Ebola virus: no travel ban needed

Safety Code approved for gas-fuelled ships

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Polar Code environment measures approved

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IMO’s latest GHG study shows CO₂ emissions from shipping have declined. See page 11 for more.

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Global system, shared responsibilities

At the opening of this year’s World Maritime Day Parallel Event in Morocco, I spoke about the exciting and promising maritime developments in the host country, about the importance of the “IMO system” and about maritime education and training.

Over the last half century, within its remit, IMO has effectively established a global system of shared responsibilities for maritime and ocean governance. We have established the value of global standards and a level playing field, of effective implementation and enforcement mechanisms (including the Member State Audit Scheme). We have achieved significant improvements in safety and reduced the harmful impacts of shipping on the environment. All of these things have been achieved with the help of a global system of cooperation among flag State administrations, port State authorities, coastal State authorities, the shipping industry, the ship-building industry, the insurance industry, classification societies, as well as the port and logistics operators that connect shipping to other modes of transportation. This is a great mechanism for sharing responsibilities and ensuring the global maritime transportation system is sustainable.

An excellent example of this in action could be seen at the recent meeting of the Marine Environment Protection Committee (MEPC) in October (see p. 11). This demonstrated that IMO is a creative technical body, with regulating international shipping as one of its core functions. Member Governments, shipping industry representatives, civil society organisations – indeed, all stakeholders – participated in the creative process at MEPC, searching for common and shared ground, and they have found solutions. The spirit of cooperation prevailed and the meeting clearly showed that IMO is functioning properly, delivering outputs to meet the expectations of all.

Ballast water management was one of the main issues in focus at this session of the MEPC, and MEPC responded to the challenges and effectively built confidence among stakeholders, the industry and member Governments regarding the implementation of the Ballast Water Management Convention. The MEPC has now responded to all major concerns raised by the shipping industry and, I hope, there should not be any additional obstacles preventing the implementation of the BWM Convention.

Another vital issue on IMO’s radar that will require shared responsibility and a coordinated approach is how the international community should handle the huge humanitarian problem of maritime migrants.

Speaking at the 5th Plenary Conference of the European Coast Guard Functions Forum at the port of Civitavecchia, Italy, I remarked that the current onslaught of migration by sea is not a random occurrence. It is being organized and orchestrated by people who trade and traffic in the lives of others, and is a crime that needs to be tackled.

The United Nations Convention against Transnational Organised Crime contains the Protocol against the Smuggling of Migrants by Land, Sea and Air, which means we have already a firm international legal basis to take action against this crime. What is needed now is concerted action to tackle the smugglers and all those behind this organised crime.

Although implementation of the UN Convention against Transnational Organised Crime is not within the remit of IMO, I pledged that IMO stands ready to collaborate and give its support to all those who can play an active part in alleviating this dreadful situation. Collectively, we all need to work together to develop impact-oriented actions. We must take action now. The international community must act now, and with the same determination as was effectively demonstrated in dealing with piracy off the coast of Somalia.

In the meantime, the plight of these people, who risk a tragic fate by taking to overcrowded small boats of dubious safety under extreme conditions, and often perish – sometimes in sight of land – continues as a blight on the 21st century.

We should spare no effort to bring this to an end, sooner rather than later.

“...IMO has effectively established a global system of shared responsibilities for maritime and ocean governance”
A key step on the way to a mandatory Polar Code for ships operating in Arctic and Antarctic waters has been reached with the approval by IMO’s Marine Environment Protection Committee (MEPC) of the environmental provisions in the draft International Code for Ships Operating in Polar Waters (the Polar Code), together with associated draft amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL), to make the Code mandatory.

Following this approval, the MEPC will consider the Code and the draft amendments for adoption at its next session, in May 2015. Once adopted, the Polar Code and MARPOL amendments could enter into force on 1 January 2017.

The draft Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in waters surrounding the two poles.

The environmental provisions add additional requirements to those already contained in MARPOL, to be applied to ships operating in the polar waters.

As the Antarctic area is already established as a Special Area under MARPOL Annexes I and V, with stringent restrictions on discharges, the Polar Code aims to replicate many of those provisions in the Arctic area.

