

IM NEWS

THE MAGAZINE OF THE INTERNATIONAL MARITIME ORGANIZATION



ISSUE 2 2008

IMO

**TOUGHER AIR POLLUTION STANDARDS COME CLOSER
WITH MEPC AGREEMENT**

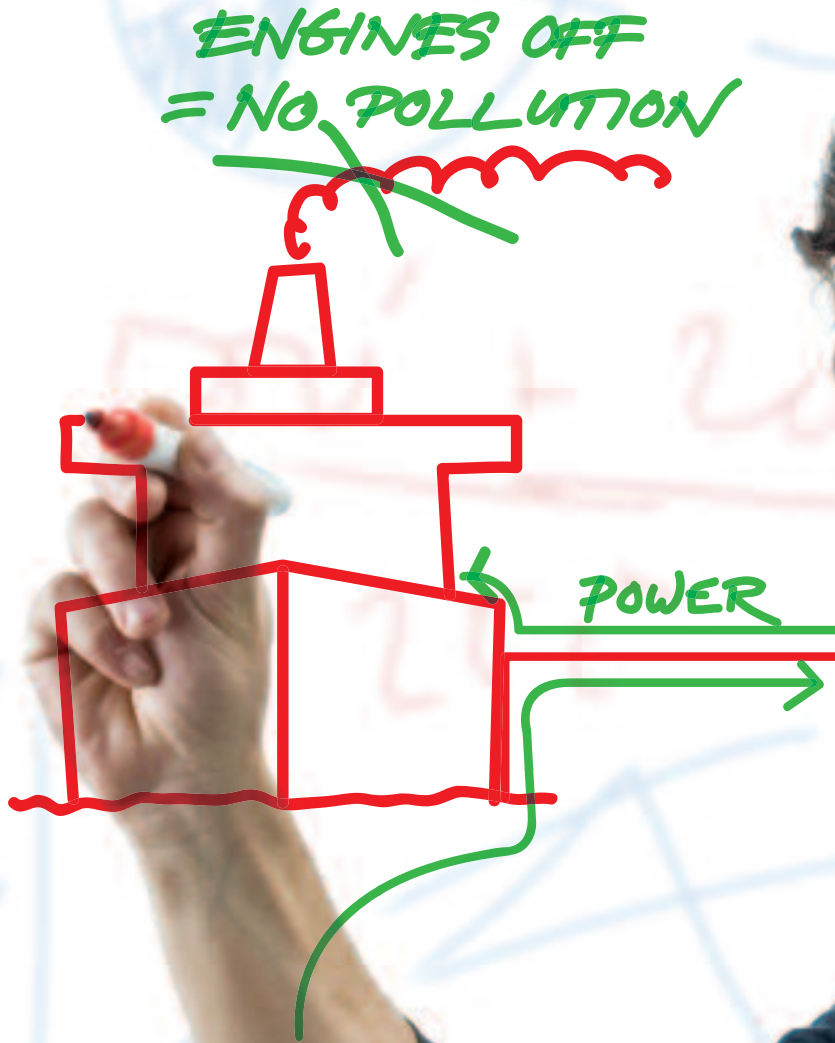
NIGERIA MARITIME RESCUE CENTRE OPENS FOR BUSINESS

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Contents

A revised and updated Code of Safety for Special Purpose Ships, such as research vessels, has been agreed by the Sub-Committee on Ship Design and Equipment (See p.13). The Polarstern, pictured here, is owned and operated by the Alfred Wegener Institute.
Pic, G Chapelle.



Opinion

- 4 IMO's vital role in reducing GHG emissions from ships



Intelligence

- 7 Environment meeting approves revised regulations on ship emissions
- 9 Estonia first to sign Wreck Removal Convention
- 10 Major Flag State accedes to several key IMO conventions
- 11 Nigerian Maritime Rescue Coordination centre commissioned



Meetings

- 13 Sub-Committee on Ship Design and Equipment, 51st session
- 16 Sub-Committee on Standards of Training and Watchkeeping, 39th session
- 17 Marine Environment Protection Committee, 57th session
- 19 Sub-Committee on Radiocommunications and Search and Rescue, 12th session
- 21 Maritime Safety Committee, 84th session



Feature

- 26 All systems go as IMO moves back to move forward



IMO at Work

- 31 REMPEC draws praise as new offices are inaugurated
- 32 Globalast Partnerships launch Mediterranean activities; Royal visit marks WMU's 25th anniversary
- 33 MoU extends ferry collaboration in developing countries; workshop focuses on IMO audit scheme
- 34 New publications available from IMO



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IMO's vital role in reducing GHG emissions from ships



A message from
Secretary-General
Efthimios E. Mitropoulos

The successful outcome of the 57th meeting of the Marine Environment Protection Committee (see page 7) demonstrated that excellent progress has been achieved in IMO's long-standing efforts to limit and reduce pollution of the atmospheric environment.

The fact that representatives of some 100 Governments were able to reach decisions by consensus on complicated issues of great importance and significance not only bears testimony to the responsible manner with which the Members address environmental matters nowadays but also to the great results that can be achieved when States, with the same concerns and determination to produce meaningful solutions to global problems, work together under the auspices of IMO. The co-operation of the shipping industry and environmentalist groups has also been of great value.

I am confident that, once adopted as amendments to MARPOL Annex VI, in the coming October, these new measures will prove extremely beneficial to the environment and I commend the MEPC wholeheartedly for its achievement in developing them.

I also appreciated very much the MEPC's endorsement of my proposal to expedite the Organization's work related to the reduction of greenhouse gas (GHG) emissions from shipping operations. These are issues which, although complex and intricate in nature, are by no means impossible to resolve, especially with the constructive engagement we have witnessed within the MEPC. We need to seek agreement on global solutions and to act in concert with, and contribute to, the wider international efforts aimed at swift and substantive action to combat climate change under the UN Framework Convention on Climate Change (UNFCCC) process, by proactively addressing the principles and objectives enshrined in the roadmap agreed at the December 2007 Bali Conference.

There has been a recurrent debate over whether the GHG emission reductions agreed in IMO should apply exclusively to countries listed in Annex I to the Kyoto Protocol to the UNFCCC or whether their application should extend to all ships, no matter what flag they fly. Its outcome will have repercussions extending far and wide.

If reductions in CO₂ emissions from ships are to benefit the environment as a whole, they must apply globally to

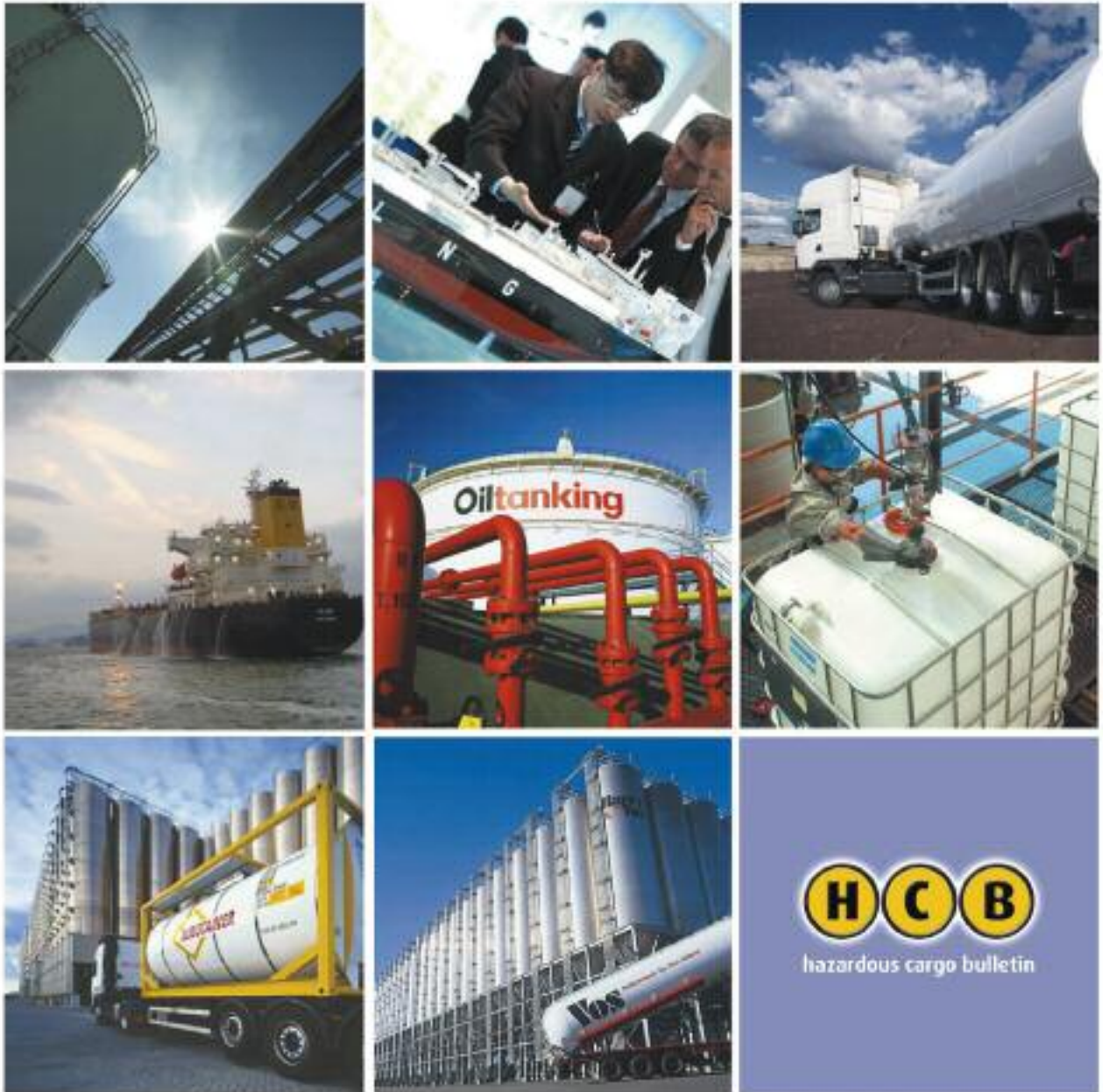
all ships in the world fleet, regardless of their flag. It seems completely incongruous that two ships, carrying similar cargo, loaded in the same port, sailing at the same speed and having the same destination, should be treated differently because they are registered under two different flags – one the flag of a non-Annex I country and, the other, that of an Annex I country. They would each be releasing the same amount of GHGs, wherever they might sail to. If mandatory reduction measures were applied only to ships flagged in Annex I countries, which, in today's shipping reality, represent a mere 25 per cent of the world's merchant fleet, the net benefit for the global environment would be minimal and that, clearly, given the global mandate and responsibility of IMO, would not be a satisfactory outcome.

