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The Cape Town Agreement is designed to speed entry into force of key fishing vessel safety measures

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Shipping has shown on many occasions that it does not always need a regulatory imperative to move forward. Political and other considerations or procedures in legal instruments may sometimes make certain measures difficult to introduce speedily. But this should not prevent the industry from understanding their benefits and ensuring that these benefits are realized sooner rather than later.

I am thinking in particular of measures to improve the energy efficiency of international shipping, and of the Ballast Water Convention, both of which the industry can implement now, and from which everyone can benefit.

The Regulations for energy efficiency of ships were adopted by Parties to Annex VI of MARPOL at MEPC 62 in July 2011 and apply to ships of 400 gross tonnage and above, trading internationally. They make mandatory the Energy Efficiency Design Index, or EEDI, for new ships, and the Ship Energy Efficiency Management Plan, or SEEMP for all ships, as of 1 January 2013.

The EEDI is a non-prescriptive, performance-based mechanism that leaves ship designers and builders free to use the most cost-efficient solutions for the ship to comply with the regulations, both now and as the requirements are tightened, up to the year 2025.

All ships of 400 gross tonnage and above engaged in international trade will be required to implement and maintain an SEEMP, which establishes a mechanism for operators to improve the energy efficiency of ships.

They are good measures - good for the environment, good for mankind, and good for shipping. By using EEDI and SEEMP now, as benchmarks for improving energy efficiency and reducing both fuel consumption and harmful emissions from ships, the industry can take advantage of a great opportunity to move forward, in the context of Sustainable Maritime Development.

The same can be said of the Ballast Water Convention. This was adopted unanimously in 2004 and, since then, all the fourteen sets of required guidelines for its implementation have been adopted. To date, 28 ballast water management systems have been granted Type Approval by their respective Administrations, and dozens of other systems are in various stages of development. The tools for effective implementation of the BWM Convention are, therefore, in place.

Ships that fall under the provisions of the Convention will need to have ballast water management systems installed in accordance with the timeline stipulated in the Convention. And, today, there is ample choice of systems and the implementation dates are known.

This is particularly true for newbuilds. They will need a ballast water treatment system, sooner or later. It is surely better to start now, as retrofitting will be more expensive.

I am pleased that some very positive steps were taken at the most recent meeting of the MEPC to address the immediate problems associated with the entry into force of the BWM Convention. The next MEPC and the IMO Assembly next year will be crucial in terms of agreeing the necessary measures for the smooth entry into force the Convention.

In this context, I encourage all IMO Member Governments to make further efforts to ratify the BWM Convention as soon as possible - but not later than the end of 2013. I think we have now a road map, a clear road map towards the entry into force of the Convention in the very near future.

I look to both Governments and shipowners to show leadership in this important issue, the former by ratifying the Convention and the later by implementing its provisions.

By doing so, they will also take an important step towards reducing, and ultimately eliminating the risks to the environment, human health, property and resources arising from the transfer of harmful aquatic organisms and pathogens through ships’ ballast water and sediments and provide a firm expression of responsible stewardship towards protecting the marine environment.

Finally, let me take this opportunity to say how proud I am that, in this centenary year of Titanic, IMO has finally reached an agreement to implement the provisions of the 1993 Torremolinos Protocol on fishing vessel safety. I believe that this milestone in IMO’s regulatory history marks a significant contribution to the longer-term sustainability of the fishing industry, which I see as part of on-going efforts, within the wider United Nations context, to achieve sustainable development goals in the economic, environmental and social spheres.
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Cape Town Agreement on safety of fishing vessels adopted


The conference, attended by representatives from 58 States, was held from 9 to 11 October in Cape Town, South Africa, under the auspices of the IMO.

In ratifying the agreement, Parties agree to amendments to the provisions of the 1993 Protocol, so that they can come into force as soon as possible thereafter.

The Cape Town Agreement of 2012 will enter into force 12 months after the date on which not less than 22 States the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas is not less than 3,600 have expressed their consent to be bound by it.

The Agreement will be open for signature at IMO Headquarters from 11 February 2013 to 10 February 2014 and thereafter remain open for accession.

The safety of fishermen and fishing vessels forms an integral part of IMO’s mandate but the international instruments on fishing vessel safety, which have previously been adopted by the Organization have not come into force due to a variety of technical and legal obstacles. Fishing at sea remains a hazardous occupation and the sector experiences a large number of fatalities every year. Bringing into force a binding international safety regime is expected to play a part in helping to improve safety standards and reduce the loss of life.

The Cape Town Agreement of 2012 updates and amends a number of provisions of the Torremolinos Protocol, including the following:

Exemptions
The Cape Town Agreement of 2012 allows for Administrations to exempt any vessel entitled to fly its flag from any of the requirements of this annex if it considers that the application is unreasonable and impracticable in view of the type of vessel, the weather conditions and the absence of general navigational hazards, provided:

(a) the vessel complies with safety requirements

“fishing at sea remains a hazardous occupation”
which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the vessel and persons on board; 

(b) the vessel is operating solely in:

(i) a common fishing zone established in adjoining marine areas under the jurisdiction of neighbouring States which have established that zone, in respect of vessels entitled to fly their flags, only to the extent and under the conditions that those States agree, in accordance with international law, to establish in this regard; or

(ii) the exclusive economic zone of the State of the flag it is entitled to fly, or, if that State has not established such a zone, in an area beyond and adjacent to the territorial sea of that State determined by that State in accordance with international law and extending not more than 200 nautical miles from the baselines from which the breadth of its territorial sea is measured; or

(iii) the exclusive economic zone, a marine area under the jurisdiction of another State, or a common fishing zone, in accordance with an agreement between the States concerned in accordance with international law, only to the extent and under the conditions that those States agree to establish in this regard; and

(c) the Administration notifies the Secretary-General of the terms and conditions on which the exemption is granted under this paragraph.