The MEPC approved the preamble, introduction and part II of the Polar Code, which includes mandatory provisions in chapters covering the following topics:

- prevention of pollution by oil, including discharge restrictions prohibiting any discharge into the sea of oil or oily mixtures from any ship, as well as structural requirements including protective location of fuel-oil and cargo tanks;
- control of pollution by noxious liquid substances in bulk, prohibiting any discharge into the sea of noxious liquid substances, or mixtures containing such substances;
- prevention of pollution by sewage from ships, prohibiting the discharge of sewage except for comminuted and disinfected sewage under specific circumstances, including a specified distance from ice;
- prevention of pollution by garbage from ships, adding additional restrictions to the permitted discharges (under MARPOL Annex V, discharge of all garbage into the sea is prohibited, except as provided otherwise). Food wastes shall not be discharged onto the ice and discharge into the sea of comminuted and ground food wastes is only permitted under specific circumstances including at a not less than 12 nautical miles from the nearest land, ice-shelf or fast ice. Only certain cargo residues, classified as not harmful to the marine environment, can be discharged.

Also approved were draft amendments to MARPOL Annexes I (prevention of pollution by oil from ships), II (noxious liquid substances), IV (sewage) and V (garbage) to bring the introduction and corresponding chapters in part II-A of the Polar Code into force under those annexes.
Guidance on BWM implementation adopted by MEPC

Measures to assist in accelerating the entry into force and implementation of the key international convention designed to eradicate the global spread of harmful organisms in ships’ ballast water were adopted by the MEPC at its 67th session in October 2014.

The International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004 (the BWM Convention), addresses the problem of aquatic organisms and pathogens being released into non-native environments after being transported around the world in ships’ ballast water. Such organisms may survive and out-compete native species, becoming invasive and causing a great deal of damage to the local ecosystem. The BWM Convention requires the treatment and management of ballast water in order to kill off such microorganisms or species.

The resolutions adopted by the MEPC address issues surrounding the type-approval of BWM systems and guidance for port State control inspections. They have already been heralded by the shipping industry as “significant progress” on what had been proving challenging topics to resolve.

The MEPC resolution on Measures to be taken to facilitate entry into force of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004 aims to address concerns that the testing system for approval of BWM systems needs to be sufficiently robust and consistent so that any systems approved will meet the standards set out in the BWM treaty.

The resolution agrees that the technical standards and approval-testing procedures in the Guidelines for approval of ballast water management systems (G8) will undergo a comprehensive review. A correspondence group was established to initiate the review.

The resolution also agrees that “early movers”, in other words, shipowners that have already installed type-approved ballast water management systems prior to the application of the revised Guidelines (G8), should not be penalized and that port States should refrain from applying criminal sanctions or detaining the ship, based on sampling during a trial period.

Also adopted by an MEPC resolution were Guidelines for port State control inspection for compliance with the BWM Convention. The Guidelines note that every effort should be made to avoid any undue delays to ships.

The MEPC also agreed a plan and terms of reference for a proposed study on implementation of the ballast water performance standard described in regulation D-2 of the BWM Convention. This specifies the water quality for discharge, related to specified maximum concentrations of viable organisms. The study would include stakeholder surveys and collection of data on similarities and differences in existing practices relating to type approval and testing of BWM systems and practices relating to analysing the performance of BWM systems after installation on board ships. The final study report is to be submitted to MEPC 69 which is scheduled for early 2016.

Meanwhile, further BWM systems that make use of active substances were granted Basic Approval (one system) and Final Approval (three systems), following consideration of the reports of the 28th and 29th meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group. In addition, nine further type approvals of ballast water management systems were reported to the Committee, bringing the total number of reported type-approved systems to 51.

The BWM Convention will enter into force 12 months after ratification by 30 States which collectively represent 35 percent of world merchant shipping tonnage. Recent accessions by Turkey and Japan have brought this tantalisingly close. The number of ratifying states (43) states is already sufficient but, at 32.54 percent, their collective share of world merchant shipping tonnage is not quite sufficient to trigger entry into force. However, it is anticipated that the entry-into-force criteria will be met as a number of States have indicated they are making arrangements to deposit their instruments of accession very soon.
In October, IMO reiterated that there should be no general ban on international travel or trade due to the Ebola virus disease outbreak in West Africa, citing the recommendations of the third meeting of the Emergency Committee convened by the World Health Organization (WHO) Director-General on Wednesday, 22 October 2014.

“We would recommend to all our Member States as well as the broader maritime community, shipping companies, ship operators and port and terminal operators that they follow the recommendations of the WHO, which is that the movement of ships, including the handling of cargo and goods, to and from the affected areas, should continue as normal, in order to reduce the isolation and economic hardship of the affected countries,” said Mr. Andy Winbow, Assistant Secretary-General and Director, Maritime Safety Division, IMO.

