NEW PACKAGE ON SHIP EMISSIONS ADOPTED

SECURITY COUNCIL STEPS UP PIRACY ACTION

SHIP RECYCLING CONVENTION FINALIZED FOR 2009 ADOPTION
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Contents

Opinion

4  “Go to sea!” – a call for more seafarer recruitment

Intelligence

6  IMO adopts revised emission regulations
7  Security Council steps up piracy action
9  Ship recycling convention finalized for adoption
10 Anti-fouling convention enters into force;
    Ocean fertilization to be allowed only for research purposes

Meetings

13 Sub-Committee on Dangerous Goods, Solid Cargoes and Containers
    13th session
15 Legal Committee, 94th session
17 Marine Environment Protection Committee, 58th session

Features

22 World Maritime Day 2008
27 IMO: 60 years in the service of shipping
28 Parallel celebrations held in Greece
31 A tribute to IMO
31 Memorial unveiled to “Wife of the Seafarer”

IMO at Work

35 “Go to sea” campaign launched
36 Maritime prize goes to Danish stalwart;
    Secretary-General to head judging panel
37 Regional seminar puts Caribbean in the spotlight
38 WMU class of 2008 graduates

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"Go to sea!" – a call for more seafarers

The global shortage of seafarers, especially officers, has already reached significant proportions and is now a source of genuine concern to all involved in the shipping industry.

At the same time, the demand for raw materials, finished products, foodstuffs, energy and luxuries has grown, year-on-year, in line with the requirements of global trade – and I do not expect the current financial crisis to have a very serious impact on the volume of, at least, the basic commodities transported by sea. That demand has been, from time immemorial, satisfied by the international shipping industry, which, today, transports over 90 per cent of the world’s commerce safely, securely, efficiently and at a fraction of the environmental impact and cost of any other form of bulk transportation.

An industry that is itself in a state of continuous growth, shipping has, since the beginning of the decade, been characterized by record numbers of new ships on order to meet the needs of an ever-expanding international trade – and for existing and new ships to operate in accordance with the high standards adopted by IMO, we will require additional numbers of high calibre, highly-qualified and experienced seafarers.

A stark indication of just how serious the manpower shortage is becoming came in a recent report issued by Drewry Shipping Consultants. It assessed the current shortfall of officers in the global fleet to be some 34,000, against a requirement of 498,000. Moreover, based on Drewry’s fleet growth projections, and assuming officer supply continues to increase at current levels, the report predicts that, by 2012, the officer shortfall will have risen to 83,900.

Notwithstanding the present downturn, reflecting the global economic situation, there are still serious concerns over the supply of manpower for the huge number of newbuildings scheduled to come on stream. One estimate, from within the industry itself, has assessed that about 400,000 seafarers and 45,000 new officers would be needed to crew the 10,000 vessels forecast to join the global merchant fleet in the next three years.

Such growth has exacerbated the scarcity of human resources, both in terms of seafarers and among those who provide the shore-based technical support on which the industry relies (marine superintendents, harbour masters, maritime pilots, VTS and SAR personnel, etc.). And, as the latter are almost exclusively drawn from the former, the industry needs to attract more seafarers into the profession – and retain them as long as possible thereafter.

At the moment the shortfall is being absorbed by the existing workforce – but, according to reports, officers are working longer hours and, occasionally, not taking their holiday entitlements. Some are awarded exemptions to enable them to serve in positions for which they may not be fully qualified. Training periods are being shortened, hastening the early promotion of younger seafarers, who may lack the necessary experience to shoulder the responsibilities of higher ranks. Ships may receive short-term permits to sail with fewer than the required minimum crew complement. Meanwhile, the demand/supply imbalance is forcing salaries up, which has the effect of enticing older officers out of retirement, thus raising the age profile of the workforce. The cumulative impact of all this can only be detrimental to the quality of service provided. Unreasonable demands lead to stress, fatigue and a fall-off in performance.

It is with all this in mind that “Go to Sea!” – a campaign to attract entrants to the shipping industry, especially officers – has been launched by the IMO, in association with the International Labour Organization, the “Round Table” of shipping organizations – BIMCO, ICS/ISF, INTERCARGO and INTERTANKO – and the International Transport Workers’ Federation (See p.35). The campaign calls on governments, industry and IMO, supported by ILO and other international organizations, to take specific actions, within their areas of influence, to increase the recruitment of seafarers to tackle the problems.

This a crucial issue, and action is needed now.
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Alan Johnson, Quality and Safety Dept. Manager, Tsakos Shipping SAMeridian Marine Management
IMO environment meeting adopts revised regulations on ship emissions

The MEPC unanimously adopted amendments to MARPOL Annex VI to reduce harmful emissions from ships still further, when it met for its 58th session in October 2008.

The main changes to MARPOL Annex VI will see a progressive reduction in sulphur oxide (SOx) emissions from ships, with the global sulphur cap reduced initially to 3.50 per cent (from the current 4.50 per cent), effective from 1 January 2012; then progressively to 0.50 per cent, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018.

The limits applicable in Sulphur Emission Control Areas (SECAs) will be reduced to 1.00 per cent, beginning on 1 July 2010 (from the current 1.50 per cent); being further reduced to 0.10 %, effective from 1 January 2015.

Progressive reductions in nitrogen oxide (NOx) emissions from marine engines were also agreed, with the most stringent controls on so-called “Tier III” engines, i.e. those installed on ships constructed on or after 1 January 2016, operating in Emission Control Areas.

The revised Annex VI will allow for an Emission Control Area to be designated for SOx and particulate matter, or NOx, or all three types of emissions from ships, subject to a proposal from a Party or Parties to the Annex, which would be considered for adoption by the Organization, if supported by a demonstrated need to prevent, reduce and control one or all three of those emissions from ships.

The revised Annex VI will enter into force on 1 July 2010, under the tacit acceptance amendment procedure.1

MARPOL Annex VI Regulations for the Prevention of Air Pollution from Ships entered into force in May 2005 and has, so far, been ratified by 53 countries, representing approximately 81.88 per cent of the gross tonnage of the world’s merchant shipping fleet.