Moreover, if control measures applied only to ships flagged in Annex I countries, there might be a massive and rapid exodus from Annex I to non-Annex I registers, thus reducing even further the abatement potential – and this should not be allowed to happen. IMO is, therefore, developing a regime that will contribute positively, fairly and visibly to the endeavours of the international community as a whole to combat climate change; a regime in which, because of its unique international nature, shipping in its entirety, not a small fraction thereof, engages comprehensively to regulate GHG emissions effectively.

The Kyoto Protocol – wisely in my opinion – left the limitation and reduction of GHGs from shipping to IMO to regulate. But Kyoto expires in 2012 and will be replaced by the outcome of the Copenhagen meeting in December 2009. IMO will be reporting to that meeting and I am confident that, following the progress that is expected to be made on this issue by the MEPC in October, we will have a positive outcome to convey.

Our goal is to deliver realistic and pragmatic solutions aimed at contributing substantively to worldwide efforts to address the phenomena of climate change and global warming. In this regard, I am confident that, as we look beyond the Kyoto Protocol, we should be able to put in place a robust regime that will apply fairly to shipping while, at the same time, achieving our main objective of protecting the marine and atmospheric environment.

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IMO environment meeting approves revised regulations on ship emissions

At its 57th session in April this year (see p.17), IMO's Marine Environment Protection Committee (MEPC) approved proposed amendments to MARPOL Annex VI *Regulations to reduce harmful emissions from ships*. The proposed amendments will be submitted to the Committee's next session for adoption and, under the tacit amendment procedure, would enter into force 16 months thereafter.

The main changes would see progressive reductions in sulphur oxide (SO_x) emissions from ships, both globally and within SECAs, and in nitrogen oxide (NO_x) emissions from marine engines, 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 Emission Control Areas to be designated for SO_x and particulate matter, or NO_x, 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. In the current Annex VI, there are two SECAs designated, namely, the Baltic Sea and the North Sea area, which also includes the English Channel.

SO_x and Particulate Matter (PM) emissions from ships

The Committee agreed with a series of progressive standards in the amended regulation 14 *Sulphur Oxides (SO_x) and Particulate Matter (PM)* that would result in significant reduction of SO_x and PM emissions from ships. The principal elements are as follows:

- the sulphur limit applicable in Emission Control Areas beginning on 1 March 2010 would be 1.00 per cent (10,000 ppm), reduced from the current 1.50 per cent (15,000 ppm)
- the global sulphur cap would be reduced to 3.50 per cent (35,000 ppm), from the current 4.50 per cent (45,000 ppm), effective from 1 January 2012
- the sulphur limit applicable in Emission Control Areas effective from 1 January 2015 would be 0.10 per cent (1,000 ppm)
- the global sulphur cap would be reduced to 0.50 per cent (5,000 ppm) effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018. Should the 2018 review reach a negative conclusion, the effective date would default to 1 January 2025, and
- introduction of a fuel availability provision under

regulation 18, *Fuel Oil Availability and Quality*, that outlines what actions are appropriate should a ship be unable to obtain the fuel necessary to comply with a given requirement under regulation 14.

The MEPC also approved an MEPC.1 Circular containing *Unified Interpretations related to the verification of sulphur content in fuel oil*. The unified interpretations should be applied until the 2008 amendments to MARPOL Annex VI enter into force. The circular also gives, in an appendix, *Fuel Oil Verification Procedure for MARPOL Annex VI Fuel Samples*.

NO_x regulations for new engines

The MEPC agreed amendments confirming the proposed three-tier structure for new engines, which would set progressively tighter NO_x emission standards for new engines depending on the date of their installation. Tier I applies to a diesel engine which is installed on a ship constructed on or after 1 January 2000 and prior to 1 January 2011 and represents the 17 g/kW standard stipulated in the existing Annex VI.

For Tier II, NO_x emission levels for a diesel engine which is installed on a ship constructed on or after 1 January 2011 would be reduced to 14.4 g/kWh.

For Tier III, NO_x emission levels for a diesel engine which is installed on a ship constructed on or after 1 January 2016 would be reduced to 3.4 g/kWh, when the ship is operating in a designated Emission Control Area. Outside a designated Emission Control Area, Tier II limits apply.

NO_x standards for existing engines

The MEPC agreed a NO_x emission limit of 17.0 g/kW for a diesel engine with a power output of more than 5,000 kW and a displacement per cylinder at, or above, 90 litres installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000.

NO_x Technical Code

The MEPC approved draft amendments to the NO_x Technical Code, to give a revised 2008 NO_x Technical Code. The draft amended NO_x Technical Code includes a new Chapter 7 based on the agreed approach for NO_x regulation of existing (pre-2000) engines established in the draft amended MARPOL Annex VI.

The draft amended NO_x Technical Code includes 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.



Proposed amendments to MARPOL Annex VI were agreed by MEPC and will be submitted to the Committee's next session, in October 2008, for adoption. Under the tacit amendment procedure, they would enter into force 16 months thereafter

Exhaust Gas Cleaning Systems

The MEPC also agreed, with a view to adoption by an MEPC resolution, draft revised *Guidelines for Exhaust Gas Cleaning Systems*. It was agreed to forward the *interim washwater discharge criteria*, to be included in the Guidelines, to the Joint Group of Experts on Scientific Aspects of Marine Environmental Protection (GESAMP) for its review and comment. The interim washwater discharge criteria will be revised in the future as more data becomes available on the contents of the discharged washwater and its potential effects on the marine environment, taking into account any advice given by GESAMP.

Greenhouse gas emissions

Reflecting the Committee's continuous determination to reduce greenhouse gas (GHG) emissions from ships, the MEPC endorsed a proposal from the Secretary-General to expedite the Organization's work on GHG emissions, in particular with regard to developing the CO₂ Emission Indexing Scheme and the CO₂ emission baseline(s).

The MEPC agreed that a coherent and comprehensive future IMO regulatory

framework on GHG emissions from ships should be:

- effective in contributing to the reduction of total global greenhouse gas emissions
- binding and equally applicable to all flag states in order to avoid evasion;
- cost-effective
- able to limit, or at least effectively minimize, competitive distortion
- based on sustainable environmental development without penalizing global trade and growth
- based on a goal-based approach and not prescribe specific methods
- supportive of promoting and facilitating technical innovation and R&D in the entire shipping sector
- accommodating to leading technologies in the field of energy efficiency, and
- practical, transparent, fraud free and easy to administer.

A Working Group on GHG Emissions from Ships developed practical next steps covering the development of short-term and long-term measures to address CO₂ emissions from ships.

Short-term measures include a proposal

to establish a global levy scheme on marine bunker fuel to achieve GHG emission reductions. Under this scheme, all ships engaged in international voyages would be subjected to a bunker levy established at a given cost level per ton of fuel bunkered. With such a scheme in place, a baseline of fuel used and CO₂ emissions would be obtained. The prospect of a global levy/credits scheme contributing to GHG-emissions reduction from ships was found promising, although it was noted that several aspects would need to be clarified and worked on, including:

- the practical implementation of a global levy scheme
- who would collect the levies and how
- how would the revenues be distributed
- the relation with existing environmental levies and tax regimes in general
- provision of enough Clean Development Measures¹ to buy with the credits, and
- the potential for a modal shift in transport at the regional level.

Other short-term measures listed for further consideration include:

- improvement of specific fuel consumption
- energy efficient design and management plans
- using a test mode for estimating the CO₂ index of new-build ships
- onshore power supply
- use of wind power
- voluntary/mandatory requirements to report CO₂ index values, information exchange/outreach and rating performance of ships and operators
- strict limitations on leakage rates of refrigerant gases
- vessel speed reductions
- measures to improve traffic control, fleet management, cargo handling operations and energy efficiency.

Some of the measures could lead to immediate reduction of CO₂ emissions and should be implemented as soon as possible, the meeting agreed. The MEPC endorsed the view of the Working Group that a resolution urging the shipping industry and other related entities to do so, should be developed.

The longer-term measures identified by the Working Group and approved by the Committee for further development include:

- technical measures for ship design

- use of alternative fuels
- a CO₂ Design Index for new ships
- external verification scheme for the CO₂ operational index
- a unitary CO₂ operational index limit, combined with penalty for non-compliance
- an Emissions Trading Scheme (ETS) and/or Clean Development Mechanism (CDM) and
- inclusion of a mandatory CO₂ element in port infrastructure charging.

IMO's work on GHGs is scheduled for completion in 2009, in time for IMO to submit a position paper to the

Copenhagen Conference (December 2009) called for by last year's Conference in Bali on climate change.

The MEPC agreed amendments confirming the proposed three-tier structure for new engines, which would set progressively tighter nitrogen oxide emission standards for new engines depending on the date of their installation



¹ Refers to the so-called "Clean Development Mechanism" which is provided for under the Kyoto Protocol and allows for reductions in emissions to be "sponsored" in countries not bound by emissions targets. In simplified form, industrialized countries pay for projects that cut or avoid emissions in poorer nations and are awarded credits that can be applied to meeting their own emission targets.

Estonia first to sign Wreck Removal Convention

The Republic of Estonia has become the first country to sign, subject to ratification, the Nairobi International Convention on the Removal of Wrecks, 2007.

The Ambassador of Estonia to the United Kingdom, His Excellency Dr Margus Laidre, signed the Convention on behalf of Estonia at IMO Headquarters in London on Friday, 28 March.

The Nairobi Wreck Removal Convention was adopted in May 2007 and will provide the legal basis for States to remove, or have removed, shipwrecks that may have the potential to affect adversely the safety of lives, goods and property at sea, as well as the marine environment.

The Convention is open for signature until 18 November 2008 and, thereafter, will be open for ratification, accession or acceptance. It will enter into force twelve months following the date on which ten States have either signed it without reservation as to ratification, acceptance or approval or have deposited instruments of ratification, acceptance, approval or accession with the Secretary General of IMO.

The Nairobi Wreck Removal Convention, once in force, will fill a gap in the existing international legal framework by providing the first set of uniform international rules aimed at ensuring the prompt and effective removal of wrecks beyond the territorial sea, thereby also contributing to the IMO goals of safe navigation and marine environmental protection.

This will be achieved in part by making the registered owner liable for costs of

locating, marking and removing a wreck and by imposing an insurance requirement on ships of 300 gross tonnage and above to cover this liability. The new Convention also includes an optional clause enabling States Parties to apply certain provisions to their territory, including their territorial sea.

Although the incidence of marine casualties has decreased dramatically in recent years, mainly thanks to the work of IMO and the persistent efforts of Governments and industry to enhance safety in shipping operations, the number of abandoned wrecks, estimated at almost thirteen hundred worldwide, has reportedly increased and, as a result, the problems they cause to coastal States and shipping in general have, if anything, become more acute.

These problems are three-fold: first, and depending on its location, a wreck may constitute a hazard to navigation, potentially endangering other vessels and their crews; second, and of equal concern,



The Ambassador of Estonia to the United Kingdom, His Excellency Dr Margus Laidre, signed the Convention on behalf of Estonia

depending on the nature of the cargo, is the potential for a wreck to cause substantial damage to the marine and coastal environments; and third, in an age where goods and services are becoming increasingly expensive, is the issue of the costs involved in the marking and removal of hazardous wrecks. The Nairobi Convention attempts to resolve all of these and other related issues.