“Any necessary medical treatment should be available ashore for seafarers and passengers,” Mr. Winbow said.

The Statement on the 3rd meeting of the IHR Emergency Committee regarding the 2014 Ebola outbreak in West Africa notes that previous recommendations regarding the travel of Ebola virus disease cases and contacts should continue to be implemented.

IMO has issued an infographic “What you need to know” which can be downloaded and used on board ships and in ports and terminals. The infographic (below) is available in all six official languages of the Organization.

The WHO notes that, while a number of States have recently introduced entry screening measures, WHO encourages countries implementing such measures to share their experiences and lessons learned. Entry screening may have a limited effect in reducing international spread when added to exit screening, and its advantages and disadvantages should be carefully considered.

If entry screening is implemented, States should take into account the following considerations: it offers an opportunity for individual sensitization, but the resource demands may be significant, even if screening is targeted; and management systems must be in place to care for travellers and suspected cases in compliance with International Health Regulations (IHR) requirements.

IMO is part of the international ad hoc Ebola Travel and Transport Task Force and is working with other United Nations agencies and non-governmental organizations to monitor the situation and provide timely information in response to the outbreak of the disease.

IMO, the International Chamber of Shipping (ICS) and the Cruise Lines International Association (CLIA) have joined forces with the World Health Organization (WHO), the International Civil Aviation Organization (ICAO), the World Tourism Organization (UNWTO), Airports Council International (ACI), International Air Transport Association (IATA) and the World Travel and Tourism Council (WTTC) in the Travel and Transport Task Force.

IMO has issued a circular letter (No. 3484) which is available through the IMO website (www.imo.org), providing information and guidance, based on recommendations developed by WHO, on the precautions to be taken to minimize risks to seafarers, passengers and others on board ships, from the Ebola virus disease.

On 8 August 2014, WHO declared the EVD outbreak in West Africa a Public Health Emergency of International Concern (PHEIC) in accordance with the International Health Regulations (2005).

TRAVEL TO AND FROM EBOLA-AFFECTED COUNTRIES IS LOW-RISK HERE IS WHAT YOU NEED TO KNOW

WHEN ON BOARD

Alert master or medical officer about a seafarer, passenger or other person who has Ebola symptoms:

• fever, weakness, muscle pain, headache, and sore throat; followed by vomiting, diarrhoea, bleeding.

If you develop a fever and Ebola symptoms yourself promptly inform ship’s master or medical officer.

ON SHIPS OR IN PORTS/TERMINALS

Avoid direct physical contact with anyone who is displaying the symptoms of Ebola.

DO NOT touch the body of a person who has died from Ebola.

Seek prompt medical attention if you have Ebola symptoms.

Use alcohol rub throughout the day. When hands are visibly dirty use soap and water.

TRAVEL TO AND FROM EBOLA-AFFECTED COUNTRIES IS LOW-RISK HERE IS WHAT YOU NEED TO KNOW

If you develop a fever and Ebola symptoms yourself promptly inform ship’s master or medical officer.

• fever, weakness, muscle pain, headache, and sore throat; followed by vomiting, diarrhoea, bleeding.

Alert master or medical officer about a seafarer, passenger or other person who has Ebola symptoms:

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MEPC progresses work on air pollution and energy efficiency

The Marine Environment Protection Committee (MEPC) met for its 67th session from 13 to 17 October 2014, at IMO Headquarters in London.

A correspondence group was established to review the status of technological developments relevant to implementing phase 2 of the EEDI regulatory framework. Regulation 21.6 of MARPOL Annex VI requires, at the beginning of phase 1, the Organization to “review the status of technological developments and, if proven necessary, amend the time periods, the EEDI reference line parameters for relevant ship types and reduction rates set out in this regulation”.

The meeting approved the Third IMO GHG Study, 2014 providing updated estimates for greenhouse gas emissions from ships.

The Third IMO GHG Study, 2014 estimates that international shipping emitted 796 million tonnes of carbon dioxide (CO2) in 2012, against 885 million tonnes in 2007. This represented 2.2 per cent of the global emissions of CO2 in 2012, against 2.9 per cent in 2007.

However, the “business as usual” scenarios continue to indicate that those emissions are likely to grow by between 50 per cent and 250 per cent in the period to 2050, depending on future economic and energy developments.