The MEPC also adopted amendments to the associated NOx Technical Code, to give a revised NOx Technical Code 2008. The amended Code includes a new chapter based on the agreed approach for NOx regulation of existing (pre-2000) engines established in MARPOL Annex VI, and provisions for direct measurement and monitoring methods, a certification procedure for existing engines, and test cycles to be applied to Tier II and Tier III engines.

Revised Guidelines for Exhaust Gas Cleaning Systems and Guidelines for the development of a VOC management plan were also adopted.

Speaking following the adoption of the MARPOL Annex VI amendments, IMO Secretary-General Efthimios Mitropoulos hailed the landmark achievement as “a monumental decision in IMO’s history, a decision that proves, once again, that the Organization is focused, united and relevant as the international body capable of dealing with all items on its agenda, an organization that sets global standards in a global environment”.

The revised measures are expected to have a significant beneficial impact on the atmospheric environment and on human health, particularly that of people living in port cities and coastal communities.

1 The amendments enter into force six months after the deemed acceptance date, 1 January 2010, unless within the acceptance period an objection is communicated to the Organization by not less than one third of the Parties or by the Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world’s merchant fleet.
IMO Secretary-General. Mitropoulos has issued a call at the highest level for a coordinated and cohesive response, both internationally and nationally, to combat the scourge of piracy off the coast of Somalia.

In a personal briefing to the UN Security Council in the context of the latter’s consideration of UN Secretary-General Ban Ki-moon’s report on the situation in Somalia, Secretary-General Mitropoulos told Security Council members about the scope and extent of the problem which, he said, was a matter of grave concern. He also outlined a series of actions the Security Council might consider taking to address the situation. In particular, he requested that the Security Council take appropriate action:

- to extend the validity of the mandate in paragraph 7 of resolution 1816;
- to call upon States interested in the safety and environmentally sound function of shipping activities, that have the capacity to do so, to take part actively in the fight against piracy and armed robbery against ships (including “mother ships”) off the coast of Somalia and in the Gulf of Aden;
- to strengthen and enhance the provisions of resolutions 1816 and 1838, particularly with respect to having clear rules of engagement for participating units to facilitate the disruption of pirate operations; and
- to urge States, with due regard to their obligations under international law, to establish an effective legal jurisdiction to bring alleged offenders to justice.

Mr. Mitropoulos told the Security Council of IMO’s threefold concern to:

- protect seafarers, fishers and passengers on ships sailing off the coast of Somalia and in the Gulf of Aden;
- ensure the safe delivery of humanitarian aid to Somalia effected by ships chartered by the World Food Programme; and
- preserve the integrity of the shipping lane through the Gulf of Aden, given its strategic importance and significance to shipping and trade east and west of the Suez Canal.

He added that, notwithstanding IMO’s prime concern for the safety of seafarers, the volume of trade transported through the Gulf of Aden makes it imperative that this shipping lane is adequately protected against any acts that might disrupt the flow of traffic through it. He said that, with more than 12% of the total volume of oil transported by sea using that route – not
to mention commodities carried by bulk carriers and finished goods transported by containerships – widespread diversions around the Cape of Good Hope, to avoid the trouble spot, would bring about a series of negative repercussions. Such diversions would almost double the length of a typical voyage from the Gulf to Europe thereby increasing fuel consumption, emissions and transport costs, which would have to be passed on eventually to consumers everywhere.

IMO first brought the matter of piracy off Somalia to the attention of the Security Council in 2005. Subsequently, the Security Council issued a Presidential Statement on the subject in March 2006 and adopted resolutions 1816 and 1838, in June and October 2008 respectively.

In spite of a temporary improvement in the situation following the Council’s action, the situation has deteriorated dramatically in recent months, with an increase in both the frequency and the ferocity of reported attacks. Of a total of some 440 acts of piracy and armed robbery reported to have taken place off the coast of Somalia since IMO started compiling relevant statistics in 1984, more than 120 attacks have been reported this year alone. More than 35 ships have been seized by pirates and more than 60 seafarers have been kidnapped and held for ransom.

According to information received by IMO, the attackers usually employ one of two methods: they either attack ships on the high seas, often at considerable distances from the shore, making use of so-called “mother ships”; or they attack (and hijack) ships in Somalia’s territorial sea, sometimes under the watchful eyes of warships outside those waters but, until the adoption of resolution 1816, not empowered to intervene for fear of breaching international law.

Mitropoulos paid tribute to the efforts of members of the international community, alliances of States and regional organizations, NATO and the European Union in particular, to address the issue by dispatching naval forces and military aircraft to patrol the vast area off the coast of Somalia and in the Gulf of Aden and by escorting vessels used by the World Food Programme to provide humanitarian relief to the Somali people. But he added that, because of the extensive coastline of Somalia (2,105km or 3,898 kilometres in total of which 659km or 1,204km are in the Gulf of Aden), there was a need for as many naval vessels and military aircraft as possible for the task to be carried out effectively.

The UNSC briefing was the latest in a number of initiatives by IMO to address the worsening piracy situation off the coast of Somalia. In October, at the invitation of Secretary-General Mitropoulos, a meeting took place at IMO Headquarters involving the heads of the four shipping industry bodies known collectively as the Round Table (BIMCO, ICS/ISF, INTERCARGO and INTERTANKO), and of the International Transport Workers’ Federation (ITF). The meeting explored common approaches, identifying a number of key issues that it felt needed to be addressed in order to alleviate the situation and strengthen further the safeguarding of shipping, including fishing vessels and pleasure craft, in the region.

The meeting agreed on a number of specific measures to be taken by the IMO Secretary-General and the participating organizations, individually and collectively, to mobilize support and action from all sides in a position to assist.

It reinforced the view that, without adequate and coordinated protection for shipping, the current situation off Somalia might cause ship operators to avoid transiting through the Gulf of Aden, using the Cape of Good Hope instead, which would lead to increased shipping costs and, in turn, possible negative consequences for global trade – and, in the final analysis, the consumer – at a time when all nations are making efforts to address the current global financial crisis.