Major Flag State accedes to key IMO Conventions

One of the world's largest shipping nations, the Republic of the Marshall Islands, has acceded to five major IMO Conventions.

Mr. Joseph A. Bigler, Counsellor to the Maritime Administration, Republic of the Marshall Islands, deposited instruments of accession with IMO to the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (1996 London Convention Protocol); the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention); the Protocol of 2005 to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (2005 SUA Convention); the Protocol of 2005 to the Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf, 1988 (2005 SUA Protocol); and the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (2001 Bunkers Convention).

The 1996 London Convention Protocol revises the structure of the original Convention, codifies the precautionary

approach, prohibits the practice of incineration at sea (except for emergencies), and prohibits the export of wastes or other matter to non-Parties for the purpose of dumping or incineration at sea. It entered into force on 24 March 2006; accession by the Marshall Islands brings the number of States having ratified the Protocol to 35 and the tonnage figure to 29.73 per cent of the world's fleet.

When in force, the AFS Convention will prohibit the use of harmful organotins in anti-fouling paints used on ships and will establish a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems. Parties to the Convention are required to prohibit and/or restrict the use of harmful anti-fouling systems on ships flying their flag, as well as ships not entitled to fly their flag but which operate under their authority, and all ships that enter a port, shipyard or offshore terminal of a Party. The Convention will enter into force, generally and for the Marshall Islands, on 17 September 2008. Accession by the Marshall Islands brings the number of States having ratified the Convention to 30 and the tonnage figure to 49.17 per

cent of the world's fleet.

The 2005 SUA Convention amends the original treaty, by broadening the list of offences to include terrorist offences (such as the offence of using a ship itself in a manner that causes death or serious injury or damage and the transport of weapons or equipment that could be used for weapons of mass destruction). It also introduces provisions for the boarding of ships where there are reasonable grounds to suspect that the ship or a person on board the ship is, has been, or is about to be, involved in committing an offence regulated by the Convention.

The 2005 SUA Protocol extends the scope of provisions on the new offences to fixed platforms on the continental shelf, as appropriate. Neither the Convention nor the Protocol is yet in force.

The 2001 Bunkers Convention was adopted to ensure that adequate, prompt, and effective compensation is available to persons who suffer damage caused by spills of oil, when carried as fuel in ships' bunkers, and will enter into force, both generally and for the Marshall Islands, on 21 November 2008.

When in force, the AFS Convention will prohibit the use of harmful organotins in anti-fouling paints used on ships. Accession by the Marshall Islands brought the number of States having ratified the Convention to 30 and the tonnage figure to 49.17 per cent of the world's fleet



Nigerian Maritime Rescue Coordination Centre commissioned



Left to right: Dr. Dabo (Executive Director, Finance and Administration, NIMASA); Mr. Kabiru Munir (Chief Protocol Officer, NIMASA); Mrs. Amuna Lawal Ali (Permanent Secretary, Federal Ministry of Transportation); IMO Secretary-General Mitropoulos; Mrs. Diezani-Alison Madueke (Hon. Minister of Transport); Prince John Okechukwu Emeka (Hon. Minister of State for Water Transportation); Mr. Shekarau (Executive Director, Maritime Safety and Shipping Development)

A key link in the plan to provide effective search and rescue (SAR) coverage off the coast of Africa has been completed with the commissioning of a fully-equipped regional Maritime Rescue Coordination Centre (MRCC) in Lagos, Nigeria – the third such commissioning in just over two years, following the inauguration of MRCCs in Mombasa, Kenya, and Cape Town, South Africa, in May 2006 and January 2007, respectively.

The Lagos MRCC covers nine countries (Benin, Cameroon, Congo, the Democratic Republic of Congo, Equatorial Guinea, Gabon, Nigeria, São Tomé & Príncipe and Togo). Its commissioning coincided with the formal signing of a Multilateral Agreement, between interested neighbouring Governments, on the coordination of maritime SAR services in areas adjacent to their coasts.

IMO, for its part, acted as project leader, collaborating with all parties concerned; coordinating the provision of expert advice, training and infrastructure; and monitoring and supervising progress at the various phases.

The inauguration of the new facility marks an important step in a process that began at the October 2000 IMO Conference on Search and Rescue and the Global Maritime Distress and Safety System, held in Florence, Italy. Governments at that Conference agreed that a regional approach to the provision

of SAR services in western, southern and eastern parts of Africa should be pursued and, to that effect, they adopted a resolution inviting the African countries bordering the Atlantic and Indian Oceans, anti-clockwise from Morocco to Somalia, as well as the nearby Atlantic and Indian Ocean Island States, to establish five regional centres and 26 sub-centres to cover their entire coastline areas for SAR coordination purposes. The Conference envisaged that all the proposed centres could work co-operatively to provide SAR coverage in what had been identified as one of the areas of the world suffering most from a lack of adequate SAR and communications infrastructure.

The commissioning of the Lagos MRCC completes a key link in the plan to provide effective search and rescue (SAR) coverage off the coast of Africa



The establishment of appropriate SAR facilities off the coast of Africa was seen as a key component in the implementation of the Global SAR Plan, the final part of which had been agreed in 1998 at an IMO Conference in Fremantle, Australia and, within which, Nigeria had formally agreed to undertake responsibility for the coordination and control of SAR operations across a substantial sea area exceeding her obligation under the SOLAS Convention to do so in areas around her coast.

The new Lagos MRCC was commissioned on 27 May 2008 by IMO Secretary-General Mitropoulos, accompanied by Mrs. Diezani Alison-Madueke, Minister, Federal Ministry of Transportation of Nigeria. In opening the facility, Mr. Mitropoulos paid tribute to the broad co-operation between the Governments concerned and international and non-governmental stakeholders which, he said, served to underpin the success of the project.

The new MRCC will play a considerable part in achieving the overall objective of safeguarding life at sea and increasing the chances that those who find themselves in distress will be able to reach shore safely, while, at the same time, strengthening the region's response to enhanced maritime security and any threat posed by pirates and armed robbers.

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DE agrees new Code of Safety for Special Purpose Ships

A revised and updated Code of Safety for Special Purpose Ships (SPS Code), such as sail training ships, cable laying ships and research vessels, was agreed by the Sub-Committee on Ship Design and Equipment (DE).

The original SPS Code was adopted in 1983. The 2008 version aims to provide an international standard of safety for special purpose ships of new construction, the application of which will facilitate operation of such ships and result in a level of safety for the ships and their personnel equivalent to that required by the International Convention for the Safety at Life of Sea (SOLAS), 1974, as amended.

For the purposes of the SPS Code, a special purpose ship is a ship of not less than 500 gross tonnage which carries more than 12 special personnel, i.e., persons who are specially needed for the particular operational duties of the ship and are carried in addition to those persons required for the normal navigation, engineering and maintenance of the ship or engaged to provide services for the persons carried on board.

Such personnel could include: scientists, technicians and expeditionaries on ships engaged in research, non commercial expeditions and survey; personnel engaging in training and practical marine experiences to develop seafaring skills suitable for a professional career at sea; personnel who process the catch on factory ships for fish, whales or other living resources of the sea, not engaged in catching; and salvage personnel on salvage ships, cable-laying personnel on cable laying ships, seismic personnel on seismic survey ships, diving personnel on diving support ships, pipe laying personnel on pipe layers and crane operating personnel on floating cranes.

The SPS Code 2008 includes chapters covering: stability and subdivision; machinery installations; electrical installations; periodically unattended machinery spaces; fire protection; dangerous goods; life-saving appliances; radio communications; safety of navigation, and security.



Prohibiting asbestos – draft SOLAS amendment agreed

The Sub-Committee agreed a draft amendment to SOLAS regulation II-1/3-5.2, to prohibit all new installations of asbestos on board ships without exception, for submission to MSC 85 (November-December 2008) for approval with a view to adoption at MSC 86 (2009).

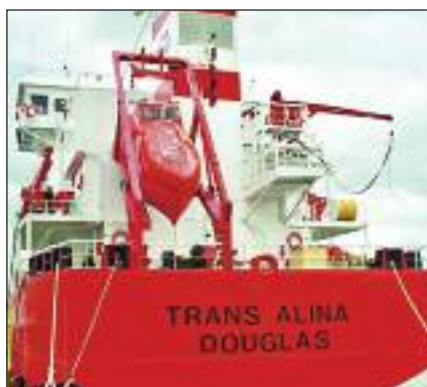
Currently, the regulation prohibits the new installation of materials which contain asbestos with the exception of vanes used in rotary vane compressors and rotary vane vacuum pumps; watertight joints and linings used for the circulation of fluids when, at high temperature or pressure, there is a risk of fire, corrosion or toxicity; and supple and flexible thermal insulation assemblies used for temperatures above 1000°C.

Handling of oily wastes on ships – draft amendments to MARPOL agreed

Draft amendments to MARPOL Annex I concerning disposal of oily wastes were agreed by the Sub-Committee, for submission to the Marine Environment Protection Committee (MEPC) for approval and adoption.

The draft amendments provide new definitions for oil residue (sludge) and oil residue (sludge) tanks. Oil residue

The Sub-Committee agreed a revised and updated Code of Safety for Special Purpose Ships (SPS Code), such as sail training ships, cable laying ships (above) and research vessels



A draft *Interim recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear* was agreed

(sludge) is defined as the residual waste oil products such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, or separated waste oil from oil filtering equipment, or waste oil collected in drip trays, and waste hydraulic and lubricating oils. Draft definitions for oily bilge water and oily bilge water holding tanks were also agreed by the Sub-Committee.

The draft amendments to regulation 12 of MARPOL Annex I give the requirements for oil residue (sludge) tanks, which should be provided with a designated pump, have no discharge connections to bilge systems, oily bilge water holding tanks, tank top or oily water separators; and may be fitted with drains, with manually operated self-closing valves, for the collection of settled water, or an alternative arrangement.

Related draft amendments to the supplement to the IOPP Certificate Form A and Form B and to the Oil Record Book Parts I and II were also agreed.

The Sub-Committee further agreed to a draft MEPC circular on *Supplementary guidelines on approval of bilge and sludge handling systems for compliance with MARPOL Annex I*; a draft MSC-MEPC circular relating to the blanking of bilge discharge piping systems in port; a draft MEPC circular on *amendments to the Revised guidelines for systems handling oily wastes in machinery spaces of ships incorporating guidance*

notes for an integrated bilge water treatment system (IBTS); and a draft MEPC circular on *Harmonized implementation of the Revised guidelines and specifications for pollution prevention equipment (PPE) for machinery spaces of ships incorporating guidance notes for the type-approval process of PPE*.

