilot ladders as part of the safety equipment that their port State control officers would be examining in the course of a port State inspection with a view to minimizing the risk of injury and loss of life in pilot transfer arrangements.

The move follows the adoption by the MSC, at its 88th session in 2010, of amendments to SOLAS regulation V/23 on pilot transfer arrangements, to update and improve safety aspects of pilot transfer.
COMSAR agrees information and warning service guidance

A draft Assembly resolution on the Worldwide Met-Ocean Information and Warning Service was agreed by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), when it met for its 15th session, for approval by the Maritime Safety Committee with a view to adoption by the IMO Assembly at its 27th session in November.

The draft resolution includes the IMO/World Meteorological Organization (WMO) Worldwide Met-Ocean Information and Warning Service Guidance document (WWMIWS), which has been developed to complement the existing IMO/International Hydrographic Organization (IHO) Worldwide Navigational Warning Services Guidance document (WWNWS), (IMO resolution A.706(17), as amended), by providing specific guidance for the promulgation of internationally co-ordinated meteorological information, forecasts and warnings services.

This will ensure consistency with other components of Maritime Safety Information and meet the requirements of SOLAS regulation V/5.4, which requires that “forecasts, warnings, synoptic and other meteorological data intended for ships shall be issued and disseminated by the national meteorological service in the best position to serve various coastal and high seas areas, in accordance with mutual arrangements made by Contracting Governments, in particular as defined by the World Meteorological Organization’s System for the Preparation and Dissemination of Meteorological Forecasts and Warnings for the High Seas under the Global Maritime Distress and Safety System (GMDSS)”.

The limits of the 21 designated METAREAS for coordinating and promulgating meteorological warnings and forecasts for shipping are included in the document. Each METAREA has a designated issuing service.

Basic Safety Guidance for yacht races

A draft MSC circular on Basic Safety Guidance for yacht races or oceanic voyages by non-regulated craft was agreed for submission to MSC 90, for approval.

Revised NAVTEX manual agreed

The draft revised and updated edition of the NAVTEX Manual was agreed for submission to MSC 89, for approval.

The revised NAVTEX manual represents the completion of four years of work to review all Worldwide Navigational Warning Service (WWNWS) documentation, carried out by IMO in close co-operation with the International Hydrographic Organization (IHO) and the World Meteorological Organization (WMO).

Revisions to IMO resolutions A.705(17) Promulgation of Maritime Safety Information and A.706(17) Worldwide Navigational Warning Service were circulated in 2008 (as MSC.1/Circ.1287 and MSC.1/Circ.1288), the revised Joint IMO/IHO/WMO Manual on Maritime Safety Information was circulated in 2009 and the revised International SafetyNET Manual was circulated in 2010.

IAMSAR amendments agreed

Draft amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual were agreed for submission to MSC 90, for approval and consequential inclusion in the 2013 edition of the IAMSAR Manual.

The draft amendments include revised paragraphs relating to common language (English serves as the default SAR operational language in all cross-boundary operations where there is no other common language) and references to 406 MHz Distress Beacons.

Review of GMDSS progressed

The Sub-Committee continued work on the scoping exercise to establish the need for a review of the elements and procedures of the Global Maritime Distress and Safety System (GMDSS), with the aim of determining which elements of the system may need to be updated or amended. The GMDSS was introduced by means of amendments to SOLAS that were adopted in 1988 and entered into force in 1992 with a phase-in period lasting until 1999.

A correspondence group was established to complete the development of a work plan, as an outcome of the scoping exercise, and consider the incorporation of additional satellite systems into the GMDSS and how these might be achieved. The Correspondence group will submit an interim report on the draft work plan to the Joint IMO/International Telecommunication Union (ITU) Experts Group and also take into account any input from MSC 89.

A final report will be submitted to COMSAR 16, with the aim being that MSC 90 could be invited to approve a Review and Modernization Project.