Energy-efficiency measures for ships considered

IMO in 2011 adopted mandatory measures to address the energy efficiency of international shipping, which entered into force on 1 January 2013 under Chapter 4 of MARPOL Annex VI. These Regulations on energy efficiency for ships, make mandatory the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships.

The MEPC continued its work on further developing guidelines to support the uniform implementation of the regulations on energy-efficiency for ships. During the session, the MEPC adopted the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI), updating the previous version to include, for example, identification of the primary fuel for the calculation of the attained EEDI for ships fitted with dual-fuel engines using LNG and liquid fuel oil.

The MEPC also adopted amendments to the 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions, to make the guidelines applicable to phase 1 (starting 1 January 2015) of the EEDI requirements.
Data collection for ships’ fuel consumption

The MEPC agreed, in principle, to develop a data collection system for ships and, having agreed on the general description of the system, agreed to the re-establishment of an intersessional correspondence group to develop full language that can be readily used for voluntary or mandatory application of the system. The core elements of the data collection system include: data collection by ships, flag State functions in relation to data collection and establishment of a centralized database by the Organization.

Correspondence group to consider sulphur review methodology

The MEPC reviewed a progress report from the correspondence group which had been instructed to develop a draft framework for a methodology to examine whether sufficient fuel meeting the requirements set out in regulation 14 (Sulphur Oxides (SOx) and Particulate Matter) of MARPOL Annex VI is likely to be available by the effective date of those requirements, taking into account the global market supply and demand for fuel oil, trends in fuel oil markets, and any other relevant issues.

The group had developed a preliminary draft methodology framework and was instructed to continue its work and submit a final report to MEPC 68.

The sulphur content (expressed in terms of per cent m/m – that is, by weight) of fuel oil used on board ships is required to be a maximum of 3.50 per cent m/m (outside an Emission Control Area (ECA)), falling to 0.50 per cent m/m on and after 1 January 2020. Depending on the outcome of the review, to be completed by 2018, as to the availability of compliant fuel oil, this requirement could be deferred to 1 January 2025.

Within ECAs, the sulphur content of fuel oil must be no more than 1.00 per cent m/m; falling to 0.10 per cent m/m on and after 1 January 2015.

Fuel oil quality proposals discussed

Following discussion on fuel oil quality, a correspondence group was established to develop draft guidance on quality-assurance for fuel oil delivered for use on board ships and to consider the adequacy of the current legal framework in MARPOL Annex VI in relation to fuel oil quality. The group will report to MEPC 68.

Draft Polar Code environmental provisions approved

The MEPC approved the preamble, introduction and part II (environmental requirements) of the proposed draft mandatory International Code for ships operating in polar waters (Polar Code), and the associated MARPOL amendments to make the relevant parts of the Code mandatory. They will now be put forward for adoption at the next session. (See p.6)

BWM resolutions adopted

The MEPC adopted resolutions aimed at facilitating the entry into force and implementation of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM Convention), 2004. (See p.7)

Amendments to MARPOL adopted

The MEPC adopted amendments to:

• MARPOL Annex I regulation 43 concerning special requirements for the use or carriage of oils in the Antarctic area, to prohibit ships from carrying heavy grade oil on board as ballast;

• MARPOL Annex III, concerning the appendix on criteria for the identification of harmful substances in packaged form; and

• MARPOL Annex VI, concerning regulation 2 (Definitions), regulation 13 (Nitrogen Oxides (NOx) and the Supplement to the International Air Pollution Prevention Certificate (IAPP Certificate), in order to include reference to gas as fuel and to gas-fuelled engines.
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Mandatory electronic information exchange on horizon following revised FAL Convention approval

The Facilitation Committee (FAL), meeting for its 39th session, approved a revised annex to the Convention on Facilitation of International Maritime Traffic (FAL), 1965, as amended, following a comprehensive five-year review aimed at modernizing the Convention.

To be circulated with a view to adoption at the Committee’s next session (FAL 40, scheduled for March/April 2016, the revised annex would introduce the mandatory electronic exchange of information on cargo, crew and passengers.

The FAL convention includes, in its annex, “Standards” and “Recommended Practices” on formalities, documentary requirements and procedures which should be applied on arrival, stay and departure to the ship itself, and to its crew, passengers, baggage and cargo.