Measures to prevent accidents with lifeboats

The Sub-Committee agreed a draft *Interim recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear*, which includes provisions for the authorization of both independent and manufacturer-certified service providers and annexes *Guidelines for certification of personnel for servicing and maintenance of lifeboats, launching appliances and on-load release gear*.

The Sub-Committee took the view that Administrations should be urged to swiftly implement the interim recommendation, taking into account that the great majority of reported lifeboat accidents involved on-load release gear; and that implementation of the provisions in the recommendation relating to establishment of uniform standards for certification of servicing personnel, establishment and maintenance of documented quality systems, requirements to ensure the use of genuine replacement parts in on-load release gear, and Administration oversight of service providers would be significant steps forward in improving the safety of mariners by generally raising the quality of service of this critical safety equipment.

The Sub-Committee also agreed draft amendments to paragraph 4.7.2 of the International Life-Saving Appliances (LSA) Code concerning the design of free-fall lifeboat seats and seating space, and related draft amendments to the *Revised recommendation on testing of life-saving appliances* (resolution MSC.81(70)).

Meanwhile, the Sub-Committee established a correspondence group to

follow up on issues discussed during the session. In particular, the correspondence group is tasked with reviewing MSC.1/Circ.1206 to include, if necessary, amendments pursuant to the new *Interim recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear*; further considering the “fail safe” concept with regard to lifeboat on-load release gear; develop a definition for “on-load release hooks of poor and unstable design”; exploring criteria to determine poor and unstable design of such hooks and consider a timeframe for the replacement of such hooks, in order to improve the requirements for the design of this equipment, and preparing relevant draft amendments to the LSA Code and the *Revised recommendation on testing of life saving appliances* (resolution MSC.81(70)); and further considering the definition of “unfavourable conditions of trim and list”, in particular the possible need for differing definitions to be used.

Compatibility of life-saving appliances

The Sub-Committee agreed draft amendments to the LSA Code and the *Revised recommendation on testing of life saving appliances* (resolution MSC.81(70)) to adjust the design criteria for lifeboats on cargo ships to take into account the increasing size of seafarers globally.

In terms of the draft amendments to the LSA Code concerning the assumed weight of persons on lifeboats, the Sub-Committee agreed to differentiate the assumed weight of persons, i.e., retaining the existing 75 kg criterion for passenger ship lifeboats and increasing to 82.5 kg the criterion for cargo ship lifeboats. The requirements for lifeboat marking allow some flexibility, given the possibility that a lifeboat may be approved for both passenger and cargo ships.

The Sub-Committee further agreed that a unified assumed weight of persons (82.5 kg) should be applied to rescue boats, even though only a few persons are typically on board rescue boats.

The Sub-Committee also agreed a draft MSC circular on *Guidance on the wearing of immersion suits in totally enclosed lifeboats*, covering the potential risks of overheating and dehydration associated with the wearing of immersion suits inside totally enclosed lifeboats. The guidance refers to experiences in which seafarers wearing immersion suits suffered from overheating and dehydration and states that, in general, immersion suits should not be worn when boarding totally enclosed lifeboats. While abandon ship drills are a good opportunity to examine and demonstrate the use of immersion suits, crew training during these drills should emphasize that immersion suits are intended primarily to ensure thermal protection in cases where the totally enclosed lifeboat cannot be embarked.

Corrosion protection of permanent means of access arrangements – guidelines agreed

The Sub-Committee agreed draft *Guidelines for corrosion protection of permanent means of access*. The draft guidelines note that permanent means-of-access arrangements in ballast tanks and in void spaces that are integral to the ship structure should be coated in accordance with the *Performance standard for protective coatings for dedicated seawater ballast tanks of all types of ships and double-side skin spaces of bulk carriers* (PSPC) (resolution MSC.215(82)) and with the *Performance standard for protective coatings for void spaces* (resolution MSC.244(83)), respectively.

The draft guidelines note that protective coatings of means of access will be liable to suffer from mechanical damage during service. It is also noted that the ladders, rails, walkways, gratings, stanchions, etc., that form the means of access will often be fabricated from square and flat bar sections, the edges of which are an inherent weak point in any coating system especially where abrasion or mechanical damage is a possibility. Therefore, it is suggested that hot dip galvanizing should be employed as the primary means for corrosion protection for these permanent means of access.

SOLAS interpretations – conversions of single-hull tankers

The Sub-Committee agreed a draft interpretation with regard to the applicability of the means-of-access requirements in SOLAS regulation II-1/3-6 to existing single-hull tankers converting to a double-hull arrangement and a draft interpretation concerning repairs, alterations and modifications of a major character. The Sub-Committee agreed that conversions of single-hull tankers to double-hull tankers should be regarded as modifications of a major character for the purposes of SOLAS chapter II-1.

Guidelines for maintenance and repair of protective coatings

The Sub-Committee agreed to continue work on the development of guidelines for maintenance and repair of protective coatings at its next session.

Revision of the MODU Code

The Sub-Committee continued its work on the revision of the *Code for the Construction and Equipment of Mobile Offshore Drilling Units* (MODU Code) (resolution A.649(16), as amended) and agreed to finalize the revised MODU Code at its next session.

Extending the Guidelines for ships operating in Arctic ice-covered waters

The Sub-Committee continued work on developing amendments to the *Guidelines for ships operating in Arctic ice-covered waters* (MSC/Circ.1056 – MEPC/Circ.399), so that they are also applicable to ships operating in Antarctic waters.

It was agreed that a complete revision of the guidelines was necessary and a correspondence group was established to prepare draft revised guidelines for submission to the Sub-Committee's next session.

Guidance to ensure consistent policy on watertight doors during navigation

A correspondence group was established



In general, immersion suits should not be worn when boarding totally enclosed lifeboats, according to a draft MSC circular agreed by DE. It refers to experiences in which seafarers wearing immersion suits suffered from overheating and dehydration

to develop guidance for Administrations, to ensure a consistent policy for determining the need for watertight doors to remain open during navigation when it is considered essential to the safe and effective operation of the ship's machinery or to permit passengers unrestricted access throughout the passenger area. The work is being carried out in the context of work by the Sub-Committee on Stability, Load Lines and Fishing Vessels Safety (SLF) on guidance on the impact of open watertight doors on existing and new ship survivability.

Revision of the Code on Alarms and Indicators

The Sub-Committee continued work in developing the draft revised *Code on Alarms and Indicators* with a view to finalizing the draft revised Code at its next session.

STCW review moves ahead

Substantial progress was made on the comprehensive review of the STCW Convention and STCW Code, when the Sub-Committee on Standards of Training and Watchkeeping met for its 39th session.

Under the proposed work plan, the next Sub-Committee session (STW 40), to be held during the first half of 2009, would make further progress on the draft text of amendments and submit the proposed amendments to MSC 86 (meeting in the first half of 2009). MSC 86 could then authorize STW 41 to finalize such amendments for circulation before a Diplomatic Conference in 2010.

During the current session, a working group prepared preliminary draft texts of chapter V (*Special training requirements for personnel on certain types of ships*) of the STCW Convention and STCW Code, relating to standards for personnel serving on oil tankers; chemical tankers; gas tankers; passenger ships, including ro-ro passenger ships; and ships of electric power plant above 1000 Volts. Preliminary draft revised texts of chapters IV (*Radiocommunications and Radio Personnel*), VI (*Emergency, occupational*

safety, security, medical care and survival functions), VII (*Alternative certification*) and VIII (*Watchkeeping*) were also prepared.

Preliminary consideration was given to proposals related to chapters I (*General provisions*), II (*Master and deck department*) and III (*Engine department*).

Review of principles for establishing safe manning levels

The Sub-Committee prepared a preliminary draft revised text of resolution A.890(21), as amended, on *Principles of safe manning*, and re-established a correspondence group to progress the matter further intersessionally.

The correspondence group was tasked with developing a draft framework for determining minimum safe manning that considers effectiveness and efficiency relating to the performance of tasks, based on scientific knowledge and expertise in areas such as man/machine interface, ship construction, training, vessel operations and fatigue research.

The draft framework should take into account the following needs identified by the working group which met during the current session:

- uniform implementation of the guidelines on principles of safe manning
- assistance in focusing efforts to comply with the guidelines
- providing a systematic approach
- assistance in assessing compliance
- assistance in verification
- capable of being audited
- providing transparency
- providing a more objective assessment of minimum safe manning
- comparable practice for establishing minimum safe manning
- internationally applicable criteria, and
- providing a means of effective implementation of statutory requirements.

STCW applies to FPSOs and FSUs

The Sub-Committee agreed that the requirements of the STCW Convention applied to self-propelled and detachable floating production, storage and offloading facilities (FPSOs) and floating storage units (FSUs), when they were underway, and invited MSC 85 (November-December 2008) to take this into account when deciding on the safety criteria for FPSOs and FSUs.

Model training courses

The Sub-Committee reviewed the draft model course on Familiarization Training for Liquefied Natural Gas (LNG) tanker operations and agreed it should be restructured, in light of the review of chapter V of the STCW Convention and STCW Code. It will be considered for validation at the next session.

Special training requirements for personnel serving on oil tankers were addressed by a working group.



IMO confirms environmental credentials as MEPC makes major progress

The Marine Environment Protection Committee (MEPC) made significant progress on several items when it addressed a packed agenda at its 57th session from 31 March to 4 April, at the Royal Horticultural Halls, London.

In addition to approving proposed amendments to the MARPOL Annex VI regulations to reduce harmful emissions from ships and progressing the Organization's work on the regulation of greenhouse gas emissions from ships (see page 7), the Committee, among other things, also reviewed the current draft of a proposed ship recycling convention, pursued its work on issues related to the Ballast Water Management Convention, designated the Papahānaumokuākea Marine National Monument as a Particularly Sensitive Sea Area and agreed that the discharge requirements in respect of the "Mediterranean Sea area" would take effect on 1 May 2009.

Recycling of ships

Substantial progress was made in developing the draft text of the International Convention for the Safe and Environmentally Sound Recycling of Ships, a new convention which will provide globally applicable ship recycling regulations for international shipping and for recycling activities. The work paves the way for the Committee to approve the draft at its next meeting in October 2008, taking the process one step closer to the holding of a diplomatic conference to

adopt the Convention in Hong Kong, China, in May 2009.

An intersessional correspondence group was instructed to prepare a draft conference resolution addressing the circumstances in which sufficient recycling capacity may not be available. An intersessional meeting of the Working Group on Ship Recycling will be held in October 2008, the week before MEPC 58, to resolve outstanding issues and prepare a final version of the draft convention, to be reviewed at MEPC 58.

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

In developing the draft text, the MEPC considered submissions from IMO Member Governments and non-governmental organizations in consultative status with IMO, including documents presented by the International Organization for Standardization (ISO), the International Labour Organization (ILO) and the Secretariat of the Basel Convention.

The third session of the Joint

ILO/IMO/Basel Convention Working Group on Ship Scrapping is scheduled to be held in Geneva from 29 to 31 October, 2008.