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

The STCW-F Convention has been ratified by 15 States: Canada, Denmark, Iceland, Kiribati, Latvia, Mauritania, Morocco, Namibia, Norway, Palau, the Russian Federation, Sierra Leone, Spain, the Syrian Arab Republic and Ukraine, and also by Faroes, Denmark.

The entry into force of the STCW-F Convention came just days before a diplomatic conference, held in Cape Town, South Africa, which adopted an Agreement on the implementation of IMO’s other instrument relating to fishing vessel safety, the 1993 Protocol relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels (see previous story).

Certificates


The conference also adopted resolutions on Early implementation of the Agreement; Avoidance of a situation in which two conflicting treaty regimes are operational; Promotion of technical co-operation and provision of technical assistance; Preparation of a consolidated text; Procedure for calculating the number of fishing vessels of each Contracting State by the Depositary and Expression of appreciation to the host Government.
IMO security work gets funding boost

During his visit to Bahrain for the World Maritime Day Parallel Event (see P.15), IMO Secretary-General Sekimizu also held a series of meetings with His Royal Highness Prince Khalifa bin Salman bin Hamad Al Khalifa, Prime Minister of the Kingdom of Bahrain; His Royal Highness Prince Salman bin Hamad bin Isa Al Khalifa, Crown Prince of Bahrain; and His Excellency Kamal bin Ahmed Mohammed, Minister of Transportation, regarding cooperation between the Government of Bahrain and IMO in general.

On Thursday 18 October, the Secretary-General and other international delegates were taken on site visits to key maritime locations including the state-of-the-art Khalifa Bin Salman Port and its vessel traffic services (VTS) Centre, the Seafarers’ Centre and the Arab Shipbuilding and Repair Yard (ASRY).

At ASRY Headquarters, Mr. Sekimizu received a cheque for US$50,000, as a contribution from ASRY to IMO’s maritime security activities. The cheque was presented by Shaikh Daij bin Salman Al Khalifa, Chairman of ASRY, in the presence of Hassan Ali Al Majed, Director General from Port and Maritime Authority, Ministry of Transportation. It was requested that the funds should be used for IMO’s projects addressing piracy off the coast of Somalia and in the Indian Ocean.

Mr. Sekimizu expressed his deep appreciation for the donation made by ASRY, particularly in view of the current difficult financial situation in the shipping, shipbuilding and ship repairing industries. He confirmed the donated funds would be used for the capacity-building projects under the 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 of Conduct).

Mr. Sekimizu expressed his hope that IMO would receive further contributions, not only from the maritime industries but also from industries other than shipping and shipbuilding, to reflect the fact that the world economy as a whole benefits from the seamless and reliable international maritime transportation system provided by shipping, at a very low cost. He stated that the protection of shipping lanes is vital for the world economy as a whole, and that all industries should be aware of the current situation with regard to piracy and should contribute to IMO’s efforts to combat it. Of even greater importance, he said, is the need to protect hundreds of thousands of seafarers who navigate piracy-infested waters as part of their daily working lives.

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IMO Secretary-General launches ‘Accident Zero’ initiative with IALA

IMO Secretary-General Sekimizu has encouraged IALA and VTS operators to undertake an initiative in which ports, harbours, straits and sea areas with VTS would count, and publicise, the number of consecutive accident-free days they achieve.

During his closing address to the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) VTS Symposium in Istanbul, Turkey, in September 2012, Mr. Sekimizu said that, since the introduction of the advanced VTS in the Strait of Istanbul, the Strait of Çanakkale, and the Marmara Sea, there had been no major accident and it had been a significant achievement to maintain such a record over nearly a decade. He added that, in order to promote safety and encourage all parties involved, a clear concept – akin to a corporate safety culture – for all those with an interest in safe navigation in the Straits, and in areas covered by VTS, should be created to ensure that everybody is working together to achieve a common objective.

“For me,” he said “the phrase ‘Accident Zero’ encapsulates the overall objective.”

Mr. Sekimizu continued, “Every day it will be a challenge for all concerned to achieve ‘Accident Zero’ and each accident-free day that is achieved will extend the success of the concept and encourage everyone involved to extend the number of ‘Accident Zero’ days. This will provide a solid framework for working together, to involve everybody and to encourage everyone to contribute towards a common and great objective – continuous days of ‘Accident Zero’.”

Mr. Sekimizu asked IALA to consider this concept and develop, together with him, an ‘Accident Zero’ campaign worldwide, and to start this campaign from Istanbul. He said that, “with a solid, good track record of operation under one of the most advanced VTS, I think Istanbul is ideally placed to be the standard-bearer for a worldwide ‘Accident Zero’ campaign.”

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North American emission control area now in effect

The North American Emission Control Area (ECA), under the International Convention for the Prevention of Pollution from Ships (MARPOL), came into effect on 1 August 2012, bringing in stricter controls on emissions of sulphur oxides (SOx), nitrogen oxides (NOx) and particulate matter for ships trading off the coasts of Canada, the United States and the French overseas collectivity of Saint-Pierre and Miquelon.

Amendments to MARPOL Annex VI (Regulations for the prevention of air pollution from ships) to establish the North American ECA entered into force on 1 August 2011, with a 12-month period before becoming effective.

There are now three designated ECAs in effect globally, the other two being SOx ECAs in the Baltic Sea area and the North Sea area.

A fourth area, the United States Caribbean Sea ECA, covering certain waters adjacent to the coasts of Puerto Rico and the United States Virgin Islands, was designated under MARPOL amendments adopted in July 2011, with expected entry into force on 1 January 2013, with the new ECA taking effect 12 months later on 1 January 2014.