In this respect, the meeting was encouraged by the UN Security Council’s adoption, on 7 October 2008, of resolution 1838 (2008), which calls upon States interested in the security of maritime activities to deploy naval vessels and military aircraft to actively fight piracy off the coast of Somalia, and expresses the Council’s intention to remain seized of the matter with a view, in particular, to renewing the mandate granted in its earlier resolution 1816.

• Stop press: as this issue was going to press, it was announced that the UN Security Council had adopted resolution 1846, extending for another 12 months its authorization for States and regional organizations to enter Somalia’s territorial waters and use “all necessary means” to repress acts of piracy and armed robbery. A further resolution (1851) also enables States and regional organizations to undertake, during the 12 month period, all necessary measures that are appropriate in Somalia for the purpose of suppressing acts of piracy and armed robbery at sea.
IMO environment meeting finalizes ship recycling convention for adoption in 2009

The Marine Environment Protection Committee (MEPC) approved the text of the draft ship recycling convention for adoption at a conference in 2009, at its 58th session.

The MEPC conducted an article-by-article and regulation-by-regulation review of the draft new convention, providing globally applicable regulations for ship recycling and for recycling activities. The text will now be circulated for consideration and adoption by a diplomatic conference to be held in Hong Kong, China, from 11 to 15 May 2009.

The new convention will provide regulations for the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling, without compromising the safety and operational efficiency of ships; the operation of ship recycling facilities in a safe and environmentally sound manner; and the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.

Ships to be sent for recycling will be required to carry an inventory of hazardous materials, specific to each ship, while an appendix to the convention will provide a list of hazardous materials of which installation or use in ships is prohibited or restricted in shipyards, ship repair yards, and ships of Parties to the convention. Ships will have to have an initial survey to verify the inventory of hazardous materials, surveys during the life of the ship, and a final survey prior to recycling.

Ship recycling yards will be required to provide a “Ship Recycling Plan”, to specify the manner in which each ship will be recycled, depending on its particulars and its inventory. Parties will be required to take effective measures to ensure that ship recycling facilities under their jurisdiction comply with the convention.

A series of guidelines are being developed to assist in the implementation of the new convention, while the entry into force criteria for the convention (number of States required and percentage of gross merchant shipping tonnage) will be decided by the 2009 conference when formally adopting the proposed convention.

Speaking at the close of and after the MEPC, IMO Secretary-General Mitropoulos said that the Committee’s approval of the draft international convention for the safe and environmentally sound recycling of ships, demonstrated that the legendary ‘IMO spirit of co-operation’ had prevailed once again, sending another very strong signal that IMO is capable of delivery on any item placed on its agenda. The draft text, which had been developed in record time, “represented a major milestone in IMO’s quest to ensure that ships reaching the end of their operational lives do not pose any unnecessary risk to human health and safety and the environment”, he said.

IMO has co-operated with the International Labour Organization and the relevant bodies of the Basel Convention on ship recycling in developing the new draft convention.
Harmful ships’ paint systems outlawed as international convention enters into force

Ocean fertilization operations should be allowed only for research, say Parties to international treaties

Ocean fertilization activities, other than legitimate scientific research, should not be allowed, according to a resolution adopted by Parties to the international treaties which regulate the dumping of wastes and other matter at sea.

"Given the present state of knowledge, ocean fertilization activities other than legitimate scientific research should not be allowed," says the (non-binding) resolution, adopted by the Contracting Parties to the London Convention and Protocol¹, which met in London from 27 to 31 October 2008 (LC30/LP3).

The resolution followed previous discussions by Parties to the two treaties on planned operations for large-scale fertilization of the oceans using micro-nutrients – for example, iron – to sequester carbon dioxide (CO₂). The resolution states that ocean fertilization activities other than legitimate scientific research, “should be considered as contrary to the aims of the Convention and Protocol and not currently qualify for any exemption from the definition of dumping”.

In the resolution, Parties agreed that scientific research proposals should be assessed on a case-by-case basis using an assessment framework to be developed by the Scientific Groups under the London Convention and Protocol. Until specific guidance is available, Parties should be urged to use utmost caution and the best available guidance to evaluate scientific research proposals to ensure protection of the marine environment consistent with the Convention and Protocol. Parties agreed to consider further a potential legally binding resolution or amendment to the London Protocol at their next session in 2009.

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**Container stowage under spotlight at DSC**

Work on developing a draft new annex to the Code of Safe Practice for Stowage and Securing (CSS Code), to provide Guidance on providing safe working conditions for securing of containers on deck, continued during the 13th session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC).

The new annex, to be finalized at the next session for submission to the Maritime Safety Committee (MSC) at its 87th session, is aimed at ensuring that people engaged in container-securing operations on deck have safe working conditions and, in particular, safe access, appropriate securing equipment and safe places of work.

It was agreed that some sections should be applicable to existing ships, including those on training and familiarization, maintenance and specialized container safety design. Shipowners and terminal operators should also be urged to apply the guidance contained in design and operational procedures to existing ships, as far as practicable.

The Sub-Committee also agreed draft MSC circulars on Revised Guidelines for the preparation of the Cargo Securing Manual, to include reference to safe access for lashing of containers; and Amendments to the Elements to be taken into account when considering the safe stowage and securing of cargo units and vehicles in ships (resolution A.533(13)), which take into account the revisions to the CSS Code and refer to the need to provide safe access and safe places of work for persons engaged in work connected with cargo stowage and securing.

It also approved amendments to the Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (resolution A.581(14)), as amended by MSC/Circ.812, to specify the maximum securing load of lashings.

**Amendments to the Guidance on serious structural deficiencies in containers**

Amendments to the Guidance on serious structural deficiencies in containers (CSC/Circ.134) were agreed, for submission to MSC 86 in 2009 for approval.

The amendments relate to the section on Corner and intermediate fittings (Castings) to clarify exactly what a serious structural deficiency would entail.

**Revision of the Code of Safe Practice for Ships Carrying Timber Deck Cargoes**

The Sub-Committee continued its work on updating the Code of Safe Practice for Ships Carrying Timber Deck Cargoes and re-established a correspondence group to prepare a draft revised Code for consideration at the next session.