Harmful aquatic organisms in ballast water

The MEPC agreed to grant "Basic Approval" to four ballast water management systems and "Final Approval" to one ballast water management system that make use of Active Substances, after consideration of the report of the fourth and fifth meetings of the GESAMP¹ Ballast Water Working Group, which met in November 2007 and January 2008.

The MEPC also adopted a revised *Procedure for approval of ballast water management systems that make use of active substances (G9)*, which updates and clarifies the procedure.

To date, 14 States, representing about 3.55 per cent of the world's merchant shipping, have ratified the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), which was adopted in February 2004. It will enter into force twelve months after the date on which no fewer than thirty States, the combined merchant fleets of which constitute not less than thirty-five percent of the gross tonnage of the world's merchant shipping, have become Parties to it. Bearing in mind the emphasis the international community places on the issue of invasive species in

The Committee noted concerns about the increased number and type of vessels operating in the Antarctic area. (pic: Michael Van Woert, NOAA NESDIS, ORA)





The MEPC agreed to set a date of 1 May 2009 from which the garbage discharge requirements for the "Mediterranean Sea area" special area shall take effect. The photograph shows the "Golden Princess" in Malta Grand Harbour (pic: Domenic Aquilina/Malta Maritime Authority).

ships' ballast water, the Committee urged other States to ratify the Convention at the earliest opportunity.

Particularly Sensitive Sea Areas

The Committee agreed to designate the Papahānaumokuākea Marine National Monument, in the area of the North-Western Hawaiian Islands (NWHIs), as a Particularly Sensitive Sea Area (PSSA). The PSSA will protect a unique, fragile and integrated coral reef ecosystem that consists of an approximately 1,200-mile stretch of small islands, atolls, banks, seamounts, pinnacles, shoals and other emergent features. The MEPC designated the PSSA "in principle" at its last session, pending adoption of associated protective measures by the Maritime Safety Committee (MSC), in October 2007. These measures have now been adopted.

They include amendments to the six existing Areas To Be Avoided (ATBAs), which were adopted by IMO in 1981 to protect the NWHIs, and the adoption of additional ATBAs around Kure Atoll and Midway Atoll as well as three other areas between islands. In addition, a ship-reporting system provides critical alerts and other information to assist safe navigation in this area and to provide information on vessel traffic in transit through the PSSA, to facilitate the ability

to respond to maritime emergencies.

Mediterranean Special Area for garbage rules

The MEPC agreed to set a date of 1 May 2009 from which the discharge requirements in respect of the "Mediterranean Sea area" (a Special Area under MARPOL Annex V) shall take effect. The move followed discussion of a submission from the Mediterranean coastal States declaring that adequate reception facilities for garbage, as required by MARPOL Annex V, are available and cover the relevant ports within the region.

Review of Annex V of MARPOL

The MEPC reviewed the report of a correspondence group on the review of MARPOL Annex V and agreed to extend the target completion date of the work to 2009. The Committee encouraged Member Governments and observers to participate actively in the review of MARPOL Annex V and associated guidelines, so that the task can be completed in time for consideration by MEPC 59 in July 2009.

The correspondence group was re-established to develop draft amendments to the Annex and to the Guidelines for its implementation and to submit a progress report to MEPC 58 in October 2008.

Protecting the Antarctic Area from shipping

The MEPC noted a submission raising concerns about the increased number and type of vessels operating in the Antarctic area, and recent incidents involving ships in distress in the area. The Committee noted the suggestion that, given that the Antarctic area was a Special Area under MARPOL Annexes I, II and V, IMO might consider addressing vessel ice strengthening standards; banning use of heavier grade fuel oils; addressing concerns over discharges of oily substances, sewage, grey water and waste; addressing the introduction of alien species through ballast water, hull-fouling and other pathways; and establishing a vessel traffic monitoring and information system for vessels operating in the Antarctic area.

Member Governments were invited to submit relevant proposals to future meetings of the Committee, and also to the Sub-Committee on Bulk Liquids and Gases (BLG). The work programme of BLG 13 (scheduled to meet early in 2009) includes an agenda item on "Amendments to MARPOL Annex I on the use and carriage of heavy grade oil (HGO) on ships in the Antarctic area", with a target completion date of 2010.

OPRC-HNS implementation

The MEPC considered the report of the seventh meeting of the OPRC HNS² Technical Group, held in the week prior to the Committee's session, and approved the final text of the draft *Evaluation guideline for the validation of newly developed and revised OPRC-related model courses*. The Committee also urged Member States and industry to provide financial support to fund the participation of delegates from developing countries in the Fourth R&D Forum, on hazardous and noxious substances in the marine environment, to be held in conjunction with Interspill 2009, which will take place in Marseille, France, from 12 to 14 May 2009.

¹ Joint Group of Experts on Scientific Aspects of Marine Environmental Protection (GESAMP)

² International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC Convention) and the OPRC-HNS (Hazardous and Noxious Substances) Protocol

Updates agreed on MSI and navigational warning services

Amendments to the recommendations on the promulgation of Maritime Safety Information (MSI) and the IMO/International Hydrographic Organization (IHO) World Wide Navigational Warning Service (WWNWS) were agreed by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), when it met for its 12th session.

The proposed amendments to resolutions A.705(17) and A.706(17), as amended, will be submitted to the Maritime Safety Committee (MSC), for adoption at its 85th session in November-December 2008. The amendments revise and update the recommendations, taking into account technical evolution since the advent of the Global Maritime Distress and Safety System (GMDSS).

The revised recommendations will also provide the basis for a further holistic review of all WWNWS documentation, including the Maritime Safety Information manual and the NAVTEX and SafetyNET manuals.

The Maritime Safety Information service of the GMDSS is the internationally and

nationally co-ordinated network of broadcasts containing information necessary for safe navigation, which is received in ships by equipment that automatically monitors the appropriate transmissions, displays information which is relevant to the ship and provides a print capability.

Arctic MSI Services

The Sub-Committee discussed the expansion of the WWNWS into Arctic waters, after reviewing the report of a joint IMO/IHO/World Meteorological Organization (WMO) Correspondence Group on Arctic MSI Services and agreed that a common MSI broadcast system was required for the Arctic region.

The Sub-Committee endorsed the view that, until such time that an Arctic satellite service provider under GMDSS was available, HF NBDP (High Frequency narrow-band direct-printing) was a viable alternative means of promulgation of MSI above the high latitude limits of Inmarsat coverage.

WMO has endorsed Canada, Norway and the Russian Federation as the METAREA Issuing Services for the new Arctic

METAREAs to be established in due course.

The joint IMO/IHO/WMO correspondence group was re-established to provide recommendations including an implementation timeline for full Arctic MSI services.

Development of an e-navigation strategy

The Sub-Committee considered issues relating to the development of an e-navigation strategy and forwarded its views to the Sub-Committee on Safety of Navigation (NAV), which is co-ordinating the work. The aim is to assist the MSC to develop a strategic vision and policy direction to progress the concept further.

User needs relating to distress and safety alerts and information were identified and it was agreed that, while e-navigation should not be limited to communications using existing equipment, the first phase should be to make better use of existing technology. Other technologies, it was felt, could be considered at a later stage.

The Sub-Committee noted that e-navigation was an evolving concept, while issues such as the preponderance of false distress alerts demonstrated the importance of standardization, clear procedures and effective training in the development of e-navigation.

Liaison statements to ITU, IHO and ISO

The Sub-Committee agreed a liaison statement for submission to the International Telecommunication Union (ITU) on the development of Class D DSC. It refers to the revised version of Recommendation ITU-R M.493, concerning clarification of Recommendation ITU-R M.493 12 on Digital Selective Calling issues. IMO advises that, since DSC is now a well established system of some 30 years' standing, any proposed changes should be confirmed by sufficient studies and testing, which could include field trials of equipment, before the changes to the system are recommended.

A liaison statement to IHO and the International Organization for



Weather warnings are crucial for seafarers. The recommendations on the promulgation of Maritime Safety Information (MSI) and the World Wide Navigational Warning Service have been updated by the COMSAR Sub-Committee. (pic: IHMA)



The ICAO/IMO Joint Working Group on SAR was instructed to develop a proposed work plan to review the IAMSAR manual.

Standardisation (ISO) on ship and port security requirements for ITU's World Radiocommunication Conference 2011 (WRC 11) was also approved.

Use of AIS for distress messages discouraged

The Sub-Committee approved a liaison statement to the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), the International Radio Maritime Committee (CIRM), the International Electrotechnical Commission (IEC) and ITU on AIS safety-related broadcast messages used for distress purposes, requesting that distress messages should not be preconfigured.

The Sub-Committee noted that several manufacturers were producing Class B AIS equipment with functionalities that would allow indications of distress via a text message, but that, at the present time, AIS text messaging was not part of the GMDSS system.

Revision of the IAMSAR Manual

Draft amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual were approved for adoption by MSC 85, with a proposed entry-into-force date of 1 June 2009. The amendments include the addition of new sections on Telemedical Assistance Service (TMAS) and give a sample contract between a rescue co-ordination centre and a TMAS. An updated and revised section on National Self-Assessment on Search and Rescue, giving a checklist of questions, is also included in the proposed amendments.

Meanwhile, it was decided that a fundamental review of the IAMSAR Manual was due and that it needed extensive rationalization, editing and standardization to keep it up to date effectively and efficiently. The ICAO/IMO Joint Working Group on SAR was instructed to develop a proposed work plan to review the IAMSAR manual.

Revised list for MRCCs

The Sub-Committee approved a revised list of IMO documents and publications which should be held by an MRCC.

Developments in maritime radiocommunication systems and technology

The modernization of the GMDSS was discussed and it was agreed that a comprehensive review of performance and development of the GMDSS was due. Administrations were requested to consider submitting to the Committee proposals to establish a new work programme item relating to the review of the functions, elements and procedures of the GMDSS.

NAVAREA Coordinators list updated

The Sub-Committee approved an updated list of NAVAREA Coordinators (COMSAR.1/Circ.43).

MSC adopts mandatory code for casualty investigations

IMO adopted a mandatory casualty investigation code and moved forward with the implementation of long-range identification and tracking (LRIT) of ships, when the Maritime Safety Committee (MSC) met in London, in May, for its 84th session.

New casualty investigation code

The MSC adopted a new *Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code)*. Relevant amendments to SOLAS Chapter XI-1 were also adopted, to make parts I and II of the Code mandatory. Part III of the Code contains related guidance and explanatory material.

The Code will require a marine safety investigation to be conducted into every “very serious marine casualty”, defined as a marine casualty involving the total loss of a ship, or a death, or severe damage to the environment.

The Code will also recommend an investigation into other marine casualties

and incidents, by the Flag State of a ship involved, if it is considered likely that it would provide information that could be used to prevent future accidents.