Within ECAs, fuel oil sulphur content (expressed in terms of % m/m – that is, by weight) must be no more than 1.00% m/m; falling to 0.10% m/m on and after 1 January 2015. This compares to 3.50% m/m outside an ECA, falling to 0.50% m/m on and after 1 January 2020. (Depending on the outcome of a review, to be completed by 2018, as to the availability of compliant fuel oil, this date could be deferred to 1 January 2025.)

In practice, this means ships must burn fuel oil with a lower sulphur content within an ECA. Alternatively, the ship may use any “fitting, material, appliance or apparatus or other procedures, alternative fuel oils, or compliance methods”, which are at least as effective in terms of emissions reductions, as approved by the Party to MARPOL Annex VI.

In terms of NOx emissions, marine diesel engines installed on a ship constructed on or after 1 January 2011 must comply with “Tier II” standard as set out in regulation 13 of MARPOL Annex VI. Marine diesel engines installed on a ship constructed on or after 1 January 2016 will be required to comply with a more stringent Tier III NOx standard when operated in a designated NOx Emission Control Area.

ECDIS manufacturers to publish information on updated software

The manufacturers of ECDIS (Electronic Chart Display and Information Systems) equipment (left) are to publish information on the latest versions of the software used to operate their equipment, in order to help clarify certain anomalies that had been identified with some older systems.

This was the principal outcome of a meeting hosted by the IMO Secretariat on 11 September 2012 to discuss ways to address the matter. The information is to be posted on the website of the International Hydrographic Organization (IHO), and will include links to enable ships to download the latest versions of the operating software, if necessary. The ECDIS manufacturers also agreed to work with national Maritime Administrations to address the issue in the long term.

This is the latest in a number of positive steps taken by IMO, IHO, Original Equipment Manufacturers (OEMs) and others to address this issue, on which IHO held a workshop earlier this year. The participation of eighteen OEMs attending this meeting highlighted the willingness of the manufacturers to address proactively the issues involved.
27 September 2012 marked the 35th celebration of World Maritime Day, the annual occasion when IMO leads the world in highlighting a key aspect of the shipping world. This year the theme for World Maritime Day was ‘IMO: One hundred years after the Titanic’. IMO Secretary-General Koji Sekimizu welcomed dignitaries from the shipping and diplomatic communities to the annual reception at IMO’s Headquarters on London’s Albert Embankment.

This year’s theme was chosen by the International Maritime Organization (IMO) to offer an opportunity to reflect on the safety of passenger shipping today, and in the future, on the centenary anniversary of the Titanic disaster.

In his World Maritime Day message, IMO Secretary-General Koji Sekimizu recalled that the Titanic tragedy, on 14 April 1912, which transformed in a few short hours the world’s most celebrated ship into a name forever associated with disaster, prompted the major shipping nations of the world, at that time, to take decisive action to address maritime safety. This led to the adoption, two years later, of the first-ever International Convention on Safety of Life at Sea and, ultimately, to the establishment of IMO itself.

“Today, much updated and revised, SOLAS is still the most important international treaty addressing maritime safety,” Mr. Sekimizu said.

“This year, as we look back on that pivotal disaster 100 years ago, I urge IMO Member Governments and the shipping industry as a whole to refresh their determination to improve and enhance the safety of passenger shipping today, and into the future,” he said.

Mr. Sekimizu used his message to announce that IMO is planning to hold a two-day symposium at IMO Headquarters, in London, in conjunction with IMO’s Maritime Safety Committee next June, on the “Future of Ship Safety.”

The idea is to go beyond the current safety issues under the Committee and rigorously consider the future of maritime safety. The objective is for the discussions to contribute to the future advancement of the Organization’s maritime safety policy.

Mr. Sekimizu referred to the comprehensive body of international conventions, supported by literally hundreds of guidelines and recommendations that, between them, govern just about every facet of the shipping industry – from the drawing board to the scrapyard, developed by IMO, which have led to shipping today being safer, cleaner, more efficient and more secure than at any time in the past.

“But each new generation of vessels brings fresh challenges and, regrettably, accidents still occur, reinforcing the need for continual improvement. Our efforts to promote maritime safety, not least of passenger ships, will never stop. We should respond quickly to accidents and we must be proactive,” he said.

Mr. Sekimizu pointed out the unique nature of the passenger and cruise ship industry’s “cargo.”

“The lives of thousands of people are in the hands of the ship’s management, the captain and crew and the operating staff. I therefore hope that this sector, in particular, will take the opportunity to lead the way, because “safety” is its main product – not comfort, entertainment or leisure. Without safety, the industry will not survive, let alone sustain its growth; and real safety does not result simply as a consequence of regulation-compliance,” Mr. Sekimizu said.

“Some 20 years ago, the International Safety Management Code, adopted by IMO, represented a step-change in the establishment of a safety culture in shipping. The time has now come to generate another step-change. This will not be achieved through legislative measures alone. We must generate a new impetus in shipping to go beyond compliance with regulations and explore industry-wide mechanisms to ensure the safety culture is embedded throughout the entire industry,” Mr. Sekimizu said.

United Nations Secretary-General Ban Ki-moon also issued a message for World Maritime Day, reflecting on the Titanic tragedy and noting that each successive generation brings new challenges.