**Inspection programmes for cargo transport units carrying dangerous goods**

The Sub-Committee noted an improvement in the rate of deficiencies found in container inspection programmes but expressed its concern about the high rate of deficiencies and the lack of adherence to the provisions of the IMDG Code, especially in the areas of placarding and marking and stowage/securing of cargoes inside units.

The 2008 consolidated report on container inspection programmes, prepared on the basis of reports for 2007, showed that, of a total 50,212 cargo transport units inspected, 8,951 were found with deficiencies, about 18% of those units inspected. A total of 10,800 deficiencies were found, giving a deficiency rate of 22%.

This compares with the 2007 consolidated report on container inspection programmes, which showed that, of a total 34,416 cargo transport units inspected, 8,319 were found with deficiencies, about 24% of those inspected. A total of 10,606 deficiencies were found, giving a deficiency rate of 30.8%.

**IMSC Code modifications finalized**

Modifications to the draft International Maritime Solid Bulk Cargoes Code (IMSBC Code) were agreed by the Sub-Committee. The draft IMSBC Code was subsequently presented to the MSC for adoption as a mandatory instrument. The modifications mainly relate to the carriage of direct reduced iron (DRI), coal, brown coal briquettes and formed solid sulphur.

Consideration of safe practices for the stowage and securing of containers continued during the 13th session of the DSC Sub-Committee (pic: UK MCA)
Other matters

The Sub-Committee also worked on the following issues, with a view to completion at next session:

- development of amendments to extend the Code of Practice for the safe unloading and loading of bulk carriers (BLU Code) to include grain;
- review of the recommendations on the safe use of pesticides in ships;
- development of guidance on protective clothing;
- development of form and procedure for approval of the Cargo Securing Manual;
- development of amendments to the International Convention for Safe Containers, 1972;
- review of the Guidelines for packing of cargo transport units; and
- review of documentation requirements for dangerous goods in packaged form and preparation of relevant SOLAS amendments in order to ensure consistency between SOLAS and the IMDG Code.
Legal Committee progresses new draft HNS Protocol

The Legal Committee made significant progress in developing a new draft Protocol to the 1996 HNS Convention (the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea), when it met for its 94th session.

The new draft Protocol is designed to address practical problems that have prevented many States from ratifying the Convention which, despite being adopted in 1996, has, to date, only 13 ratifications and has not yet met its entry into force criteria.

The 1996 HNS Convention was based on the highly successful model of the Civil Liability and Fund Conventions. Like those instruments, it sought to establish a two-tier system for compensation to be paid in the event of accidents at sea, in this case involving hazardous and noxious substances, such as chemicals. Tier one would be covered by compulsory insurance taken out by shipowners, who would be able to limit their liability; compensation claims over that amount (i.e. tier two) could be paid from a fund, made up of contributions calculated according to the amount of HNS received.

However, among the obstacles that have discouraged ratification of the Convention, one of the most difficult to overcome has been the requirement for States to declare the quantities of HNS received. The sheer range and diversity of hazardous and noxious substances that will be governed by the HNS Convention has made this a complex issue that is hard to resolve in practical terms. The draft Protocol, which was developed by a focus group established by the 1992 IOPC Fund Assembly, is intended to address this problem, as well as others thought to be acting as barriers to ratification of the Convention.

Although there was broad agreement in principle on the need for a draft Protocol, Member States agreed more time was needed to consider the draft and that this should take place at the next session of the Legal Committee in April 2009. Member States were invited to give further consideration to the issue with a view to contributions for LNG, except where the titleholder pays them following an agreement with the receiver.

3. Problem: There have been ongoing problems with submission of reports of contributing oil to the IOPC Funds and very few States have submitted reports of contributing cargo when ratifying the HNS Convention. However, non-submission of reports results in non-payment of contributions but not in withholding of compensation.

Proposed solution: The draft Protocol would deal with this in three ways.

In order to ratify the draft Protocol, a State must submit reports on contributing cargo. IMO would not accept any ratifications that are not accompanied by such reports. The State must continue to submit reports annually thereafter until the draft Protocol enters into force.

If a State fails to submit reports after ratification, the State would be temporarily suspended from being a Contracting State. The draft Protocol would therefore not enter into force for any State which is in arrears with reports.

Once the draft Protocol has entered into force for a State, compensation would be withheld, temporarily or permanently, in respect of that State if it is in arrears with reports, except in the case of claims for personal injury and death.

**HNS Convention - key issues**

It has been widely recognized that three issues have been instrumental in preventing states from ratifying the HNS Convention. The new draft Protocol addresses each of them, as follows:

1. Problem: Setting up the reporting system for packaged goods was deemed to be too complicated for States to implement.

Proposed solution: Packaged goods have been excluded from the definition of contributing cargo and will not be liable for contributions to the HNS Fund. However, since incidents involving packaged goods will remain eligible for compensation by the HNS Fund, which will therefore be paid for by receivers of bulk goods, the shipowner’s limit of liability for incidents involving packaged HNS would be increased to reduce the number of incidents involving the HNS Fund.

2. Problem: For LNG, under the 1996 HNS Convention, the person liable for contributions is the titleholder immediately prior to discharge rather than the receiver. While the receiver must be subject to the jurisdiction of a State Party, the titleholder need not be. It would therefore have been impossible to enforce payment of contributions to the LNG account by titleholders in non-State Parties.

Proposed solution: Under the draft Protocol, the receiver, as defined in Article 1.4 of the Convention, would now be liable for annual contributions for LNG, except where the titleholder pays them following an agreement with the receiver.
finalizing the draft Protocol at that session.

**Liability and Compensation – seafarers’ issues**

The Legal Committee took note of the reports of the seventh and eighth sessions of the Joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers, and approved the terms of reference for the ninth session of the Joint Working Group, scheduled to take place from 2 to 6 March 2009, at the Headquarters of ILO, in Geneva. In particular, the group is tasked with agreeing principles to facilitate the drafting of mandatory provisions for inclusion in an appropriate instrument or instruments.