Important proposed changes in the revised Annex include the introduction of a new standard relating to the obligation of public authorities to establish systems for the electronic exchange of information, within a period of three years after the adoption of the amendments. There would be a transitional period of not less than 12 months from the date of the introduction of such systems to make the use of electronic transmissions mandatory, during which period paper and electronic documents would be allowed.

A further recommended practice encourages the use of the “single window” concept to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted without duplication.

Other revised standards cover shore leave and access to shore-side facilities for crew, including the addition of a paragraph in the standard to say that there should be no discrimination, in respect of shore leave, on grounds of nationality, race, colour, sex, religion, political opinion, or social origin, and irrespective of the flag State of the ship on which seafarers are employed, engaged or work.

Standards and recommended practices relating to stowaways are also updated, to include references to relevant sections of the International Ship and Port Facilities’ Security (ISPS) Code. A new standard requires Governments, where appropriate, to incorporate into their national legislation legal grounds to allow prosecution of stowaways, attempted stowaways and any individual or company aiding a stowaway or an attempted stowaway with the intention to facilitate access to the port area, any ship, cargo or freight containers.

The IMO Standardized Forms (FAL forms), which cover IMO General Declaration; Cargo Declaration; Ship’s Stores Declaration; Crew’s Effects Declaration; Crew List; Passenger List and Dangerous Goods will be updated.

Definitions will also be revised where needed and references to persons will be made gender neutral (“his/her” instead of “his”).

The new revised annex could enter into force 15 months after adoption, under the tacit acceptance procedure.

Electronic versions of certificate

The Committee approved the revised version of FAL.5/Circ.39 on Guidelines for the use of electronic certificates and invited the Maritime Safety Committee (MSC) and Marine Environment Protection Committee (MEPC) to note them.
The Committee agreed that electronic certificates should be treated as equivalent to traditional paper certificates, provided that the certificates and the website used to access them conform to the guidelines and that specific verification instructions are available on board the ship.

It was also agreed to modify IMO’s Global Integrated Shipping Information System (GISIS), to include a module on Administrations issuing electronic certificates, including the list of certificates issued electronically by each Administration. Administrations implementing electronic certificates were urged to communicate the information to the Organization when the new module of GISIS was available.

It was also agreed that electronic certificates viewed on a computer should be considered as meeting the requirements for certificates to be “on board” a ship. The Committee invited the MSC and MEPC to consider amending the List of certificates and documents required to be carried on board ships (FAL.2/Circ.127-MEPC.1/Circ.817-MSC.1/Circ.1462), to reflect this.

The Committee re-established the Correspondence Group on Electronic Access to Certificates and Documents, to continue to gather experience with the implementation and use of electronic certificates and to propose revisions to the guidelines, as needed; to develop a model framework for implementing electronic certificates; to consider alternatives to the need for using traditional signatures, stamps and seals to issue and approve electronic certificates; to advise the Committee on possibilities for industry standards to support use of electronic certificates; and to submit a report to FAL. 40.

Guidelines on maritime cyber security put on agenda

The Committee agreed to include the issue of cyber security on the Committee’s agenda, recognizing it as a relevant and urgent issue for the Organization, in order to guarantee the protection of the maritime transport network from cyber threats.

Prototype of Maritime Single Window project to be developed

The Committee noted that the Secretariat planned to design a prototype of a maritime single window, having found during technical cooperation activities on facilitation that the majority of Member States have some kind of single window in place related to cargo, but only a few have any single window for maritime transport.

This prototype of maritime single window would support the implementation of the mandatory systems for the electronic exchange of information in the revised FAL Convention Annex.

It was noted that the project had three phases: gathering information on the current situation of the clearance of ships, cargo and passengers at ports of six developing countries; taking into account the information collected in phase I, a second questionnaire would be sent to the authorities involved in the clearance of ships, such as port, maritime, customs, health, agricultural, police and immigration authorities; and, in the third phase: on the basis of the information obtained in phases I and II, the prototype of a maritime single window would be designed and implemented in one of the selected countries. This prototype would be developed by experts in IT and port clearance, and the final product would be IMO’s property.