“Thanks largely to the IMO regulatory regime, shipping today is safer and more environmentally friendly than it has ever been. New regulations for passenger ships were adopted by the IMO in 2006 and entered into force in 2010. They ensure that all new passenger vessels are constructed to the highest possible standards. A century after the Titanic was lost in the icy waters of the North Atlantic, IMO is striving to ensure continual improvement in safety at sea. Its work is as important now as ever,” Mr. Ban said.
LEFT
Reverend Canon Ken Peters, The Mission to Seafarers

RIGHT
Mr Kostiantyn Billiar, Counsellor and Deputy Permanent Representative of Ukraine to IMO

LEFT
Mr Ranjeet Singh, Singapore Liaison Officer to IMO

RIGHT
Mr Charles Gray, Marshall of the Diplomatic Corps, UK Foreign and Commonwealth Office

LEFT
Vice Admiral Sir Alan Massey, Chief Executive, UK Maritime and Coastguard Agency

RIGHT
Mr W.A. O’Neil, CM CMG, IMO Secretary-General Emeritus

LEFT
Rear Admiral Cristiano Aliperto, Maritime Attache and Alternate Permanent Representative of Italy to IMO

RIGHT
Mr George Tsavliris, Tsavliris Shipping Ltd

LEFT
Ms Jemilat Jawulaa Mahamah, Minister Counsellor and Alternate Permanent Representative of Ghana to IMO

RIGHT
Mr Andrzej Kossowski, Counsellor and Permanent Representative of Poland to IMO
LEFT
HH Prince Mohsin Ali Khan, Vice President, UK United Nations Association

RIGHT
HE Mr Lino Vassallo, Permanent Representative of Malta to IMO

LEFT
HE Ms Odile Roussel, Ambassador and Permanent Representative of France to IMO

RIGHT
HE Mr Keiichi Hayashi, Ambassador and Permanent Representative of Japan to IMO

LEFT
HE Mr Unal Cevikoz, Ambassador and Permanent Representative of Turkey to IMO

RIGHT
HE Mr Georg Boomgarden, Ambassador and Permanent Representative of Germany to IMO

LEFT
HE Ms Ruth Elizabeth Rouse, High Commissioner and Permanent Representative of Grenada to IMO

RIGHT
HE Mr Khaled Al-Duwaisan, Ambassador of Kuwait

LEFT
HE Ms Ana Irene Delgado, Ambassador and Permanent Representative of Panama to IMO

RIGHT
HE Mr Ivan Romero-Martinez, Ambassador and Permanent Representative of Honduras to IMO

LEFT
HE Mr Umut Cevikoz, Ambassador and Permanent Representative of Turkey to IMO

RIGHT
HE Mr Georg Boomgarden, Ambassador and Permanent Representative of Germany to IMO
The Kingdom of Bahrain hosted the 2012 IMO World Maritime Day Parallel Event, on 17 and 18 October 2012, with a seminar and other activities, focusing on this year’s World Maritime Day theme: “IMO: One hundred years after the Titanic”. It was the first to be held in the region.

On Wednesday, 17 October, the World Maritime Day Parallel Event seminar was held under the patronage of His Excellency Kamal bin Ahmed Mohammed, Minister of Transportation, and organized by the Ministry of Transportation (Ports and Maritime Affairs), in coordination with IMO. The seminar, attended by IMO Secretary-General Sekimizu, representatives from IMO Member States, maritime industry professionals and local shipping industry representatives, highlighted the improvements made over the past 100 years in promoting the safety of life at sea.

In his keynote address, His Excellency Kamal bin Ahmed Mohammed thanked IMO for selecting the Kingdom of Bahrain to host this year’s World Maritime Day Parallel Event. He reflected on how the Titanic had served as a wake-up call to maritime nations, in terms of the importance of adopting international treaties and standards on safety at sea and following through with their application and enforcement.

IMO Secretary-General Sekimizu acknowledged Bahrain’s long-standing seafaring and maritime history. This year’s World Maritime Day theme had provided an opportunity, not only to reflect on how much things have improved since the Titanic sinking in 1912, but also on how this has helped in reinforcing IMO’s commitment to preventing such incidents from reoccurring, he said.

Mr. Sekimizu also highlighted IMO’s role in proactively addressing today’s pressing safety and environmental concerns, and in promoting the use of the latest technologies.
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The Saba Bank, in the north-eastern Caribbean area of the Kingdom of the Netherlands, was formally designated as a Particularly Sensitive Sea Area (PSSA) by IMO’s Marine Environment Protection Committee (MEPC) when it met for its 64th session from 1 to 5 October 2012, at IMO Headquarters in London.

The MEPC also discussed matters relating to energy-efficiency, ballast water management and ship-recycling.

**Saba Bank PSSA designated**

The Saba Bank, in the north-eastern Caribbean area of the Kingdom of the Netherlands, was designated as a Particularly Sensitive Sea Area (PSSA), following approval, in principle, at the previous session.

Associated Protective Measures were approved by the Sub Committee on Safety of Navigation (NAV), at its meeting in July 2012, namely, the establishment of a new mandatory “no anchoring” area for all ships and a new “area to be avoided” (for ships of 300 gross tonnage or over) in the proposed PSSA. The Saba Bank is the thirteenth PSSA to be designated by IMO.

**Work on energy-efficiency measures for ships**

The MEPC continued its work on further developing technical and operational measures relating to energy-efficiency measures for ships, based on a work plan agreed at the previous session. This follows the adoption of the new chapter 4 of MARPOL Annex VI, which will enter into force on 1 January 2013 and includes new requirements mandating the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships.

The SEEMP is a key measure, helping all ships to operate with greater energy efficiency.

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The MEPC adopted amendments to the 2012 Guidelines on the method of calculation of the attained EEDI for new ships (resolution MEPC.212(63)), relating to the calculation of shaft-generator power and shaft-motor power.

The MEPC also approved an amendment to the 2012 Guidelines on survey and certification of the EEDI (resolution MEPC.214(63)), to update a footnote referring to International Towing Tank Conference (ITTC) Recommended Procedure 7.5-04-01-01.2 as the preferable standard.