“…to consider the incorporation of additional satellite systems into the GMDSS…”

Guidance on weather warnings is included in the draft resolution.
IMO position on WRC-12 agreed

The draft IMO position on matters relating to maritime services on the agenda for the World Radiocommunications Conference, scheduled to be held in 2012, was endorsed, for approval by MSC and corequentiual submission to ITU.

A liaison statement to the ITU-R Working Party 5B on near real-time exchange of maritime domain information was also approved for endorsement by MSC 90.

Satellite services (Inmarsat and Cospas-Sarsat)

IMSO provided information and recommendations in relation to arrangements for the use of distress priority communications in the shore-to-ship direction and further guidance was incorporated in the existing COMSAR circular on this matter.

EPIRB circulars agreed

A draft MSC circular on Draft revised Guidelines on annual testing of 406 MHz satellite EPIRBs was agreed for submission to MSC 90, for approval.

Measures to protect the safety of persons rescued at sea

The Sub-Committee noted the progress made in the work on the development of a draft regional arrangement and encouraged the parties concerned to meet again as early as possible to take stock and review the situation.

E-navigation strategy implementation plan progressed

The Sub-Committee made good progress in further developing the relevant parts of the e-navigation strategy implementation plan and agreed that radiocommunication needs, as well as ITU-related matters with regard to the use of the radio spectrum, related to e-navigation, remained the sole responsibility of the COMSAR Sub Committee. It was further agreed that IMO’s S-100 data model should be used as a baseline for creating a framework for data access and information services under the scope of SOLAS. It was also agreed that IMO, in consultation with other organizations, should consider the establishment of a Harmonization Group on creating a framework for data access and information services under the scope of SOLAS, and draft Terms of Reference for such a Group were developed.

It was agreed that SOLAS regulation IV/15.8 was of direct relevance to the e-navigation concept.

E-navigation is the harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth-to-berth navigation and related services for safety and security at sea and protection of the marine environment.

“...e-navigation to enhance berth-to-berth navigation...”
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DE agrees draft lifeboat release and retrieval amendments

Proposed new requirements for lifeboat release and retrieval systems were agreed by the Sub-Committee on Ship Design and Equipment (DE), when it met for its 55th session, for submission to the Maritime Safety Committee (MSC).

The package of measures had been referred back to the Sub-Committee by the MSC, after further review by an intersessional working group, which met prior to the DE meeting. The Sub-Committee agreed a draft new SOLAS regulation III/1.5, draft amendments to the LSA Code, draft Guidelines for evaluation and replacement of lifeboat release and retrieval systems and draft amendments to the Revised recommendation on testing of life-saving appliances, including the use of FPDs (fall-preventer devices).

The draft SOLAS amendments require the safer design of on-load release mechanisms and the replacement of existing lifeboat release hooks not complying with the amended LSA Code, in accordance with Guidelines agreed by the Sub-Committee.

The Sub-Committee also continued work on making mandatory the provisions of MSC.1/Circ.1206/Rev.1 Measures to prevent accidents with lifeboats. The Sub-Committee agreed a draft MSC circular on Guidelines for the standardization of lifeboat control arrangements, for approval by MSC 90.

Revised guidelines for surveys of bulk carriers and oil tankers

The Sub-Committee completed work on the development of amendments to resolution A.744(18) (Guidelines for the enhanced programme of inspections during surveys of bulk carriers and oil tankers), and prepared a draft Assembly resolution on the Adoption of the Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (ESP Code), for submission to MSC for approval, with a view to adoption at the Assembly. It also agreed associated draft amendments to SOLAS regulation XI-1/2, to make the new Code mandatory, for submission to MSC for approval and subsequent adoption at MSC 90.

Mandatory code for ships in polar waters

The Sub-Committee continued its work on the development of a mandatory Code for ships operating in polar waters, which is intended to cover the full range of shipping-related matters relevant to navigation in waters surrounding the two poles – ship design, construction and equipment; operational and training concerns; search and rescue; and, equally important, the protection of the unique environment and eco-systems of the polar regions.