The new regulations expand on SOLAS Regulation I/21, which requires Administrations to undertake to conduct an investigation of any casualty occurring to any of its ships “when it judges that such an investigation may assist in determining what changes in the present regulations might be desirable”.

Long Range Identification and Tracking

The MSC made a number of decisions to ensure the timely implementation of the LRIT system. SOLAS regulation V/19-1 on LRIT entered into force on 1 January 2008 and will apply to ships constructed on or after 31 December 2008 with a phased implementation schedule for ships constructed before 31 December 2008. The LRIT system is intended to be operational with respect to the transmission of LRIT information by ships from 30 December 2008.

The MSC adopted a resolution on the *Establishment of the International LRIT Data Exchange on an interim basis*, confirming that the International LRIT Data Exchange will be provided temporarily by the United States at its own expense and that a permanent solution should be found as soon as possible.

The MSC endorsed a financial model based on the “user pays” principle, agreeing that charges for the provision of LRIT information for the search and rescue of persons in distress at sea should, in all cases, be free of charge to the search and rescue service of the Contracting Government requesting such information.

The Committee adopted revised *Performance Standards and functional requirements for the long-range identification and tracking of ships*, to update previous versions, and agreed MSC.1 Circulars giving *Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information; Guidance on Search and Rescue Services in relation to requesting and receiving LRIT*

The MSC adopted a new mandatory Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code). The Code will require a marine safety investigation to be conducted into every “very serious marine casualty”, defined as a marine casualty involving the total loss of a ship, or a death, or severe damage to the environment. (pic: IHMA)



information; *Guidance on the implementation of the LRIT system*; and *Interim revised Technical Specifications for the LRIT system*.

The International Maritime Satellite Organization (IMSO), acting as LRIT Co-ordinator, will authorize the integration, on an interim basis, of the Data Centres that have undergone and satisfactorily completed developmental testing, into the production LRIT system.

Meanwhile, the *ad hoc* LRIT Group was authorized to consider and adopt amendments to technical specifications for the LRIT system on behalf of the Committee, during the period between MSC 84 and MSC 85 (meeting November-December 2008), and to develop, agree and adopt, the documentation for the testing and integration of the LRIT system. The Committee also instructed the *ad hoc* LRIT Group to consider and report to MSC 85 on all matters relating to the development of a plan for the continuity of service of the LRIT system and, if possible, to develop such a plan.

Amendments to SOLAS

The MSC adopted the following amendments to SOLAS chapters II-1, II-2, III, IV and XI-1. The amendments are expected to enter into force on 1 January 2010:

- amendments to SOLAS chapter II-2, regarding drainage of special category and ro-ro spaces to prevent accumulation of water on the vehicle deck of ro-ro ships
- amendments to SOLAS Chapter XI-1 to add a new Regulation 6 (*Additional requirements for the investigation of marine casualties and incidents*) to make mandatory parts I and II of the new Casualty Investigation Code
- a new SOLAS regulation II-1/3-9 (*Means of embarkation on and disembarkation from ships*), to require ships built after its adoption and entry into force to be provided with means of embarkation

Seafarer training: the Committee agreed to invite the Council to endorse, in principle, the holding of a Diplomatic Conference in 2010 to adopt amendments emanating from the comprehensive review of the STCW Convention and the STCW Code.
(pic: Port Klang Star Cruises Ship Simulator Centre)

and disembarkation, such as gangways and accommodation ladders

- a new SOLAS regulation and amendments to SOLAS regulation II-1/3-4 (*Emergency towing arrangements on tankers*), to extend the regulation to ships other than tankers. The MSC also approved *Guidelines for owners/operators on preparing emergency towing procedures*
- amendments to regulations III/6, III/26 and IV/7 to replace requirements for "radar transponders" with a requirement for a "search and rescue locating device".

Amendments to the 1988 SOLAS Protocol

The MSC adopted amendments to the 1988 SOLAS Protocol, to replace the reference to "radar transponders" with a reference to "search and rescue locating devices", in the *Safety certificate for passenger ships* and *Safety certificate for cargo ships* forms.

Amendments to guidelines on enhanced survey inspections

The MSC adopted amendments to the *Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers* (resolution A.744(18)) (ESP Guidelines), including a new part B on *Survey guidelines for double-skin bulk carriers* applicable to bulk carriers of 500 gross tonnage and over having double-side skin construction.

Amendments to the International Maritime Dangerous Goods Code

The MSC adopted Amendment 34-08 to the International Maritime Dangerous Goods (IMDG) Code. The amendment includes changes to provisions for certain substances, including changes to requirements for documentation for dangerous goods in limited quantities. The amendments are expected to enter into force on 1 January 2010, but may be applied in whole or in part voluntarily from 1 January 2009.





Amendments to SOLAS, regarding drainage of special category and ro-ro spaces to prevent accumulation of water on the vehicle deck of ro-ro ships, were adopted

Amendments to HSC Codes

Amendments to the International Codes of Safety for High-Speed Craft (1994 and 2000 HSC Codes) were adopted to bring them in line with SOLAS chapter III amendments on search and rescue locating devices.

Code of Safety for Special Purpose ships adopted

The MSC adopted a revised and updated Code of Safety for Special Purpose Ships (SPS Code), such as sail training ships, cable laying ships and research vessels. (see p.13) The original SPS Code was adopted in 1983. The 2008 version provides an international standard of safety for new special purpose ships that will result in a level of safety for the ships and their personnel equivalent to that required by SOLAS.

Piracy and armed robbery against ships

The MSC discussed the continued concern about increased incidents of piracy off the

coast of Somalia. Secretary-General Mitropoulos urged Members to promote, through the United Nations General Assembly, action to prevent piracy off the coast of Somalia.

Meanwhile, the MSC noted that a two-stage, sub regional meeting on piracy and armed robbery against ships in the Western Indian Ocean had been held in Dar es Salaam, United Republic of Tanzania from 14 to 18 April 2008. The meeting, attended by 13 States from the region, developed and agreed a draft Memorandum of Understanding concerning the suppression of piracy and armed robbery against ships in the Western Indian Ocean, the Gulf of Aden and the Red Sea, for onward transmission to national authorities and the Council of IMO, with a view to concluding the agreement later this year.

Review of guidelines for prevention and suppression of piracy and armed robbery

The MSC established a correspondence

group to review MSC/Circ.622/Rev.1, *Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships*; MSC/Circ.623/Rev.3 *Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships*; and resolution A.922(22), *Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery Against Ships*. An interim report is expected to be submitted to MSC 85, with a final report being submitted to MSC 86 in 2009.

Goal-based new ship construction standards

The MSC re-established the Working Group on Goal-based Standards (GBS) for New Ship Construction to progress the work on the issue, taking into account the reports of the Working Group on GBS at MSC 83; the interim progress report of the Pilot Panel; and the report of the Correspondence Group on GBS.



The MSC adopted amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers

A work plan for the continued development of GBS was agreed, which would see MSC 85 finalizing and approving Tiers I to III of GBS for bulk carriers and oil tankers and finalizing and approving associated SOLAS amendments; and MSC 86, in 2009, finalizing generic guidelines for developing GBS.

In the longer term, the work plan would include assessing the experience gained from the application of GBS; application of GBS to other ship types on an incremental basis; and expansion of GBS to cover every aspect of the design and construction of new ships.

Review of the STCW Convention and Code

The Committee noted the progress of work relating to the comprehensive review of the STCW Convention and the STCW Code by the Sub-Committee on Standards of Training and Watchkeeping (see p.16) and agreed to invite the IMO Council to endorse, in principle, the holding of a Diplomatic Conference in

2010 to adopt amendments emanating from the comprehensive review.

This, the first major review since the 1995 STCW Conference, is intended to ensure that the Convention, as it may be revised, meets and responds adequately to the present and future needs of the shipping industry.

Implementation of the revised STCW Convention

The list of Parties deemed to be giving full and complete effect to the provisions of STCW 1978, as amended, was updated when the Secretary-General submitted his report on those countries which had communicated information pursuant to STCW regulation I/7, or reports pursuant to STCW regulation I/8, and whose evaluations had been completed since the previous MSC meeting.

The MSC approved the revised list of confirmed Parties to the STCW Convention, which now includes 119 Parties.

Amendments to the International Safety Management (ISM) Code approved

Following consideration by the Joint MSC-MEPC Working Group on Human Element, the MSC approved draft amendments to the International Safety Management (ISM) Code, to harmonize the requirement for the extension of the validity of the Safety Management Certificate (SMC) with those of SOLAS certificates and the International Ship Security Certificate (ISSC). The amendments will be submitted for adoption at the next session.

The MSC also prepared a preliminary draft text of amendments to the *Revised Guidelines on Implementation of the International Safety Management (ISM) Code by Administrations*.

Near-miss reporting

Following consideration by the Joint MSC-MEPC Working Group on Human Element, the MSC approved a draft MSC MEPC.7/Circular on *Guidance on near-miss reporting*, subject to a concurrent decision by MEPC 58.

The circular encourages reporting of near-misses so that remedial measures can be taken to avoid recurrences; and gives guidance on the implementation of near-miss reporting. The circular notes that companies should investigate near-misses as a regulatory requirement under the "Hazardous Occurrences" part of the ISM Code.

Work programmes of the Sub-Committees

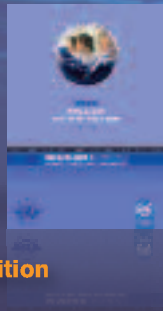
The Committee took a series of decisions regarding the work programmes of the Sub-Committees and, in particular, the inclusion of an item on the development of an agreement on the implementation of the 1993 Torremolinos Protocol in the work programme of the SLF Sub-Committee and an item on the development of a *Code for recognized organizations* in the work programme of the FSI Sub-Committee.



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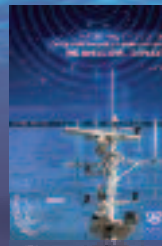
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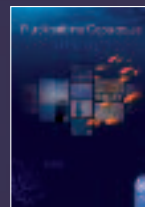
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at least 110 countries. NI Branches have been established and operate in more than 40 countries to provide essential input to local as well as international professional issues whilst developing the knowledge of their national seafarers. The NI is governed by a Council, two thirds of whose members are actively engaged in sea-going operations, and is registered in the UK as a charity and a company limited by guarantee.

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All systems go as IMO moves back to move forward

IMO became fully operational once again from its Headquarters on London's Albert Embankment, on 22 April 2008, following a 20-month period in temporary accommodation while the Headquarters building underwent major refurbishment.

The first major meeting to be held in the refurbished Headquarters was the 84th session of the Maritime Safety Committee (7 to 16 May).

Although the IMO building is largely unchanged externally, internally the changes are dramatic. IMO delegates and staff now have a building that reflects the very latest technological, IT and communication facilities of the 21st century and which also incorporates state-of-the-art safety, security and occupational health features. Enhanced meeting, catering and office facilities for both delegates and staff have created a modern workspace to meet the Organization's current and future needs.