The MEPC approved the following guidance and interpretations:

- unified interpretation for the definition of “new ships” for phases 1, 2 and 3 of the EEDI framework under regulations 20.1 and 21.1 of MARPOL Annex VI;
- unified interpretation of the phrase “major conversion” under regulations 20.1 and 21.1 of MARPOL Annex VI;
- unified interpretation on the timing for existing ships to have on board an SEEMP under regulations 5.44 and 22.1 of MARPOL Annex VI;
- unified interpretation on the appropriate category to be applied for dedicated refrigerated fruit juice carriers;
- (subject to concurrent decision by the Maritime Safety Committee (MSC 91)), the draft MEPC-MSC Circular for the interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions;
- interim guidelines for the calculation of the coefficient \( f_w \) for decrease of ship speed in representative sea condition for trial use (the coefficient \( f_w \), contained in the EEDI, is a non-dimensional coefficient indicating the decrease in speed in representative sea conditions of wave height, wave frequency and wind speed); and
- unified interpretation for section 2.3 of the supplement to the IAPP certificate.

An intersessional Correspondence Group on Energy-Efficiency Measures for Ships was established to develop the draft guidelines for determining minimum propulsion power to enable safe manoeuvring in adverse conditions; improve further the draft guidance on treatment of innovative energy-efficiency technologies; and review the interim guidelines for the calculation of the coefficient \( f_w \) for decrease of ship speed in representative sea conditions for trial use.

**Technical cooperation and transfer of technology**

Regulation 23 of chapter 4 of MARPOL Annex VI on Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships requires Administrations, in co-operation with the Organization and other international bodies, to promote and provide, as appropriate, support directly, or through IMO, to States, especially developing States, that request technical assistance. It also requires the Administration of a Party to MARPOL Annex VI to co-operate actively with other Parties, subject to its national laws.
regulations and policies, to promote the development and transfer of technology and exchange of information to States which request technical assistance, particularly developing States.

A Working Group further developed a text of a draft resolution on Promotion of Technical Cooperation and Transfer of Technology relating to the improvement of energy efficiency of ships. Following discussion in the plenary session, the Committee agreed to use the text as a basis to finalize the draft resolution, with a view to its adoption at MEPC 65 in May 2013.

**Update on GHG emissions estimate endorsed**

The MEPC, endorsed, in principle, the outline for an update of the greenhouse gas (GHG) emissions estimate and agreed that an expert workshop should be held in 2013, to further consider the methodology and assumptions to be used in the update. The Committee called for donations to finance the expert workshop as well as the study.

An updated GHG inventory is considered necessary as the current estimate, contained in the Second IMO GHG Study (2009), does not take account of the economic downturn experienced globally since 2008. The update would be a technical exercise, building on the methodology developed under the Second IMO GHG Study 2009 and based on available data on fleet composition and size as well as on other technical ship-particular data. The inventory would include current global emissions of GHGs and relevant substances emitted from ships of 100 GT and above, engaged in international transport.

**MBM discussions to continue at MEPC 65**

The MEPC received updates to several of the proposed market-based measures (MBMs) to reduce GHG emissions, which would complement the technical and operational measures already adopted. However, in view of time constraints at the current session, the MEPC agreed to postpone detailed debate on MBMs to MEPC 65.

This would include discussion of the methodology and criteria for a comprehensive impact assessment, which would study in detail the direct and indirect impacts on (consumers and industries in) developing countries of the introduction, or non-introduction, of an MBM for international shipping, under the auspices of IMO.

**Study on fuel oil availability**

The MEPC discussed proposals related to a review on the availability of compliant fuel oil to meet the requirements set out in the MARPOL Annex VI regulation 14 on emissions of sulphur oxides (SOx) from ships.

Fuel oil sulphur content (expressed in terms of % m/m – that is, by weight) is required to be a maximum of 3.50% m/m (outside an Emission Control Area (ECA)), falling to 0.50% m/m on and after 1 January 2020. Depending on the outcome of a review, to be completed by 2018, as to the availability of compliant
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Some extracts of the responses received:

“I have found the publication well structured and informative”.
– Efthimios Mitropoulos (Past Secretary General of IMO)

“The review of the … discussions at the diplomatic conferences are very rewarding. The book is written in a lively way and with a personal engagement which is unusual for us jurists …” (translation)
– Mans Jacobsson (Past Director of IOPCF)

“… a very readable account, in an elegantly produced volume, of the floating supply line upon which we all depend, but regrettably only recognize when it goes wrong… There may be things here that will make some participants grit their teeth (if they have any left)”.  
– Michael Gray, Lloyd List

“An account of the national and international responses to the problems of oil pollution… Few come well out of the story. The sound of vested clashing interests is loud enough… to be heard even amidst the cacophony of sound and fury that accompanies pictures of pristine beaches covered in oil”.
– Ian Middleton, Seatrade

“Many thanks --, the contents of which I look forward to scan as I am in my old age not able to read from cover to cover”. (translation)
– Arnold Marsk Mc-Kinney Møller (1913–2012)

“I offer my sincerest congratulations. Works like your book is much needed especially in the tough time we are faced with…”
– Mohammed Souri (Past Chairman National Iranian Tanker Company)

“… not only a very good account of the drama around pollution liability but a history of tanker shipping… which I do not think you find elsewhere. I have handed it over to my children…”
– Hans Laurin (Laurin Maritime AB)

“Thank you for sending a copy of your splendid book. It looks refreshingly different and is presented in a much more appealing way than the rather turgid legal tomes that have been written on this subject in the past!”
– Karen Purnell (ITOPF)
fuel oil, this requirement could be deferred to 1 January 2025. It should be noted that, within ECAs, fuel oil sulphur content (expressed in terms of % m/m: that is, by weight) must be no more than 1.00% m/m; falling to 0.10% m/m on and after 1 January 2015.