Guidelines relating to financial security to cover claims from seafarers in cases of abandonment, personal injury and death were adopted by the IMO Assembly in November 2001, and the joint group has been monitoring the problem of abandonment of crew members/seafarers since then.

Delegations to the Legal Committee expressed their support for the development of draft mandatory provisions on abandonment of seafarers, with the form of such an instrument to be decided at a later stage.

It was emphasized that abandonment was a real problem, with humanitarian dimensions, and could become more frequent as a consequence of the negative impact on the shipping industry of the global financial crisis. It was important to find a solution, not only for humanitarian reasons, but also for the efficiency of the industry as a whole.

**Draft single model insurance certificate**

The Committee discussed the development of a model for a single insurance certificate, which may be issued by States Parties in respect of every ship under the relevant IMO liability and compensation conventions.

There was general consensus that a single insurance certificate would be desirable, since it could lead to a reduction in the administrative burden of States and shipowners/insurers when compared with the system prescribed by the various conventions.

The Committee decided to establish an informal correspondence group in order to progress, intersessionally, the legal, technical and practical aspects of the consolidated model certificate, including issues relating to port State control and inspection.

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1 Entry into force will occur 18 months after the following conditions have been fulfilled:
- 12 States have accepted the Convention, four of which have not less than two million units of gross tonnage
- Provided that persons in these States who would be responsible to pay contributions to the general account have received a total quantity of at least 40 million tonnes of contributing cargo in the preceding calendar year.
Major progress was made on reducing emissions from ships, in achieving safer and more environmentally friendly recycling of ships, and in facilitating ballast water management, when the Marine Environment Protection Committee (MEPC) met for its 58th session in October 2008.

The MEPC unanimously adopted amendments to the MARPOL Annex VI regulations so as to reduce harmful emissions of air pollutants from ships, even further; approved the draft ship recycling convention for adoption at a conference in 2009; approved a number of systems to help implement the Ballast Water Management Convention; and made substantial progress in developing technical and operational measures to reduce or limit greenhouse gas emissions from ships.

Emissions from ships
The main changes to MARPOL Annex VI would see a progressive reduction in emissions of sulphur oxide (SOx), nitrogen oxide (NOx) and particulate matter from ships. The revised Annex VI, and the associated NOx Technical Code, will enter into force on 1 July 2010, under the tacit acceptance amendment procedure. (See p.6 for full details.)

Recycling of ships
The meeting conducted an article-by-article and regulation-by-regulation review of the draft new ship recycling convention, providing globally applicable regulations for ship recycling. The text will now be circulated for consideration and adoption by a diplomatic conference to be held in Hong Kong, China, from 11 to 15 May 2009. (See p.9 for full details.)

Greenhouse gases from ships
In the context of the ongoing efforts of the international community to address the phenomena of climate change and global warming (in particular through the mechanisms of the United Nations Framework Convention on Climate Change (UNFCCC)), and in the light of the mandate given to IMO in the Kyoto Protocol to address the limitation or reduction of greenhouse gas emissions from ships, the MEPC maintained momentum on the issue and made substantial progress in developing technical and operational measures to address such emissions, including the development of an energy efficiency design index for new ships and an energy efficiency operational index, with associated guidelines for both; an efficiency management plan suitable for all ships; and a voluntary code on best practice in energy-efficient ship operations.

The Committee approved the use of the draft Interim Guidelines on the method of calculation of the Energy Efficiency Design Index for new ships, for calculation/trial purposes with a view to further refinement and improvement.

The MEPC also held a discussion on market-based measures, and agreed to discuss such measures further at MEPC 59.

To assist its deliberations on these...
From the meetings

• Marine Environment Protection Committee (MEPC)

• 58th session

• 6-10 October 2008

The updated IMO Study on GHG emissions from ships reveals that shipping is, overall, a relatively small contributor to global greenhouse gas emissions.

Harmful aquatic organisms in ballast water

The MEPC adopted Guidelines for ballast water sampling and Revised guidelines for approval of ballast water management systems, intended to assist in the effective implementation of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM Convention), bringing to 14 the package of finalized guidelines required by the Convention. One final set of guidelines, on port State control, is being developed by IMO’s Sub-Committee on Flag State Implementation and is to be adopted before the Convention’s entry into force.

The Committee also approved the Guidance document on arrangements for responding to emergency situations involving ballast water.

The MEPC gave final approval to two ballast water management systems that make use of active substances, bringing to four the total number of systems having received final approval to date.

To date, 16 States have ratified the BWM Convention, adopted in February 2004, representing about 14.24% of the world’s merchant shipping. In accordance with article 18 of the BWM Convention, the treaty will enter into force 12 months after the date on which not less 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 Committee urged other States to ratify the Convention at the earliest opportunity.

OPRC-HNS\(^1\) implementation

The MEPC considered the report of the eighth meeting of the OPRC HNS Technical Group, which was held in the week prior to the Committee’s session, and approved the Manual on assessment of oil spill risks and preparedness and the IMO/UNEP Manual on the assessment and restoration of environmental damage following marine oil spills.

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1. International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC Convention) and the OPRC-HNS (Hazardous and Noxious Substances) Protocol
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In his World Maritime Day message to the international maritime community, Secretary-General Mitropoulos said, “Today, on World Maritime Day, we can say, with confidence and pride, that IMO has served the shipping industry well since its inception 60 years ago. As we look back over what we have achieved and, more importantly, forward to the challenges that lie ahead, we know that the edifice from which we operate is strong and well-structured. Our course for the future is set, and we will make our passage with optimism and a clear vision about the objectives we want to achieve.”

“IMO has come a very long way since its inception all those years ago,” Mr. Mitropoulos added: “Globalization has transformed international commerce, new powers have emerged in shipping and the plethora and thoroughness of measures established by IMO during its 60 years in the service of shipping has provided the bedrock from which a safer and cleaner industry has emerged, one that can continue to develop and flourish. Furthermore, IMO’s work has demonstrated, beyond doubt, that international standards – developed, agreed, implemented and enforced universally – are the only effective way to regulate such a diverse and truly international industry as shipping.”