Stowaways – underreporting still a concern

The Committee noted the reports on stowaways received by the Organization, amounting to 70 cases reported during 2013, relating to 203 stowaways, but reiterated its concern that there was underreporting of the issue, and that the use of GISIS to upload stowaway information had been very low (only 21 cases had been uploaded into GISIS). The Committee urged Member States to provide timely and accurate information on stowaway cases to the IMO making use of the GISIS module. Meanwhile, the Committee noted that, following a regional seminar on “Stowaways in West and Central Africa: Analysis of the current situation and measures to reduce their number” in Côte d’Ivoire, in March 2014, a similar seminar for East and South Africa was planned for 21 to 23 October 2014 in Durban, South Africa, for participants from ports with reportedly the highest number of embarkations of stowaways in these regions.

The Côte d’Ivoire seminar resulted in a detailed list of agreed proposals to be taken by port and maritime authorities to promote port security effectiveness.
Safety code agreed for gas-fuelled ships

The draft *International Code of Safety for Ships using Gases or other Low flashpoint Fuels (IGF Code)*, along with proposed amendments to make the Code mandatory under SOLAS, were agreed by the inaugural session of the Sub-Committee on Carriage of Cargoes and Containers (CCC 1).

The basic philosophy of the IGF Code is to provide mandatory provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using low flashpoint fuels, such as liquefied natural gas (LNG), to minimize the risk to the ship, its crew and the environment, having regard to the nature of the fuels involved.

The Code addresses all areas that need special consideration for the usage of low flashpoint fuels, using a goal-based approach, with goals and functional requirements specified for each section forming the basis for the design, construction and operation of ships using this type of fuel.

It was agreed that the new IGF Code should apply to new ships and to existing ships converting from conventional fuel oil to the use of gases or other low-flashpoint fuels, on or after the date of entry into force of the Code.

The IGF Code would not apply to cargo ships of less than 500 gross tonnage, but the provisions of the IGF Code could be applied to such ships on a voluntary basis, based on national legislation.

The draft SOLAS amendments, along with the draft IGF Code, were due to be submitted to the parent body, the Maritime Safety Committee, at its ninety-fourth session (MSC 94, 17 to 21 November 2014), for approval with a view to subsequent adoption. The draft amendments include a new Part G in SOLAS chapter II-1 (Construction – Subdivision and stability, machinery and electrical installations) related to ships using low-flashpoint fuels, requiring such ships to comply with the IGF Code; and related amendments to SOLAS chapter II-2 (Fire protection, fire detection and fire extinction), covering the use of fuel with a low flashpoint. Further draft amendments would update the safety certificates, to include reference to the new Part G.

Since the draft IGF Code focuses, as a first step, on the specific requirements for ships using LNG as fuel, the Sub-Committee also agreed a work plan for the next phase of development of the IGF Code, to take account of the need to consider future proposals for the use of additional fuels for inclusion in the Code. The IGF Correspondence Group was re-established to: further develop guidelines for ships using ethyl or methyl alcohol as fuel; further develop measures for fuel cells for inclusion in the IGF Code as and when appropriate; further develop measures for ships using low-flashpoint diesel oil for inclusion in the IGF Code as and when appropriate; and submit a report to CCC 2 (scheduled to meet in September 2015).

**Informative material related to CTU Code**

The Sub-Committee agreed draft informative material related to the IMO/ILO/UNECE Code of Practice for the Packing of Cargo Transport Units (CTU Code), for submission to MSC 94 for approval.

The informative material related to the CTU Code provides further practical guidance and technical background information to the CTU Code, relating to: consequences of improper packing procedures; typical documents related to transport; Cargo Transport Unit (CTU) types; species of concern regarding recontamination; quick lashing guide; intermodal load distribution; manual handling; transport of perishable cargo; CTU seals; and testing CTUs for hazardous gases.

**IMSB Code amendments**

The Sub-Committee agreed the next set of draft amendments (03-15) to the International Maritime Solid Bulk Cargoes Code (IMSB), for submission to MSC 95 (scheduled to meet in June 2015) for adoption, following finalization by the Editorial and Technical (E&T) Group.

The set of amendments includes the new individual schedule for iron ore fines, as well as a revised schedule for iron ore, intended to address the dangers relating to liquefaction of iron ore fines; and amendments to appendix 2 to the IMSBC Code for the inclusion of new test procedure for determining the transportable moisture limit for iron ore fines, together with revisions to schedules for a number of specific cargoes.

**‘Harmful to the Marine Environment’**

The Sub-Committee agreed to invite the Marine Environment Committee (MEPC), at its sixty-eight session (MEPC 68) in May 2015, to consider a separate set of draft amendments to the IMSBC Code, introducing non-mandatory provision of
cargo information relating to whether or not the cargo is harmful to the marine environment (HME), in order to facilitate the implementation of the revised MARPOL Annex V regulations for the prevention of pollution by garbage from ships, which entered into force on 1 January 2013. The responsibility for classifying and declaring whether a solid bulk cargo is HME or non-HME lies with the shipper.