The MEPC noted that, in 2011, the average sulphur content of residual fuel worldwide was 2.65% m/m. For distillate fuel the average sulphur content was 0.14%, based on the monitoring of the worldwide average sulphur content of marine fuel oils supplied for use on board ship.

The Committee agreed to revisit the matter of a review at a future session, and invited relevant submissions to MEPC 66 (in 2014).

**Ballast water management systems approved**

The MEPC considered the reports of the twenty-first, twenty-second and twenty-third meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group (held during 2012), and granted basic approval to five, and final approval to three, ballast water management systems that make use of Active Substances. The MEPC noted that there are now 28 type-approved ballast water management systems available.

The MEPC urged those States, which have not yet done so, to ratify the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM), 2004, to achieve its entry into force at the earliest opportunity. To date, 36 States, with an aggregate merchant shipping tonnage of 29.07 per cent of the world total, have ratified the Convention. The Convention will enter into force twelve months after the date on which not fewer than 30 States, the combined merchant fleets of which constitute not less than 35 per cent of the gross tonnage of the world’s merchant shipping, have become Parties to it.

The delegations of Argentina, Belgium and Germany indicated that the process of ratifying the Convention is in a final or advanced stage in their countries and they would submit their instruments of ratification to IMO in the near future.

Following discussion in the Ballast Water Review Group (BWRG), the Committee agreed that appropriate technologies are available to achieve the standard contained in regulation D-2 of the BWM Convention. It requested, however, delegations to submit case studies, including quantitative data and information, to document problems with the supply, operation and suitability of type-approved ballast water management systems to the Sub-Committee on Bulk Liquids and Gases (BLG), to facilitate more informed analysis of these aspects, if appropriate.

The MEPC also addressed a number of issues relating to implementation of the BWM Convention. It approved a circular on issuance of Ballast Water Management Certificates during the 12-month period between the conditions of entry into force being met and the actual date of entry into force of the BWM Convention. The circular addresses the concern that the Convention allows no phase-in period for
The MEPC instructed BLG 17, meeting in 2013, to consider updating resolution MEPC.175(58) on information reporting on type-approved systems. The resolution invites Member States to submit information to IMO on type-approved systems.

BLG 17 was also instructed to consider issues relating to monitoring and sampling of certain ballast water management systems.

The Committee also instructed a correspondence group to develop a draft IMO Assembly resolution on the implementation of regulation B-3 of the BWM Convention, with a view to approval by MEPC 65 and adoption by the 28th session of the Assembly in 2013. Regulation B-3 refers to specific dates for implementation of the BWM Convention, for ships constructed before 2009, between 2009 and 2012, and after 2012.

The MEPC adopted the 2012 Guidelines for the survey and certification of ships under the Hong Kong Convention and the 2012 Guidelines for the inspection of ships under the Hong Kong Convention. These two sets of guidelines, together with the four sets of other guidelines previously adopted, complete the development of all guidelines referred to in the text of the Hong Kong Convention. The guidelines that have been adopted by the Organization can now assist ship-recycling facilities and shipping companies to commence introducing voluntary improvements to meet the requirements of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, which was adopted in May 2009. The treaty will enter into force 24 months after ratification by 15 States, representing 40 per cent of world merchant shipping by gross tonnage, and combined maximum annual ship-recycling volume not less than 3 per cent of their combined tonnage.

An intersessional correspondence group was established to develop threshold values and exemptions applicable to the materials to be listed in Inventories of Hazardous Materials and consider the need to amend, accordingly, the 2011 Guidelines for the Development of the Inventory of Hazardous Materials.

The MEPC encouraged Member Governments to ratify the Hong Kong Convention at their earliest convenience.

Amendments to the IBC Code adopted
The MEPC adopted amendments to chapters 17, 18 and 19 of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code), which had been already been approved for adoption by the Maritime Safety Committee (MSC 90).

Sewage treatment plant guidelines adopted
The MEPC adopted the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants, which are intended to provide guidance on the implementation of new requirements (coming into effect from 1 January 2016) for sewage treatment plants installed on passenger ships operating in MARPOL Annex IV special areas.

Mandatory audit scheme
The MEPC approved the draft IMO Instruments Implementation Code (III Code), which sets the standard for the IMO audit scheme, and approved draft amendments to MARPOL to make the III Code and auditing mandatory under that treaty.

The aim is to adopt the MARPOL amendments in 2014, once the III Code has been formally adopted by the IMO Assembly, in 2013.

Recognized Organizations code approved
The MEPC approved the draft Code for Recognized Organizations (ROs) and related draft amendments to MARPOL (Annexes I and II) to make it mandatory, for adoption, concurrently with the MSC, at a future session.

The Code will provide a consolidated text containing criteria against which ROs (which may be authorized by flag States to carry out surveys and issue certificates on their behalf) are assessed and authorized/recognized, and give guidance for subsequent monitoring of ROs by Administrations.

“A ship discharges ballast water in port. Much progress was made at MEPC 64 to speed implementation of the BWM Convention”
Cargo liquefaction issues addressed by DSC

Progress was made in addressing the problems associated with liquefaction of cargoes, particularly nickel ore and iron fines, by the Sub-Committee on Dangerous Goods, Solid cargoes and Containers (DSC) when it met for its 17th Session.