“The Organization’s standards are now firmly embedded in shipping’s consciousness and practice worldwide and they shape the industry of today,” he said.

“It is because of the extensive network of global regulations that IMO has developed and adopted over the years that shipping is, nowadays, a safe and secure mode of transport; clean; environmentally-friendly; and very energy-efficient,” Mr. Mitropoulos added.

“And so, IMO stands united, focused on the challenges ahead and continuously relevant to the industry it has been serving for so long. Shipping is, par excellence, a significant contributor to, and facilitator of, economic growth on a worldwide basis. As such, the mission of IMO (that of promoting its safety and security, its efficiency and its environmental credentials) is one that reaches out far beyond the Organization’s immediate constituency and touches the life of nearly everyone on the planet,” he said.
Features

Capt. Ronald Qupidor Tito, former Alternate Permanent Representative of Bolivia

Dr. Thomas Mensah, former Assistant Secretary-General, IMO, and Mrs Mensah

Dr. James Cowley, former Permanent Representative of Vanuatu

HE Dato' Abd. Aziz bin Mohamed, High Commissioner of Malaysia

HE Mr. B. Rís-Jorgensen, Ambassador of Denmark

HE Mr. C.M. Casajuana Palet, Ambassador of Spain
Features

HE Mr. E.B. Espiritu, Ambassador of The Philippines

HE Mr. Gehad Madi, Ambassador of Egypt

HE Mr. I. Romero-Martinez, Ambassador of Honduras

HE Mr. P. Farquharson, High Commissioner of the Bahamas

HE Mr. Rafael Moreno Rojas, Ambassador of Chile

HE Mr. Tesfamicael Geranlu Ogbiighorhgis, Ambassador of Eritrea
Mr. D.T. Mtili, Alternate Permanent Representative of South Africa

Mr. Frank Wall, former member, United Kingdom delegation to IMO

Mr. Ian Finley, Head of Cook Islands delegation to IMO

Mr. Jim Fitzpatrick, Parliamentary Under-Secretary of State for Transport

Mr. Mans Jacobsson, former Director, IOPC Funds

Mr. Roger Holt, former Secretary-General, INTERCARGO
The fourth annual “Parallel Event” to celebrate World Maritime Day formally and officially outside of the International Maritime Organization’s London base was held in Greece on 19 September 2008, hosted by the Government of the Hellenic Republic.

Athens was the location for a seminar and panel discussion on the theme of IMO: 60 years in the service of shipping, in which leading figures from the maritime community took the opportunity to outline, from their perspective, their views on the past, present and future of IMO and the shipping industry.

The Athens event, held at the Evgenidion Foundation, was opened by the Prime Minister of Greece, Dr. Kostas Karamanlis, who, in praising the Organization’s achievements over six decades, referred to its contribution to the reduction in marine accidents and incidents, its sensitivity over environmental protection issues and its role as a model of multilateral and institutional co-operation. He went on to say that IMO’s work demonstrated that international standards – developed, agreed, implemented and enforced universally – are the only effective way to regulate such a diverse and truly international industry as shipping.

In a wide ranging speech, Minister of Mercantile Marine Mr. Papaligouras also addressed the gathering, expressing his country’s support for the principles and values of IMO. The Minister underlined the Organization’s role as the sole regulator of international shipping and pointed to the broad array of standards it has adopted as proof of its rapid and successful response to the needs of the industry and the demands of the times, particularly in relation to the development and adoption of realistic and workable solutions to issues affecting the human element, the protection of the marine environment, safe transportation by sea and, latterly, the challenge of climate change.
World Maritime Day 2008

A TRIBUTE TO THE INTERNATIONAL MARITIME ORGANIZATION

ON THE OCCASION OF THE FOURTH WORLD MARITIME DAY PARALLEL EVENT, MICHAEL GREY, FORMER EDITOR OF LLOYD’S LIST, GAVE THIS SPEECH IN TRIBUTE TO IMO

Sixty years ago, at a conference in Geneva organized by the still youthful United Nations, the IMO Convention was adopted. It was a fragile and still dangerous world, in the wreckage and ruin of the most destructive war the world had ever seen. It was a world in which recrimination and suspicion which would lead it into the cold War were still rife, and considerable economic hardship was everywhere. It was, in short, a world in shock. In the maritime arena, ports which had lain within the main zones of conflict were still being cleared of wreckages. At sea, even if those aboard merchant ships no longer feared the terror of the bomb or torpedo, they navigated with utmost caution through swept channels in still deadly minefields.

Into this dark, sad and bruised world, where the future of the UN itself was far from secure, the Inter-Governmental Maritime Consultative Organization was brought into being. But it was also the beginning of a real international success story, which, over the years, has made the maritime world an unquestionably better place. One only has to look at some of the words and phrases in Article 1(a) of the Convention to discern clues as to the reasons for the success of this Organization.

It was to provide "machinery for co-operation" to deal with "technical matters", help to adopt “the highest practicable standards”. Its focus was to be upon “maritime safety”, “efficiency of navigation” and “the prevention and control of marine pollution”, to which, in recent years, had been added the new imperative of “security”.

Because of its careful navigation along this predetermined course (it might be thought of as a perfect example of passage planning), because of its avoidance of the rocks of political intrigue and of power bloc conspiracies, it has remained a rare UN agency which has been able to make substantial progress through reasoned debate and, very importantly, consensus. For this reason, the integrity of this agency has never been in doubt and its authority has never been questioned. It has also, over the years, been enabled, because of its reputation, to draw on the very best talent from its Member nations, to summon up the greatest expertise from wherever it could be found, to address whatever problems were faced.

And it has maintained its reputation through the quite astonishing technical changes that the maritime industry has seen throughout the past sixty years. There has been no aspect of ship operation and management that has not been subject to these amazing technical developments. They have brought us the scale economies of the superships, the revolution of the containers, the precision of modern electronic navigation, the facility of intelligent technology and so much else besides. IMO has always been closely attuned to these technological progress, and its work is as necessary as ever, because, for all this amazing hardware and software, the sea is no less hostile and new technology has brought no shortage of challenges over the years. New and often even more intractable problems have emerged; one can immediately think of the issues of alien species carried about in water ballast, of atmospheric emissions and security – as just three of the many issues that occupy IMO’s efforts today.