A working Group during the session further developed the technical parts of the draft Code and the Correspondence Group on Development of a Mandatory Polar Code was re-established to continue the work, taking into account the outcome of other bodies meeting in the interim, including the Marine Environment Protection Committee (MEPC) and the Sub-Committee on Safety of Navigation (NAV).

Integrates bilge water treatment systems

The Sub-Committee agreed a draft MEPC circular on Amendments to the 2008 Revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for integrated bilge water treatment systems (IBTS) (MEPC.1/Circ.642, as amended by MEPC.1/Circ.676), including a format of Statement of Fact for ships which have installed IBTS on a voluntary basis, for submission to MEPC 62 for approval.

Cargo oil tank coating and corrosion protection

The Sub-Committee agreed a draft MSC circular on Guidelines on procedures for in-service maintenance and repair of coating systems for cargo oil tanks of crude oil tankers, for submission to MSC for approval. It also prepared a draft MSC circular on Guidelines on exemptions for crude oil tankers solely engaged in the carriage of cargoes and cargo handling operations not causing corrosion, for submission to MSC for approval.

Safety of tenders operating from passenger ships

A draft MSC circular on Safety provisions applicable to tenders operating from passenger ships was agreed, for submission to MSC 90 for approval.

Alarm systems on passenger ships

The Sub-Committee agreed a draft MSC circular on Guidelines for a visible element to general alarm systems on passenger ships, to accommodate passengers who are deaf or hard of hearing, for submission to MSC 90 for approval.
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**Fair treatment of seafarers – guidelines agreed**

A draft Assembly resolution aimed at promoting compliance with the 2006 IMO/ILO Guidelines on fair treatment of seafarers in the event of a maritime accident was agreed by the Legal Committee when it met for its 98th session.

The draft resolution invites Member States to consider amending their national legislation to give full and complete effect to the Guidelines when considering fair treatment of seafarers in other circumstances where seafarers are detained.

The draft resolution notes that a number of incidents have taken place since the adoption of the Guidelines in 2006 in which seafarers on ships that have been involved in maritime accidents have been detained for prolonged periods, raising questions about whether they have been treated fairly in full accordance with the principles set out in the Guidelines.

The draft resolution also recognizes that the Guidelines should be implemented alongside the IMO Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Accident, which has been made mandatory by way of amendments to the International Convention for the Safety of Life at Sea (SOLAS) chapter XI-1, which entered into force on 1 January 2010.

The draft resolution reiterates the importance of the Guidelines and invites Member Governments, as a matter of urgency, to bring this resolution to the attention of Government officials, in particular those involved in the administration of justice, who may be involved in decisions and procedures affecting the treatment of seafarers involved in maritime accidents, as well as shipowners and seafarers and their respective organizations, and invites them to inform the Legal Committee of the means by which this request has been implemented.

The draft resolution will be submitted, through the IMO Council, to the IMO Assembly when it meets for its 27th session from 21 to 30 November 2011 and also to the International Labour Organization (ILO) Governing Body, at its 312th Session from 3 to 18 November 2011.

**Wreck removal certificates**

The Committee approved a draft Assembly resolution on the issue of wreck removal certificates to bareboat-registered vessels, which recommends, among other things, that such certificates should be issued by the flag State.

The draft Assembly resolution aims to assist those States preparing to ratify the Nairobi Wreck Removal Convention, and encourage standard practice in this regard, by providing certainty in the future application of the Nairobi Wreck Removal Convention; removing ambiguity regarding the issuing of wreck removal certificates to bareboat registered vessels and avoiding the co-existence of certificates; assisting in applying the Convention in a uniform manner; and ensuring consistency with Assembly resolution A.1028(26) on the issue of bunkers certificates under the Bunkers Convention.