Liquefaction of such cargoes is believed to have contributed to a number of serious casualties. The Sub-Committee agreed to draft amendment 02-13 to the International Maritime Solid Bulk Cargoes (IMSBC) Code, including a nickel ore schedule, and relevant draft guidelines. The draft texts were to be considered by the Editorial and Technical (E&T) Group 18, meeting directly after the Sub-committee session, for finalization and submission to the Maritime Safety Committee (MSC), for adoption at its 92nd session in June 2013.

With regard to iron ore fines, the Sub-Committee discussed the report of a correspondence group, providing a new individual schedule for iron ore fines. However, it was felt that it was important to await the outcome of significant research being carried out in Australia and Brazil on carriage of iron fines and for this research to provide input into the final schedule.

The correspondence group was therefore instructed to finalize the draft schedule and test methods for iron ore fines, for discussion at the next DSC session, with a view to incorporating the iron ore fines schedule in the next set of amendments (03-15) to the IMSBC Code.

In the meantime, the Sub-Committee agreed to update DSC.1/Circ.66 on carriage of iron ore fines, so that it would continue to be applied until the finalization of the schedule. The circular explains the dangers of liquefaction of iron ore fines and advises competent authorities, shippers and Masters to take into account the relevant section of the IMSBC Code.

The Sub-Committee also invited Member States, inter-governmental organizations and non-governmental organizations in consultative status with IMO to make available to the Organization detailed technical information on incidents or casualties resulting from liquefaction.

Draft SOLAS amendments on enclosed-space entry and rescue drills

Draft amendments to SOLAS to mandate enclosed-space entry and rescue drills were finalized by the Sub-Committee. The draft amendments to regulation III/19 will now be submitted to MSC 91 (November 2012) with a view to approval and subsequent adoption.

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

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

The Sub-Committee agreed to draft consequential amendments to a number of related Codes for consideration by MSC 91.

The Sub-Committee also agreed to request the MSC to include, in the agenda of the Sub-Committee, an item on mandating the carriage of atmosphere-testing instruments on board ships, with a recommendation to prioritize developing SOLAS carriage requirements for oxygen meters.

Draft amendments to CSC Convention agreed

The Sub-Committee agreed to draft amendments to the International Convention for Safe Containers (CSC), 1972, for submission to MSC 91 for approval, with a view to subsequent adoption. The draft amendments incorporate amendments to the CSC Convention adopted in 1993 by resolution A.737(18), which have not yet entered into force.

Draft Guidelines for development of an approved continuous examination programme (ACEP), were also agreed, providing recommendations to help expedite the development and approval of examination programmes, in accordance with CSC 1972, as amended.

Correspondence group on verifying container weight

The Sub-Committee considered proposed draft amendments to SOLAS chapter VI to require mandatory verification of gross weight of containers and agreed further work was needed to develop the draft amendments, along with related draft guidelines regarding verified container weights.

A correspondence group was established to further the work and report to the next session.

Work begins on draft amendment 37-14 to IMDG Code

The Sub-Committee began developing the draft amendment 37-14 to the International Maritime Dangerous Goods (IMDG) Code and supplements, and instructed the editorial and technical group to further the work, taking into consideration the outcome of the UN Transport of Dangerous Goods (TDG) Sub-Committee, with regard to the eighteenth revised edition of the UN Recommendations on the Transport of Dangerous Goods, Model Regulations.
IT systems handover brings Marine Electronic Highway closer to fruition

The Marine Electronic Highway (MEH) Information Technology System for the Straits of Malacca and Singapore, which had been managed by IMO, has been handed over to the Government of Indonesia in a formal ceremony in Batam, Indonesia, marking the final stages of a demonstration project and the potential move towards a full-scale MEH project in the Straits, under the ownership of the littoral States.

Indonesia now takes on the responsibility for the operation, maintenance and management of the MEH IT System in Batam, while also working closely with Malaysia and Singapore on the regional MEH system beyond the demonstration phase.

"Funding has been allocated to Indonesia to accelerate implementation activities."

IMO Secretary-General Sekimizu formally handed over the Batam MEH IT System to Mr. Leon Muhammad, Director General of the Directorate General of Sea Transportation (DGST), Indonesia, during a special ceremony on Friday 3 August 2012, which was also attended by representatives from ministries and agencies of Indonesia, the local government of Batam, the Marine Department of Malaysia, the Maritime and Port Authority of Singapore, Ministry of Land, Transport and Maritime Affairs of the Republic of Korea, the International Hydrographic Organization, Nippon Maritime Center and the shipping industry.

The Batam MEH IT System is one of the major deliverables of the MEH Demonstration Project, which has been under implementation since 2006, funded by the Global Environment Facility (GEF)/International Bank for Reconstruction and Development (IBRD) (World Bank), with IMO as the executing agency. The Republic of Korea, through the Ministry of Land, Transport and Maritime Affairs (MLTM), also provided a grant amounting to US$850,000, which was used to develop and establish the system.

The overall objective of the demonstration project has been to determine whether a full-scale MEH in the Straits of Malacca and Singapore can be economically justified and made financially feasible. The project is a co-operative arrangement with the three littoral States of Indonesia, Malaysia and Singapore, in partnership with the Republic of Korea, the International Hydrographic Organization (IHO), the International Association of Independent Tanker Owners (INTERTANKO) and the International Chamber of Shipping (ICS).

The geographic boundary of the MEH Demonstration Project extends from One Fathom Bank in the Malacca Strait to Horsburgh Lighthouse in the Singapore Strait, including adjacent coastal provinces/states of Indonesia, peninsular Malaysia and Singapore. This covers the whole traffic separation scheme for the Straits of Malacca and Singapore.