MARPOL Annex V prohibits the discharge of all types of garbage into the sea unless explicitly permitted.

Generally, discharge is restricted to food wastes, identified cargo residues, animal carcasses, and identified cleaning agents and additives and cargo residues entrained in washwater which are not harmful to the marine environment.

In addition, a draft new informative section 14 of the IMSBC Code on Prevention of pollution by cargo residues from ships was developed, for submission to MEPC 68 for its consideration. The new section reproduces relevant sections of MARPOL Annex V and the 2012 Guidelines for the implementation of MARPOL Annex V. MSC 95 will be invited to consider the outcome of MEPC 68, when considering the draft amendments to the IMSBC Code for adoption.

**Amendments to CSS Code agreed**

The Sub-Committee agreed draft revisions to update MSC.1/Circ.1352 on Amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) and MSC.1/Circ.1353 on Revised Guidelines for the preparation of the Cargo Securing Manual, based on an IACS Unified Interpretation to interpret the reference to containerships as meaning dedicated containerships and other ships for which arrangements are specifically designed and fitted for the purpose of carrying containers on deck. Also agreed were additional draft revisions to Annex 14 of the CSS Code, based on an IACS Unified Interpretation providing a common understanding of the dimensions and arrangements specified in the annex.

**Next set of IMDG Code amendments initiated**

The Sub-Committee began preparing the next set of draft amendments (38-16) to the International Maritime Dangerous Goods (IMDG) Code and authorized E&T 23, which is scheduled to be held in spring 2015, to prepare the draft amendments. The E&T Group will take into consideration comments made and decisions taken at CCC 1 related to a number of specific cargoes and the outcome of the UN Transport of Dangerous Goods (TDG) Sub-Committee, in order to harmonize the IMDG Code with the eighteenth revised edition of the UN Recommendations on the Transport of Dangerous Goods, Model Regulations. The E&T Group will also evaluate any new proposals submitted to the group.

**Development of ACEP database continued**

The Sub-Committee discussed the development of the approved continuous examination programme (ACEP), following development of a pilot database by the International Container Bureau (BIC), and established a correspondence group to determine the extent of any barriers to the development and global usage of such a database.

The International Convention for Safe Containers, 1972, as amended, requires containers to be inspected and approved regularly, through a periodic examination scheme (not less than five year intervals) or through the Approved Continuous Examination Programme (ACEP), in which examinations are performed in connection with a major repair, refurbishment, or on-hire/off-hire interchange, not less than once every 30 months. Many container owners and operators follow the ACEP programme.
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25 September 2014 marked the 37th celebration of World Maritime Day, the annual occasion when IMO leads the world in highlighting a key issue facing the maritime community. This year the theme for World Maritime Day was “IMO conventions: effective implementation”

As in previous years, 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 (see overleaf).

In his World Maritime Day message, IMO Secretary-General Koji Sekimizu said that the theme had enabled IMO to make genuine progress towards ratification, entry into force and implementation of all IMO conventions – but especially those which have yet to be widely accepted.

“For an IMO convention to be properly effective, it needs early entry into force, widespread ratification, effective implementation, stringent oversight of compliance and vigorous enforcement. Even those conventions that command almost universal coverage of the global fleet, such as SOLAS and MARPOL, only have teeth if they are backed up by an effective implementation infrastructure at the national level,” Mr. Sekimizu said.

In launching this theme at the beginning of 2014, IMO Secretary-General Koji Sekimizu began by posing a series of rhetorical questions: what is the point of working for months, even for years, to develop and adopt an international convention if that convention doesn’t enter into force? What is the point of all the technical work, the debates and discussion, the negotiations and compromises required to create an instrument that can be universally adopted if that instrument does not then become part of the international legal framework?

The answer, of course, is that there is very little point at all. It is, he remarked, like writing a book that nobody reads, or making a film that nobody sees. It’s only half the job – less than half, in fact, when it comes to IMO conventions. For an IMO convention to be properly effective, it needs early entry into force, widespread ratification, effective implementation, stringent oversight of compliance and vigorous enforcement.