**Legal aspects of piracy**

The Committee was updated on the implementation of the Djibouti Code of Conduct concerning the repression of piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden (the Djibouti Code), on the work of the Maritime Safety
Committee (MSC) with regard to piracy, and on the work of the seventh session of Working Group 2 of the Contact Group on Piracy off the Coast of Somalia (WG2) (which met in Copenhagen, Denmark, on 3 and 4 March 2011).

The Committee discussed and agreed to circulate materials prepared by the IMO Legal Office, the UN Division for Ocean Affairs and the Law of the Sea and the UN Office on Drugs and Crime, which identify the key elements of the international instruments that may be relevant to piracy and related crimes, including the United Nations Convention on the Law of the Sea (UNCLOS), the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA 88), the United Nations Convention on Transnational Organized Crime, 2000 (OCC) and the International Convention against the Taking of Hostages, 1979 (Hostage Convention).

The Committee agreed that the information might be useful to States which were either developing national legislation on piracy or were reviewing existing legislation on piracy, while stressing that these documents did not constitute definitive interpretations of the instruments referred to therein. In particular, they should not be considered as limiting, in any way, the possible interpretations by States Parties of the provisions of those instruments.

Follow-up to oil-well incidents progressed

The Committee discussed liability and compensation issues connected with transboundary pollution damage from offshore oil exploration and exploitation activities, following preliminary debate at its last session 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.

The Committee discussed the report of an informal intersessional consultative group on consultations concerning liability and compensation for oil pollution damage resulting from offshore oil exploration and exploitation. In introducing the report, the delegation of Indonesia, as co-ordinator of the group, highlighted that, among other things, no dedicated internationally-binding instrument for compensating victims of transboundary oil pollution damage existed and, accordingly, there was a need to develop effective measures for mitigating and responding to the impact on the environment caused by incidents of pollution, including liability and compensation issues connected with transboundary oil pollution damage.

Information on the existing international and regional instruments was also provided. These include: the provisions of the United Nations Convention on the Law of the Sea, 1982 (UNCLOS) which inter alia requires States to control pollution of the marine environment from sea-bed activities and to provide recourse for compensation for damage caused by such pollution; a 1977 Convention on Civil Liability for Oil Pollution Damage from Offshore Activities, which contains the text for such a regime, but has not entered into force; and a 1974 regional Convention between Denmark, Finland, Norway and Sweden on protection of the environment, which provided for compensation for oil spills from offshore platforms and which could serve as a precedent for regional action.

The Committee recommended that, pending approval by the IMO Council and Assembly of the proposed amendment to the relevant strategic direction in the Organization’s High-Level Action Plan, the informal consultative group of interested States and organizations should continue to work together intersessionally, co-ordinated by Indonesia, to analyse the issue further, taking into account the discussions during the session.

Review of liability limits under LLMC agreed

There was wide agreement in the Committee on the need to review the limits of liability under the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 1996).

It was agreed to make no decision regarding the amount of any possible increase in limits of liability at this session, since the formal proposal for an amendment under article 8 would only be considered at the Committee’s next session, LEG 99, in April 2012.

Consolidated HNS text approved


The consolidated text of the HNS 1996 Convention and the 2010 HNS Protocol was approved. While the consolidated text is not, in itself, a treaty instrument or an authentic text, it has been prepared to assist Member States and others in implementing the 2010 HNS Convention.

The Committee approved the model form on receipts of contributing cargo, as guidance to assist States to meet their reporting obligations, in accordance with the 2010 Protocol.

The Committee also approved the revised Overview of the 1996 HNS Convention, as amended by the 2010 HNS Protocol, prepared in consultation with the International Oil Pollution Compensation (IOPC) Funds Secretariat. The documents referred to above will be made available on the IMO website.