Against a background in which environmental concerns have moved to centre-stage, not only on the list of global concerns but also in IMO's own work programme, the Headquarters building has had its own environmental performance enhanced. The majority of the original mechanical and electrical main plant and systems have been replaced with modern, high-efficiency equipment to reduce energy consumption, improve efficiency and to protect IMO's business continuity with improvements in reliability.

A new building management system allows central control and monitoring of all the mechanical and electrical plant and systems, thus improving performance monitoring and identification of defects.

Additional insulation has been installed in roof areas to

reduce heat loss through the building fabric and an energy-efficient lighting control system has been fitted. High-efficiency fittings and controls have been installed and detectors fitted such that, when rooms are unoccupied for a period of time, lighting will automatically switch off.

It was in 2005 that the IMO Council first agreed to the host Government's proposal for a major refurbishment of the IMO Headquarters building. The original intention had been for a two-phase project but, in the event, the entire refurbishment has been completed in a single phase, thereby considerably reducing disruption and costs.

Speaking of the project, IMO Secretary-General Mitropoulos said "Operating away from our purpose-built Headquarters building for 20 months has been a massive challenge, both for IMO delegates and for the IMO Secretariat, but I am delighted to say it has been one to which all have risen with commendable fortitude. I am certain that, given the heightened level of amenity in the new Headquarters, everyone will agree that the period in exile has been very worthwhile."

It has been "business as usual" for IMO throughout the refurbishment period. The Organization's schedule of meetings has continued uninterrupted, with most major meetings having been run in one of a number of other locations in London and several having been hosted by other IMO Member States.

The Secretary-General has thanked all concerned for their contribution to the smooth running of the Organization during what could have been a difficult period, not least the host Government of the UK, which has overseen the project to excellent effect.



After 20 months in exile, IMO has returned to its Headquarters building on London's Albert Embankment



The 764 seat main conference hall is now equipped with interpretation equipment for all seats providing simultaneous interpretation for up to nine languages, power and data outlets at desktops for 644 delegates, audio-visual cameras and screens with full video-conferencing capability and a paging system



The continents of the world feature in a new artwork chandelier commissioned for the 2008 refurbishment



An audio-visual system enables delegates and staff to follow proceedings in the main conference hall from other locations in the building



The new-look delegates' lounge features comfortable, informal seating areas



Screens in the delegates' lounge also provide an audio-visual link from the main conference hall



Business centres have been provided for delegates as part of the £62 million-plus refurbishment

What was once the library is now the Maritime Knowledge Centre, offering delegates, visitors and staff a multi-layered information facility



Key highlights

Ground floor

Foyer	Wireless LAN coverage (WiFi) available Visual display facilities for announcements
Main Hall	Capacity: 764 seats (644 delegates, 9 podium front, 12 podium rear, 99 gallery observer seats) Equipment <ul style="list-style-type: none"> • Interpretation equipment for 764 seats providing simultaneous interpretation for up to nine languages • Power and data outlets at desktops for 644 delegates, 9 podium front and 12 podium rear • Audio-visual cameras and screens with full video conferencing capability • Paging system available for calling delegates.

First floor

Delegates' lounge	Soft seating Two coffee bar areas; Wireless LAN coverage (WiFi) available Visual display facilities for announcements
Business centres	Two business centres for up to 10 users

Second floor

Committee room 9	Capacity: 270 seats – 252 delegates, 6 podium front and 12 podium rear Equipment <ul style="list-style-type: none"> • AV link to the Main Hall on the ground floor. • Built-in projectors and screens. • Power and data outlets in the desks and full interpretation facilities for up to six languages.
Committee room 10	Capacity: 168 seats – 150 delegates, 6 podium front and 12 podium rear Equipment <ul style="list-style-type: none"> • Built-in projectors and screens. Data outlets in the desks and full interpretation facilities for up to six languages.
Committee rooms 11, 12 and 13	Cluster of meeting rooms with internal dividing walls to allow flexible configurations; can be used as either: <ul style="list-style-type: none"> • two 36-seats and one 28-seats; • one 64-seats and one 36-seats; • one 100-seats.
Committee room 14	Capacity: 16 seats Equipment <ul style="list-style-type: none"> • video-conferencing suite.

Fourth floor

Restaurant	Seating capacity for 256 persons Private dining areas for parties up to 30 persons.
Terrace	Landscaped terrace accessible from the restaurant equipped with tables and seating for 32 persons



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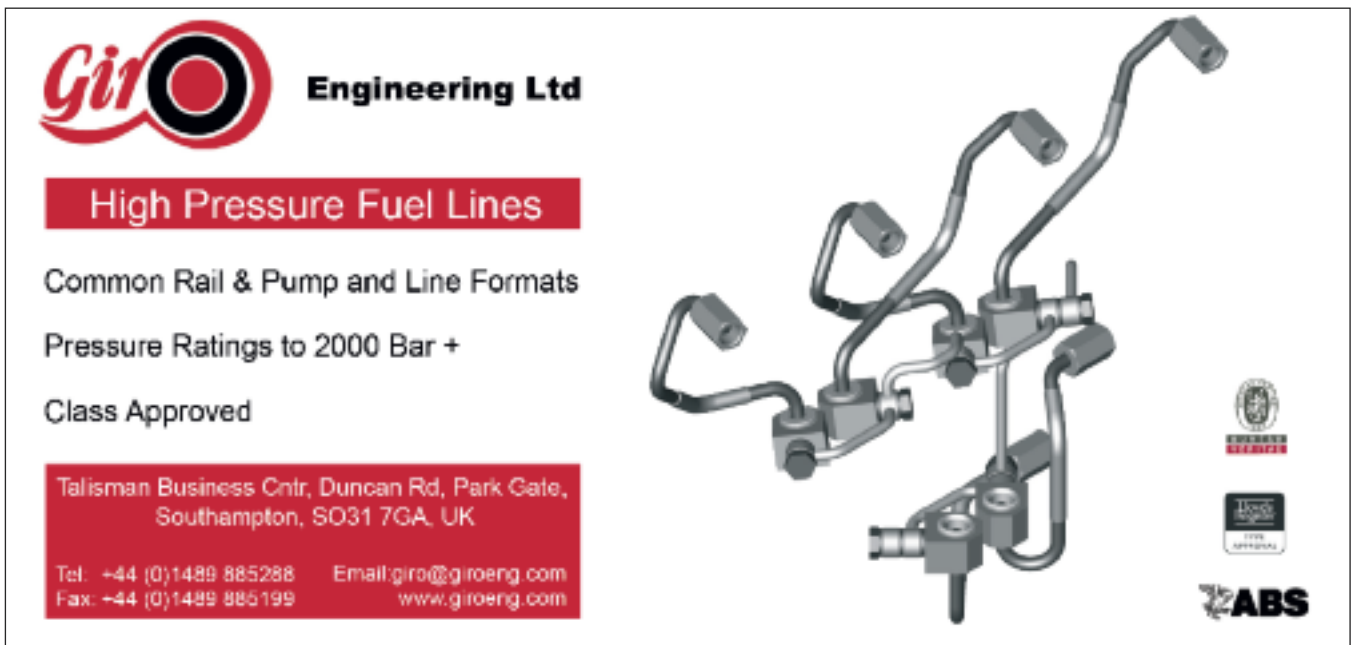
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REMPEC draws praise as new offices are inaugurated

The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) has become a role model for other centres for its work in combating and preventing pollution from ships, IMO Secretary-General Mitropoulos said, as REMPEC's new offices on the Valletta waterfront, in Malta, were inaugurated (on Friday, 2 May 2008) by the Prime Minister of Malta, the Honourable Dr. Lawrence Gonzi.

"The Centre has, today, the dual responsibility not only to combat but also to prevent pollution from ships. This completes the network of protection for the Mediterranean Sea, encompassing, as it does, prevention, preparedness and response – functions, which are highly appreciated by all the IMO Members and, indeed, the wider maritime community – for, through the effectiveness of its mandate and work, REMPEC has become a model for the establishment of similar centres in other regions of the world," Mr. Mitropoulos said.

"The modern and excellent facilities, here at 'Maritime House', will greatly facilitate the Centre's work in preventing and mitigating marine pollution in the Mediterranean," Mr. Mitropoulos added. "The coordinating role it played in the

response to the Lebanese oil spill of 2006; its implementation role in several EU-funded programmes, including the MEDA and SAFEMED Projects; and its recent initiative on garbage discharge requirements demonstrate the importance and significance of the Centre for a region that possesses major shipping and maritime assets in general, while also being characterized by a unique ecological nature generating deep scientific interest," he said. The refurbished building, once the "Merchant Seafarers' Memorial Building", until recently housed the Malta Maritime Authority.

Prime Minister Gonzi praised REMPEC's "invaluable work in warding off pollution" and "in helping the coastal countries to equip themselves to deal with a threat of pollution in every way, from monitoring to actually combating its occurrence".

Referring to growing concern about climate change, Prime Minister Gonzi said that "the most dire threat to us would be that against which REMPEC was constituted to guard. A polluted Mediterranean Sea would be as deadly a recipe for Malta's prosperity, as a sea that was too warm for both fish and human beings."

REMPEC was established in Malta in 1976 as the Regional Oil Combating Centre (ROCC) and, until last December, operated from offices situated on Manoel Island. It became known as REMPEC in 1989, following the extension of its mandate to include hazardous substances other

than oil and it has, since, contributed significantly to the development and strengthening of the capacities of the Mediterranean States to deal with marine pollution incidents. REMPEC is operated under, and financed by, the Contracting Parties to the Barcelona Convention, within the framework of the Mediterranean Action Plan (MAP) of the Regional Seas Programme of the United Nations Environment Programme (UNEP), and is administered and technically supported by IMO through an Agreement with UNEP.

Mr. Paul Mifsud, Coordinator of UNEP's Mediterranean Action Plan, said REMPEC was an example of regional cooperation and synergy among MAP, IMO and the Mediterranean countries with the full support of Malta as the host country of this United Nations office. "It has been a success story by all standards. It has also put Malta on the world map as an international centre for the implementation of international standards for maritime safety and the prevention of pollution from ships," Mr. Mifsud said.

"The threat of oil pollution in the Mediterranean is even more present today, due to the substantial increase in maritime traffic which is expected to continue to rise. As a result, REMPEC's mission is as relevant today as it was in its early days, if not more so," he said.

The Mediterranean Sea is a Special Area (since 2 October 1983) under Annex I of the International Convention on the Prevention of Pollution by Ships (MARPOL). In April 2008, following a REMPEC initiative, IMO's Marine Environment Protection Committee established 1 May 2009 as the date when the Mediterranean Sea will acquire the much coveted Special Area status for the purposes of MARPOL Annex V *Regulations for the prevention of pollution by garbage from ships* (see p.18). REMPEC is expected to play its role in promoting the effective implementation and enforcement of all the related standards adopted by IMO.