Horsburgh Lighthouse is one of the boundaries of the MEH Demonstration Project.
The World Maritime University (WMU) in Malmö, Sweden, is to host an international conference on ship recycling. Called SHIPREC 2013, the event will take place on 7-9 April, 2013. International and non-governmental organizations, Governments, shipowners, shipyards, classification societies, universities and research institutes are among the many entities anticipated to participate in the conference. SHIPREC 2013 will afford the opportunity to share knowledge and information and exchange innovative ideas and solutions.

The conference organisers are currently seeking papers on all aspects of ship recycling and dismantling. Areas of interest include, but are not limited to:

- law and policy: the role of international organizations, such as IMO, ILO, and UNEP, that are pivotal in the promotion of international instruments such as the Basel and Hong Kong Conventions
- human-related issues: occupational safety and health issues and their management, and on human and social aspects including education and training
- economic and social issues: the economics of ship recycling from historical and contemporary perspectives, expected trends, and cost-benefit analysis and decision-making
- environmental and technical aspects: environmental impact assessment; coastal zone management; hazardous and toxic materials; waste-stream management ashore; life-cycle product management; extended producer responsibility; the ‘cradle-to-grave’ approach; ship design for recycling; recycling/dismantling processes and innovative methods and technologies.

The Straits of Malacca and Singapore, situated between Sumatra and the Malay peninsula, are approximately 1,000 kilometres long, 300 kilometres wide at their north-west entrance, and just 12 kilometres wide at their south-east entrance, between Singapore and Indonesia’s Riau Archipelago.

The Straits are shallow, with narrow channels, irregular tides and shifting bottom topography, and hence are hazardous to navigation for large ships. Despite their difficult navigational features, the Straits are the shortest and hence the preferred shipping route between the Indian Ocean and the South China Sea, and for oil tankers trading between the Persian Gulf and East Asia.

The MEH system has both maritime safety and environmental modules. Its environmental modules can be used in marine pollution response and control, for example, to predict the direction and speed of oil spills and, thereby, assist in response and clean-up operations. It is also possible to use it to identify and track ships that illegally discharge their bilges or dump other oily wastes.

Registered users can access data on maritime traffic in the Straits, and on wind, tides and currents, as well as electronic navigational chart (ENC)-based marine information overlays (MIOs), such as those indicating mangroves, coral reefs, special areas, etc. MIOs are spatial layers that, when overlaid on to an ENC at specific coordinates, provide additional information on that particular area in the ENC. For example, a tropical island generally has advancing foreshore mangrove forests and, in ENC, the areal extent of each mangrove forest is not delineated. However, it is delineated in an MIO and, when overlaid on the ENC, it provides added spatial information. This is useful in protected waters or areas designated as special areas).

Databases using Oracle store data received by the MEH IT System, including information on casualty incidents, maritime traffic conditions and weather. These can be accessed at any time but not as real-time data sets.

Data feed and exchange are carried out between the MEH Data Centre in Batam, Malaysia (Marine Department) and Singapore (Maritime and Port Authority).
The installation of an integrated radar and automatic identification system (AIS) coastal surveillance network was completed in Tanzania on 17 September 2012. IMO, in partnership with the Governments of the United Republic of Tanzania and the United States of America, spent the previous 12 months delivering the system, which provides a coastal picture to both the Tanzanian Peoples’ Defence Forces as well as the civilian authorities at the Dar es Salaam Maritime Rescue Sub-Centre and the integral Information Sharing Centre. Conceived as a bi-lateral military project between the United States and the United Republic of Tanzania, IMO joined the project to integrate the system for civil and maritime law-enforcement use, in order to bring all maritime agencies together to counter maritime security threats that threaten the coast of Tanzania, such as piracy.

IMO Secretary-General Koji Sekimizu was among the high-level attendees as the Expo 2012 World Fair in Yeosu, Korea, neared its close. The Expo, which ran from 12 May to 12 August 2012, was held in Korea’s southern port city of Yeosu, under the theme: The Living Ocean and Coast: Diversity of Resources and Sustainable Activities. Prior to the closing of EXPO 2012, the Yesou Declaration was adopted and announced. As an intellectual legacy of the EXPO 2012, the Declaration aims to enhance awareness of urgent issues related to the sea and oceans and promote the necessary concerted effort from the international community.

IMO participated in the UN pavilion at the event, which brought together more than 20 UN agencies, funds and programmes and international organizations to showcase their collective work in helping to protect and sustainably use our oceans and coasts. IMO also had a dedicated exhibition in the UN Pavilion from 10-12 August 2012.

As the international regulatory body for shipping, IMO has been, and continues to be, the focal point for, and the driving force behind, efforts to ensure that the industry becomes greener and cleaner. IMO has taken the opportunity to showcase its leadership role in this regard and build on its long-standing commitment to sustainable maritime development.

Mr. Sekimizu speaking at the adoption of the Yeosu Declaration

Its completion marks the end of the first phase of a wider programme to provide similar systems in States bordering the Mozambique Channel and its approaches. The work is being undertaken as part of IMO’s counter-piracy programme under the Djibouti Code of Conduct funded by contributions to the Djibouti Code Trust Fund from its donors, France, Japan, Netherlands, Norway, Republic of Korea, Saudi Arabia and The Marshall Islands.

Mr Sekimizu participated in a high level panel discussion as part of the Yeosu Declaration Forum, and used the event to reiterate his, and IMO’s firm commitment to sustainable maritime development, which was re-affirmed at the recent “Rio+20” United Nations Conference on Sustainable Development in Rio de Janeiro, Brazil.

The Yeosu Expo provided an opportunity to enhance the international community’s perception of the function and value of the ocean and coast, share knowledge on the proper use of the ocean and coast and recognize the need for cooperation in the marine sector.

It also served as a venue to showcase the achievements of, and future models for, the marine sector and to promote state-of-the-art marine science and technology in the marine industries.
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