“…a need to develop effective measures for compensation issues connected to transboundary oil pollution…”

![Image](https://via.placeholder.com/150)

Liability and compensation relating to pollution damage from offshore oil exploration was discussed at LEG 98
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IMO, EC and EIB join forces to promote maritime growth

IMO, the European Commission and the European Investment Bank have launched a study under the Facility for Euro-Mediterranean Investment and Partnership (FEMIP) on maritime cooperation in the Mediterranean. Key issues for promoting the maritime sector in the Mediterranean by identifying and disseminating best practices in three major areas of relevance will be addressed: social aspects, maritime surveillance and safety, and investment in maritime infrastructure.

"It is a very exciting project which will complement and supplement existing work being done in the region, including that coordinated by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), which is administered and technically back stopped by IMO. It is very important to address maritime surveillance activities and to look ahead to implementation of new products aimed at improving maritime safety - and, by extension, environmental protection - such as the application of the “e-navigation” strategy being developed by IMO,” said IMO Secretary-General Mitropoulos.

Mr. Yoshio Sasamura

Mr. Yoshio Sasamura of Japan, a veteran of IMO and a major contributor to its work over many decades, has died. He was 84 and had been battling with cancer.

In a long and illustrious career, Mr. Sasamura dedicated more than 50 years’ service to improving maritime safety and the protection of the marine environment.

A graduate of Tokyo University’s Department of Engineering and Naval Architecture, Mr. Sasamura joined the IMO Secretariat in 1964 after a career of some 15 years as an engineer and a surveyor with the Japanese classification society Nippon Kajii Kyokai.

Six years later he was appointed Director of IMO’s Marine Science and Technology Division and subsequently became Director, first of the Organization’s Marine Environment Division and, latterly, its Maritime Safety Division. In 1987, he was appointed Assistant Secretary-General.

After leaving the IMO Secretariat in 1989, he was appointed technical adviser to the Japan Shipbuilding Research Association and, in this capacity, served until 2003 as a member of the Japanese delegation to IMO.

He was also the Secretary of the Tokyo MOU on Port State Control from its beginning, in 1994, until 2007.

Among his many achievements, which included an influential involvement in the development of the 1966 Load Lines Convention, the 1969 Tonnage Measurement Convention and the 1974 SOLAS Convention, it will be for his work in the establishment of the 1973 MARPOL Convention and its subsequent Protocol of 1978 that he will perhaps be best remembered.

That took place at a time when oil tankers were growing exponentially in size, with the birth of what was effectively a new type of ship, the Very Large Crude Carrier; and when the threat that these giant ocean carriers could pose to the environment was becoming only too apparent. MARPOL emerged from that period as the bedrock on which the environmental credentials of the shipping industry were founded and so it remains today, albeit much revised, updated and expanded.

In 1992, he was awarded the International Maritime Prize.

Commenting on Mr. Sasamura’s passing, IMO Secretary-General Efthimios E. Mitropoulos said, “Few people have played such a dominant role in the work of IMO as Mr. Sasamura. His experience, knowledge and deep understanding of the issues won him universal admiration, even from those who may have espoused a different viewpoint, while his skill as a negotiator often cleared the way for solutions acceptable to all parties.”

“He will also be remembered fondly for his sense of humour, even in the most difficult situations. His interventions would often produce a note of levity that served to diffuse any tension and allow the discussion to move on to new areas and different dimensions, usually to great effect overall.”

“He was truly a legend of IMO and a great servant of both the Organization and of shipping.”
IMO Headquarters ‘for sale’

By kind permission of the Secretary-General, a print showing the IMO Headquarters building from across the Thames has been produced from a painting commissioned by him from the well-known British marine artist Robert Lloyd.

Only a limited edition of 300 prints will be produced. Signed, individually numbered copies (unframed), complete with certificates of provenance, are available for purchase at IMO Headquarters at a minimum price of £50 each. As all the proceeds from the sale of the prints will go to the International Search and Rescue (SAR) Fund, buyers are encouraged to consider contributing a higher amount.