As we acknowledge our dependence upon shipping as the chief carrier of world trade, which it undoubtedly is, we have reason to be immensely grateful to the skills and efforts of those who design, build, own and operate the ships upon which we so depend. But the international scope of this amazing maritime transport and industry requires, above all else, universal standards, internationally acceptable and accepted regulation, facilitation and the strong legal framework which permits the safe and smooth international passage of ships and trade. And that is what IMO delivers to us.

The International Maritime Organization, sixty years young, deserves the deepest gratitude of us all, because we all depend, whether we are aware of it or not, on the safe passage of those thousands of ships.

It has voyaged so successfully, many will agree, because of a number of quite specific reasons. It has had resolute commanders at its helm, that’s for sure. It has never been permitted to wander off course, staying always close to the terms of reference prescribed for it, by those wise folk who met all those years ago in Geneva. It has remained a technical Organization, focussed firmly on those almost inspirational words from Article 1(a) – those “highest practicable standards”, “maritime safety”, “efficiency of navigation” and the “prevention and control of marine pollution”, to which, in recent years, had been added the new imperative of “security”.

The Evgenidion Foundation in Athens provided the venue for the 2008 World Maritime Day Parallel Event.
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On Saturday, 20 September 2008, IMO Secretary-General Mitropoulos and Greece’s Minister of Mercantile Marine, the Aegean Sea and Island Policy, Mr. Papaligouras, unveiled a Memorial to the Wife of the Seafarer, aimed at recognizing the contribution of the wife of the seafarer to the overall mission of shipping and the welfare of mankind. The Memorial, by Greek sculptor Kostas Ananidas, consists of a bronze statue depicting the wife of a seafarer, accompanied by her two children, waving farewell to her husband who is sailing away.

The ceremony took place in the town of Galaxidi, on the Corinthian Gulf, which has a long maritime tradition. Speaking at the unveiling, Mr. Mitropoulos underlined the significance of this tribute to the wife of the seafarer. “We honour all the wives of seafarers from all over the world; and, through them, we say a big 'Thank you' to those not present here today – while sending, at the same time, a strong message to their seafarer husbands, wherever they may be around the world, whichever seas they may be sailing in at this moment, that the maritime community as a whole bows before their wives,” he said.

He paid a special tribute to the wives of seafarers attending the ceremony from many maritime nations such as China, Denmark, India, Italy, Norway, Turkey and the United Kingdom – who were joined by fellow seafarers’ wives from all over Greece. Mr. Mitropoulos also thanked all those who had contributed towards a special fund, created two years ago, to meet the cost of the Memorial and the other expenses associated with the ceremony.

The Memorial to the Wife of the Seafarer was unveiled in Galaxidi, Greece – home town of IMO Secretary-General Mitropoulos.
Vice-Minister Panos Kammenos (left), Mr. Anastasios Papagouras, MP, Minister for Mercantile Marine, Aegean Sea and Island Policy (centre) and IMO Secretary-General Mitropoulos at the unveiling ceremony.
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A campaign to address the global shortage of seafarers, especially officers, has been launched by IMO in association with the International Labour Organization, the “Round Table” of shipping organizations – BIMCO, ICS/ISF, INTERCARGO and INTERTANKO – and the International Transport Workers’ Federation.

The campaign calls on governments, industry and IMO, supported by ILO and other international organizations, to take specific actions, within their areas of influence, to increase the recruitment of seafarers to tackle the problem.

A recent report issued by maritime industry analysts Drewry Shipping Consultants assessed the current shortfall of officers in the global shipping fleet to be some 34,000, against a total requirement of 498,000. Moreover, based on Drewry’s fleet growth projections, and the assumption that officer supply will only increase at the current rate, the report predicts that, by 2012, the officer shortfall will have grown to 83,900.

“As everyone in shipping is aware, the global shortage of seafarers, especially officers, has already reached significant proportions and is now a source of genuine concern to all involved in the industry,” said IMO Secretary-General Mitropoulos, speaking at the launch of the campaign.

The shipping industry can provide the basis for a fulfilling and satisfying life-long career and the problem is one of recruitment, rather than retention in the profession, he added, noting that this required a shift in the public perception of shipping, particularly amongst the young.

“I have long been an advocate of the need to promote the industry and improve its public image. Outside the industry itself, the wider public has little conscious perception of the vital role that shipping plays in everyday life and this, clearly, needs to change,” Mr. Mitropoulos said, adding that all the organizations associated with the ‘Go to Sea!’ campaign were united in wanting to address concerns over the future supply of quality manpower to the shipping industry and in taking positive steps for that purpose.

Amongst specific calls for action in the campaign document, the shipping industry is urged to take the lead and to promote itself through the media, in particular the electronic media. The industry should continue to provide support for and endorse campaigns aimed at improving its image and use some key industry figures as examples of career progression. It is also urged to do more to make life on board and away from home more akin to the life enjoyed by others ashore; to encourage women to work in the seafaring profession; and to promote the industry at non-maritime-related events.

Governments are asked to give greater prominence to the maritime perspective, by doing more to support and encourage the shipping industry in any initiatives it takes to enhance its image and to remove adverse actions that may damage that image. Maritime training facilities need to be resourced adequately (both in financial and human resource terms) to ensure a supply of competent seafarers. Governments could do much to promote a wider take-up of a sea career through, for example, recognition of sea service instead of compulsory military service, training of jobless persons and promoting careers for women.

IMO itself has developed a page on its public website (http://www.imo.org/HumanElement/mainframe.asp?topic_id=1757) highlighting the types of career paths available to seafarers, through links to industry sites. While on missions abroad, where practicable, the Secretary-General will visit maritime and non-maritime training facilities and seafarer organizations to express support and address both maritime and non-maritime Government departments to promote shipping and seafaring. And the ILO, which promotes the objective of decent work for all, has adopted several instruments directly relevant to the campaign and will support it in every way possible.