IMO has paid particular attention during this year to the Ballast Water Management Convention, the Hong Kong Convention on ship recycling, the Cape Town Agreement of 2012 to implement the Torremolinos Protocol on fishing vessel safety, the 2010 Protocol to the HNS Convention and the Nairobi Convention on wreck removal. There has been welcome success this year in terms of new ratifications, and the Nairobi Convention will enter into force in 2015. However, much remains to be done.

United Nations Secretary-General Ban Ki-moon also issued a message for World Maritime Day, recalling the “often unheralded but always vital contribution by international shipping to peoples and communities all over the world.”

“At a time when the world is beset by conflict and crisis, it is easy to forget that, day in and day out, the international shipping industry works quietly and efficiently to keep the wheels of global trade in motion and ensure the timely delivery of the goods and commodities,” Mr. Ban said.
International Maritime Organization (IMO) Secretary-General Koji Sekimizu has welcomed the recently-published report of the Global Ocean Commission (GOC), *From Decline to Recovery: A Rescue Package for the Global Ocean*, and its call for enhanced action at all levels to mitigate the threats to the global oceans described in the report.

In a letter to the co-chairs of the Global Ocean Commission (Mr. José Maria Figueres, Mr. Trevor Manuel and Mr. David Miliband), Mr. Sekimizu noted that, as the United Nations specialized agency dedicated to sustainable uses of the world’s oceans through safe, secure, clean ships, IMO plays a key role in advancing the critically important agenda carried forward in the report and has adopted key treaties addressing several of the outlined threats.

Mr. Sekimizu highlighted IMO’s active role in addressing many of the issues raised in the GOC report, noting also that IMO is working actively through several existing coordination mechanisms – such as UN Oceans, the Global Partnership for Oceans, and the Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) – to ensure that joint efforts are maximized and duplication reduced.

“In my view, thoughtful development of ocean regulations, coupled with early entry into force, effective implementation, stringent compliance oversight and vigorous enforcement of international standards are the best ways to protect and sustain the precious marine environment and its resources. Through the application of these principles, for example, the average number of large oil spills (>700 tonnes) during the 2000s was just an eighth of that during the 1970s. This dramatic reduction has been due to the combined efforts of IMO, through its Member Governments and the oil/shipping industries to improve safety and pollution prevention,” Mr. Sekimizu said.

In other examples of IMO’s commitment and ongoing work to address the challenges outlined in the GOC report, Mr. Sekimizu referred to IMO’s work to support sustainable development, including pollution reduction through implementation of the MARPOL Convention and IMO’s other multilateral environmental agreements, in tandem with capacity-building efforts.

With regard to sustainable use of the oceans, particularly fishing, Mr. Sekimizu referred to IMO’s work to support fishing vessel safety.

Regarding the need to strengthen the governance of the high seas through promoting care and recovery, Mr. Sekimizu pointed to IMO’s lead role in the development of ecosystem-based management tools applicable to all marine areas and the designation to date of fourteen Particularly Sensitive Sea Areas, and the adoption of various special areas under MARPOL addressing operational discharges from shipping. Furthermore, IMO has established multiple traffic separation schemes and other ship routing systems in major congested shipping areas in the world.

With respect to the report’s Proposal 5 (Plastics – Keeping them out of the Ocean), Annex V of IMO’s MARPOL treaty prohibits the discharge of plastics from ships. The key issue is effective implementation, Mr. Sekimizu noted.

IMO’s Code for the Construction and Equipment of Mobile Offshore Drilling Units (The MODU Code) provides international (non-binding) standards in support of the implementation of the GOC report Proposal 6 (Offshore Oil and Gas – Establishing binding international safety standards and liability). Meanwhile, in partnership with the oil and shipping industry, IMO has been working since 1996, within the framework of its International Convention of Oil Pollution Preparedness, Response and Cooperation, 1990, to enhance oil preparedness and response capacity for marine spills at priority locations around the world, irrespective of whether the spill originates from a ship, an oil handling facility or an offshore unit.

Addressing the co-chairs, Mr. Sekimizu said, “There is no question that your important work will spur meaningful progress in the common quest to preserve and protect our oceans, while ensuring their sustainable use as an irreplaceable mode of transportation, communication, industry and livelihood. Thank you again for producing this important report, and I look forward, along with my sister agencies in the UN system and our Member States, to meeting the challenges ahead.”

Mr. José Maria Figueres, co-chair of the Global Ocean Commission, addressing IMO’s Marine Environment Protection Committee
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