For more information and to secure your copy, contact procurement@imo.org

IMO Secretary-General Mitropoulos reaches out to seafarers in open letter

IMO Secretary-General Mitropoulos has reached out to seafarers in an open letter, distributed worldwide via shipping and seafarer organizations.

The letter reviews the achievements made under last year’s World Maritime Day theme “2010: Year of the Seafarer”, pointing to increased public awareness of seafarers and their work; the adoption of major amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) and its associated Code; and the creation of an annual “Day of the Seafarer.”

It also re-assures seafarers that IMO’s 2011 theme “Piracy: orchestrating the response”, and its associated action plan, are both designed to encourage a decisive and effective global response to piracy; and urges seafarers to continue to play their vital role in implementing best management practices when sailing through piracy-infested areas.

Joint EBRD-IMO ballast water training underway

The first joint EBRD-IMO training course on ballast water management aimed at the shipping and port sectors has been held in Yuzhny, Ukraine, under the recently launched IMO-EBRD Marine Biofouling Initiative.

This novel partnership between IMO and the European Bank for Reconstruction and Development (EBRD) aims to assist countries reduce the risk from harmful organisms and pathogens transferred in ships’ ballast water, and to assist the shipping and port sectors in building technical and institutional capacity to meet the new mandatory requirements of the IMO Ballast Water Management Convention (2004). Lack of capacity has been identified as the single most important barrier in addressing ballast water issues in developing countries and in meeting the Convention requirements.

The IMO-EBRD initiative uses a series of capacity-building tools developed by the GloBallast Partnership Project being executed by IMO, and targets a wide spectrum of private-sector stakeholders in the selected countries. The series of training courses begun in Yuzhny is intended to improve the competitiveness of the maritime and port industries that contribute significantly to the economic development of the Bank regions. Building capacity in Bank regions will also assist the Bank’s member countries to put appropriate legal and policy frameworks in place that will drive the compliance process and, at the same time, prepare the ground for investment in related infrastructure such as sediment reception facilities, shipping fleet modernisation and technology development and commercialization.

The capacity-building activities will also provide the private sector with the right technical and institutional skills to meet the international requirements of the countries they trade with. Most importantly, this will lead to the protection of regional shores, coastal economies and public health from the biosecurity risks related to the transfer of harmful organisms and pathogens by ships’ ballast water and sediments.
Republic of Korea to assist IMO in GHG capacity building

IMO and the Korea International Co-operation Agency (KOICA) have signed a Co-operation Agreement covering the implementation of a pioneering technical co-operation project for building capacity in East Asian countries to address greenhouse gas (GHG) emissions from ships.

The co-operation between KOICA and IMO through this project is part of a much broader climate-change initiative by the Republic of Korea entitled “East Asia Climate Partnerships” which aims to support the Republic of Korea’s efforts to take a lead in reducing carbon emissions and to move towards a low-carbon society.

A sum of some US$700,000 will be made available by KOICA under the agreement, which will fund ten activities to be implemented by IMO over a two-year period. The selected activities will focus on enhancing the capacities of developing countries in East Asia to develop and implement, at the national level, appropriate action on CO₂ emissions from shipping, while promoting sustainable development.

The issue of reducing GHG emissions from ships is a major concern for IMO Member States. Giving priority to technical assistance programmes that focus on human resource development and institutional capacity building to help developing countries improve their ability to comply with impending international rules and standards to address GHG emissions from ships, can make a significant contribution to limiting or reducing GHG emissions from international shipping.

In this context, IMO’s MEPC, at its 61st session, underlined the importance of building human resource capacity to address GHG emissions from ships. The KOICA-IMO project, which is the first of its kind for IMO, is an immediate response to this urgent need identified by the Committee.

IMO is currently in discussion with a number of donor countries and partner organizations with a view to mobilize additional resources for supporting its technical assistance activities in this area.

Mr Won Ho Cho, (right) Vice-President of KOICA, and Mr. Jo Espinoza, Director of IMO’s Marine Environment Division, sign the agreement at IMO Headquarters.
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