IMO’s campaign “Go to sea!” will emphasise the attractions of a career in the shipping industry.
International Maritime Prize

The prestigious International Maritime Prize for 2007 has been presented to Mr. Jørgen Rasmussen, who has had a prominent role in developing key IMO instruments, including the Global Maritime Distress and Safety System (GMDSS), the International Safety Management (ISM) Code and the Voluntary IMO Member State Audit Scheme.

Mr. Rasmussen, former Chief Ship Surveyor and Chief Advisor to the Director-General in the Danish Maritime Authority, former member of the Danish delegation to IMO meetings and former Head of the Navigation Section in the Maritime Safety Division of the IMO Secretariat, has enjoyed a long and distinguished career spanning many different areas in the maritime field.

He was strongly involved in the development of the GMDSS, in his role as Chairman of the Sub-Committee on Radio-communications (COM) and its successor, the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR). He also chaired the Joint Working Group on the Human Element of IMO’s Maritime Safety and Marine Environment Protection Committees and was instrumental in developing the ISM Code. More recently, Mr. Rasmussen co-ordinated two correspondence groups involved in developing the Code for the Implementation of Mandatory IMO Instruments and the Voluntary IMO Member State Audit Scheme.

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of the Organization. IMO Secretary-General Miropoulos presented the prize during a special ceremony on 12 November 2008, during the 101st session of the IMO Council.

IMO Secretary-General to chair
2009 Seatrade Awards judges

The panel of judges for the 2009 Seatrade Awards is to be chaired by IMO Secretary-General Mitropoulos. The Seatrade Awards scheme provides the opportunity to attain worldwide recognition for a product or service that is an innovation in its field.

It rewards innovative solutions for safe, efficient and environmentally friendly shipping, in keeping with the goals and objectives of the IMO.

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Additional awards will also be presented for the following categories:

- **Seatrade Personality 2009.**
- **Seatrade Young Person in Shipping 2009.**
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- **Seatrade Global Performer 2009.**

In these categories, nominations are submitted by the international business community and the winner is chosen by Seatrade.

In 2009, the judging panel will rigorously assess all entries and compile a shortlist, the finalists will then be notified. The final selection will be made just hours before the Seatrade Awards Ceremony Dinner, which takes place on Monday 18 May 2009 at London’s Guildhall.
Regional seminar puts Caribbean in the spotlight

A Caribbean regional seminar for policy makers, environmental officials, maritime administrators and waste management authorities on the ratification and implementation of Annex V of the MARPOL 73/78 has been held in Curaçao, Netherlands Antilles. The aim of MARPOL Annex V is to protect the marine environment from the dumping of garbage from ships.

The Regional Activity Center / Regional Marine Pollution Emergency Information and Training Center for the Wider Caribbean Region (RAC/REMPEITC-Caribe), together with IMO and the United Nations Environment Program, through its Caribbean Environment Program (CEP), conducted the seminar on October 22-23, 2008.

As well as the host organizations, the seminar included speakers from the Netherlands Ministry of Transport and representatives from waste management facilities in the region. The seminar was the sixth in a series that have been held in other island States of Saint Lucia, Barbados, Dominica, Saint Kitts & Nevis, and Antigua & Barbuda. MARPOL Annex V provides guidelines and regulations for the discharge of garbage for ships at sea and in port.

The Caribbean Sea has been designated a “Special Area” under MARPOL Annex V because of its high vulnerability to the impact of pollution and its economic importance to the countries of the region. When this designation enters into force, it will prohibit the discharge of all garbage by ships into the Caribbean Sea.

According to Curtis Roach, IMO’s Regional Maritime Adviser for the Caribbean, despite the effort by many countries to put required measures in place, “the majority of countries in the Wider Caribbean Region have not yet submitted information to IMO on their respective ship-reception facilities.” Parties to the MARPOL Convention are required to submit this information to IMO for dissemination to the international maritime community and, more importantly, so it can also be used to facilitate the coming into force of the “Special Area” status under MARPOL Annex V.

The seminar was attended by more than 90 participants, including attendees from Curaçao, Bonaire, Saba, Suriname, and El Salvador.

It is expected that the output from this seminar, together with the previous five seminars, will be fully disseminated to all the countries of the Wider Caribbean Region to enable them to take action to bring the MARPOL Annex V “Special Area” designation into force.

Royalty graces WMU jubilee

From 2 to 4 June 2008, the World Maritime University hosted a series of events to mark its Silver Jubilee. The celebrations attracted senior figures from the maritime world, as well as friends and well-wishers from around the globe. The celebrations began with an international conference on Impacts of Climate Change on the Maritime Industry. HM Carl XVI Gustaf, King of Sweden (right) personally addressed the conference, which attracted over 220 delegates.

Slovenia donates painting

Mr Iztok Mirošič, former Ambassador and Permanent Representative of the Republic of Slovenia to IMO, presents a gift on behalf of the Slovenian Government to mark the Organisation’s 60th anniversary. The gift, an oil painting of the Bay of Piran by the painter Zvest Apolonji, was commissioned by the Slovenian Ministry of Transport.
WMU class of 2008 graduates

On Sunday, 5 October, the World Maritime University’s Chancellor and IMO Secretary General, Efthimios E Mitropoulos, conferred postgraduate degrees on the WMU Class of 2008:

One-hundred students from 43 different countries graduated from the 2008 MSc programme in Maritime Affairs, along with a further 27 from the distance-learning Postgraduate Diploma in Marine Insurance. The degrees were conferred by Secretary-General Mitropoulos in his capacity of Chancellor of the University.

Mr Mitropoulos gave the graduation address, in which he observed: “Your generation has a full part to play in helping Governments and civil society to address maritime issues at the international level. As the administrators, policy-makers and regulators of the future, you have been provided with strong qualifications to participate in and shape this process with success.”

For the fifth year running, the graduating students presented a gift to the City of Malmo. This year the gift was of two maple trees, planted close to the University in the Slottsmollan Park.
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