REMPEC's new offices on the Valletta waterfront, in Malta, were inaugurated by the Prime Minister of Malta, the Honourable Dr. Lawrence Gonzi



GloBallast Partnerships Project launches Mediterranean activities

An introductory training course on Ballast Water Management organized by REMPEC in Alexandria, Egypt, between 14 and 17 April 2008, with the support of the Arab Academy for Science, Technology and Maritime Transport (AASTMT) of Alexandria, Egypt, has started the GEF/UNDP/IMO GloBallast Partnerships Project activities in the Mediterranean region.

The training course was organized within the framework of the GloBallast Partnerships Project, a global joint initiative of the Global Environment Facility (GEF), the United Nations Development Programme (UNDP) and IMO. The Project aims at assisting

developing countries to reduce the transfer of harmful aquatic organisms and pathogens in ships' ballast water, build capacity to address the ballast water issues, undertake legal, policy and institutional reform and implement the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) adopted under the aegis of IMO.

The training course, which was financed by IMO's Integrated Technical Co-operation Programme, targeted personnel having different skills, knowledge and experience in ballast water management related issues. Its objective was to provide a common set of knowledge and skills to all participants

to enable them to take appropriate action in their various capacities with a view to promoting uniform implementation of the BWM Convention.

An additional objective was to build the necessary capacity in the participating Mediterranean coastal States by providing a "train-the-trainer" opportunity, leading to the organization and delivery of national level introductory training on ballast water management, thus resulting in a multiplier/cascading effect. The training was attended by representatives from Albania, Algeria, Croatia, Egypt, Libya, Montenegro, Morocco, Syria, Tunisia and Turkey.

Royal visit marks WMU's 25th anniversary

His Majesty King Carl XVI Gustaf of Sweden was the guest of honour at a major conference to mark the 25th anniversary of the World Maritime University (WMU) in Malmö, Sweden.

The conference, "Impacts of Climate Change on the Maritime Industry", was held at the Malmö Börshus, from Monday, 2 June to Wednesday, 4 June. It was the first international event to address the specific consequences of climate change on operational aspects of maritime and coastal activities, and followed an earlier event on "Empowering Professional Women in the Maritime World", also organized by the WMU as part of its Silver Jubilee celebrations.

The new conference attracted experts from around the globe to discuss how climate change might affect various marine activities. It also evaluated the measures that can be and have been put in place to respond to the consequences of climate change. Several keynote speakers addressed the need for adaptive strategies to meet future challenges and opportunities.

The University was founded by IMO in 1983, since when it has established an excellent reputation as the global centre for advanced education, training and research for specialist personnel from the international maritime community. To date, some 2463 graduates from 153 countries

and territories have successfully graduated from the WMU. They maintain close links both with the University and among themselves, furthering IMO's objectives of encouraging and facilitating the highest practicable standards in maritime safety and security and the prevention and control of pollution of the marine environment. Many of its graduates hold senior positions in maritime education, as heads of institutions or as professors. Others hold key posts in national ministries, maritime administrations, ports and shipping companies, or represent their Governments in a range of capacities, enabling them to influence and direct policy in their countries and regions. WMU graduates are also increasingly called upon to contribute to international maritime forums, including IMO itself.

The WMU receives generous financial and in-kind support from donors, in particular the host Government of Sweden, the Swedish International Development Agency and the City of Malmö, which have supported the institution and its students since 1983.

Other notable supporters, over many years, have included the Nippon Foundation and the Ocean Policy Research Foundation of Japan; the International Transport Workers' Federation; the Governments of Canada, Denmark, France, Norway, the Republic of Korea and the United Kingdom; Inmarsat Global Limited; and several European Union and IMO technical co-operation projects.

The World Maritime University in Malmö, Sweden, celebrates its 25th anniversary this year



Extended MOU boosts ferry collaboration

Interferry and IMO have extended the Memorandum of Understanding on their joint campaign to reduce ferry fatalities in developing nations.

The original two-year MOU has been renewed indefinitely following major progress towards running demonstration projects in Bangladesh as a pilot for taking the safety initiative worldwide.

The new agreement was signed in London

by IMO Secretary-General Mitropoulos and Interferry CEO Len Roueche. Mr Roueche said: "This commitment to our ongoing cooperation will be crucial in helping to prevent thousands of avoidable deaths."

Initial funds have been raised for key elements of the Bangladesh pilot programme, which is based on proposals from a working group including the

national maritime administration, local operators and other stakeholders.

Work is now well advanced on two of the main recommendations. A crew-training DVD is being finalized for trial in early autumn and weather forecasting requirements are due to be assessed this summer by a team from the US National Oceanic and Atmospheric Administration (NOAA).

Workshop focuses on IMO audit scheme

The implementation of the Voluntary IMO Member State Audit Scheme (VIMSAS) was the focus of a three day regional workshop organised by REMPEC in Malta, in March 2008. The workshop was one of the activities of the EU-funded MEDA Regional Project "Euromed Cooperation on Maritime Safety and Prevention of Pollution from Ships" (SAFEMED) which the Centre is implementing in ten Euromed Mediterranean partners and culminated a number of activities in the field of flag State implementation. Twenty-two Government officials, from eight SAFEMED Project beneficiaries and from

Malta and Monaco, took part.

The main objectives were to promote the application of the VIMSAS, to familiarize participants with its operational framework and to identify the assistance required by the SAFEMED Project beneficiaries and Mediterranean countries to volunteer for the scheme. Workshop participants were informed about the objectives of the audit scheme and its various aspects, such as preparations for the audit, the audit process, follow-up actions, and training of auditors. The various aspects of the Code for the Implementation of Mandatory IMO

Instruments were also outlined to participants, who were invited to discuss the possible implications of the implementation of VIMSAS for their respective countries and to provide a personal feedback on VIMSAS and related issues discussed during the workshop. Two representatives from the Maritime Administration of Cyprus also shared their experiences with the participants with regard to the participation of their administration in the audit scheme. A panel discussion on the future evolution of VIMSAS was also organized during the last session of the workshop.



"The course is well suited for those looking to acquire or to improve their knowledge of Maritime Law. The information given in the course modules is both complete and well presented, so it makes understanding the issues easier." (Anastasiya Kozubovskaya-Pellé, Nantes University, France)



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New publications available from IMO

New editions of three important IMO publications are now available from the Organization's Publishing Service.

International Medical Guide for Ships

A new edition of the International Medical Guide for Ships has been published by the World Health Organization (WHO), on behalf of IMO, the International Labour Organization (ILO) and WHO itself. Copies of this book are now available from both WHO and IMO.

The third edition of the International Medical Guide for Ships provides the most up-to-date practical guidance for those called upon to render assistance when seafarers fall ill or are injured on board ship.

Since it was first published in 1967, the International Medical Guide for Ships has been a standard reference for medical care on board ships. The recently adopted ILO Maritime Labour Convention, 2006, stipulates that all ships should carry a medicine chest, medical equipment and a medical guide, such as this one. In addition, the International Medical Guide for Ships is cross-referenced in the *Medical First Aid Guide for Use in Accidents Involving Dangerous Goods*, published by IMO, on behalf of ILO, IMO and WHO.

The second edition, written in 1988, was translated into more than 30 languages, and has been used in tens of thousands of ships. This, the third edition, contains fully-updated recommendations aimed at promoting and protecting the health of seafarers, and is consistent with the latest revisions of both the WHO Model List of Essential Medicines and the International Health Regulations.

The International Medical Guide for Ships upholds a key principle of the Maritime Labour Convention, 2006: to ensure that seafarers are given health protection and medical care no less favourable than that

which is generally available to workers ashore, including prompt access to the necessary medicines, medical equipment and facilities for diagnosis and treatment and to medical information and expertise. By ensuring that this guide is carried on board ships entitled to fly their flags, and following its instructions, countries can fulfil their obligations under the terms of the Maritime Labour Convention, 2006, and ensure the best possible health provision for their seafaring population.

IAMSAR Volumes I, II and III

New editions of the three volumes of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual have just been published jointly by IMO and the International Civil Aviation Organization (ICAO) in English, French and Spanish. They include all amendments that were adopted between 2001 and 2007 by IMO's Maritime Safety Committee (MSC) and ICAO.

Volume I: Organization and Management, discusses the global search and rescue (SAR) system concept, establishment and improvement of national and regional SAR systems, and co-operation with neighbouring States to provide effective and economical SAR services.

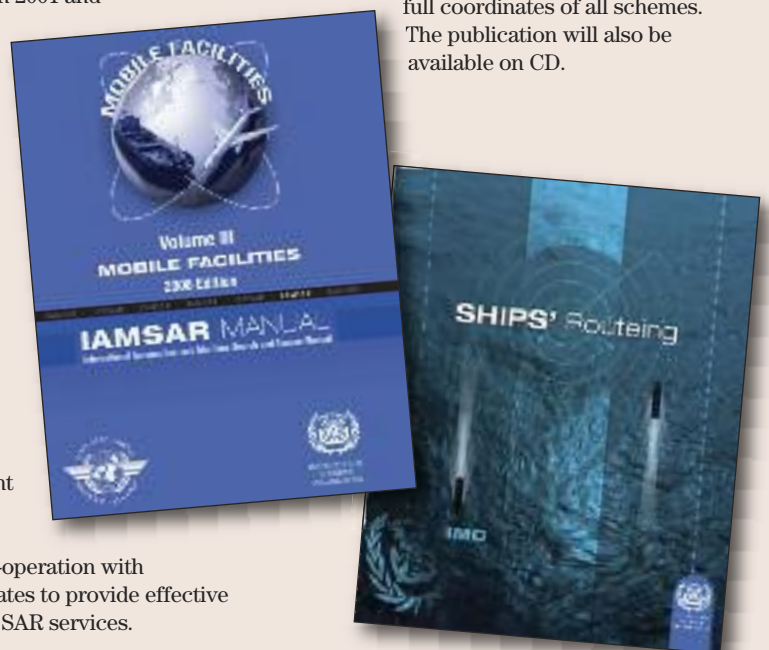
Volume II: Mission Co-ordination, assists personnel who plan and coordinate SAR operations and exercises, while **Volume III:** Mobile Facilities, is intended to be carried aboard rescue units, aircraft, and vessels to help with performance of a search, rescue, or on-scene co-ordinator function and with aspects of search and rescue that pertain to their own emergencies. According to SOLAS, Chapter V, Regulation 21, all ships must carry an up-to-date copy of Volume III.

Ships' Routeing (2008 Edition)

Details of all ships' routeing and mandatory reporting systems adopted by IMO, including traffic separation schemes, two-way routes, recommended tracks, deep water routes, precautionary areas and areas to be avoided, are included in the latest edition of the IMO Publication, Ships' Routeing.

Essential for Administrations and seafarers alike, the 720-page 2008 edition covers all ships' routeing and mandatory reporting systems adopted by the Organization up to and including the 83rd session of the MSC (October 2007) and includes

representational maps as well as full coordinates of all schemes. The publication will also be available on CD.



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