

# IMONews

The magazine of the International Maritime Organization

## COVER STORY

Rescue boats  
mandatory servicing  
requirements



## ALSO IN THIS ISSUE...

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in West and Central Africa  
piracy code

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The DE Sub-Committee has agreed draft mandatory requirements for servicing and maintenance of lifeboats and rescue boats. See p.11



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# Implementation, technical assistance and technology-transfer high on our agenda



A message from Secretary-General  
Mr. Koji Sekimizu

The main role of IMO has been to establish international regulations and regimes governing the safety, security and environmental impact of ships and shipping. The Organization has a first-rate record in developing and adopting conventions and other measures. But our objectives cannot be accomplished until these are fully implemented.

The slow pace of ratification and the prolonged state of non-fulfilment of the entry-into-force criteria of some conventions are a source of great concern. Such a situation may encourage some authorities to take action to try to enforce unilateral measures, even before such IMO regulations enter into force. This is largely against the spirit of co-operation at IMO which has served the Organization so well over the years.

In this context, our work on the Ballast Water Management Convention is important. I have encouraged IMO Member Governments to co-operate and establish meaningful measures which would ease the burden of introduction of the ballast water management technologies and accelerate the ratification with a view to early entry into force of the Convention.

The Torremolinos Protocol is another example. We have adopted the Cape Town Agreement to accelerate the process of implementation of safety requirements. I am encouraging Member Governments to ratify the Cape Town Agreement as soon as possible and I am particularly encouraging Torremolinos Protocol Contracting Governments to sign the Cape Town Agreement under the simplified procedure.

Another Convention on my radar of concern is the Hong Kong Convention. Ship recycling has been debated in the context of the Basel Convention. Ships have been targeted as potential means of trans-boundary waste disposal. Much has been discussed on this issue both by Basel Convention Parties and also at IMO over many years. As a result of intensive and extensive debate over a long period of time, the Hong Kong Convention was adopted in 2009.

The Hong Kong Convention may not be perfect; and in the view of some, the measures may not be satisfactory. But this is the best international instrument currently available. Therefore, we must accelerate the process of ratification and ensure the early entry into force of the Convention in order to ensure the safety of workers and protection of the marine environment.

In order to support countries who wish to implement IMO Conventions but lack the resources, the experience or the skills to do so, IMO has developed an Integrated Technical Co-operation Programme which is designed to assist Governments by helping them build the necessary capacity. We are now fine-tuning that assistance by developing unique country profiles that closely identify the precise needs of developing countries. Through these activities, IMO helps to transfer technology and know-how to those that need it, thereby promoting wider and more effective implementation of IMO measures. This, increasingly, will be the Organization's focus in the future, as we look to play a leading role in the drive towards sustainable development in the maritime sector.

**“the slow pace of ratification of some conventions is a source of great concern”**

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# IMO SG welcomes new piracy code for west and central Africa

IMO Secretary-General Koji Sekimizu has welcomed the signature by 22 States of the Code of Conduct concerning the prevention of piracy, armed robbery against ships and illicit maritime activity in west and central Africa. The Code was adopted formally by the Heads of State meeting in Yaoundé, Cameroon, on 25 June 2013, attended by 13 Heads of State from west and central African countries

The Code was signed in Yaoundé by Ministers of Foreign Affairs or other delegates, bringing it into effect for the 22 signatory States: Angola, Benin, Cameroon, Cape Verde, Chad, the Congo, Cote d'Ivoire, the Democratic Republic of the Congo, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Equatorial Guinea, Liberia, Mali, Niger, Nigeria, Senegal, Sierra Leone, Sao Tome and Principe and Togo.

"I am fully committed to assisting western and central African countries to establish a workable, regional mechanism of co-operation for enhanced maritime security. Maritime development is an essential component of African development and maritime zone security is fundamentally important," Mr Sekimizu said, noting that the Code incorporates many elements of the successful Djibouti Code of Conduct, which has been signed by 20 States in the western Indian Ocean and Gulf of Aden area, and the existing Memorandum of Understanding on the integrated coastguard function network in west and central Africa, which was developed in 2008 by IMO and the Maritime Organization of West and Central Africa (MOWCA).

Mr. Sekimizu also called on countries to provide contributions for a new trust fund to be established by IMO for the implementation of IMO projects for maritime security for western and central Africa. The new multi-donor trust fund will support an expanded programme of capacity-building activities in west and central Africa, to better enable the Organization to work with Member States, United Nations agencies and other international and regional development partners for the benefit of safe, secure and sustainable development of the African maritime sector.

The new Code was developed by the Economic Community of West African States (ECOWAS), the Economic Community of Central African States (ECCAS) and the Gulf of Guinea Commission, pursuant to United Nations Security Council resolutions 2018 (2011) and 2039 (2012), which

expressed concern about the threat that piracy and armed robbery at sea in the Gulf of Guinea pose to international navigation, security and the economic development of states in the region. These resolutions encouraged the States of ECOWAS, ECCAS and the Gulf of Guinea Commission to develop a comprehensive regional strategy and framework to counter piracy and armed robbery, including information sharing and operational coordination mechanisms in the region, and to build on existing initiatives, such as those under the auspices of IMO.

IMO has assisted ECOWAS, ECCAS and the Gulf of Guinea Commission in the drafting of the Code, which was initially endorsed at ministerial level by a meeting held in Benin in March 2013.

Signatories to the Code intend to co-operate to the fullest possible extent in the prevention and repression of piracy and armed robbery against



ships, transnational organized crime in the maritime domain, maritime terrorism, illegal, unreported and unregulated (IUU) fishing and other illegal activities at sea with a view towards:

- (a) sharing and reporting relevant information;
- (b) interdicting ships and/or aircraft suspected of engaging in such illegal activities at sea;
- (c) ensuring that persons committing or attempting to commit illegal activities at sea are apprehended and prosecuted; and
- (d) facilitating proper care, treatment, and repatriation for seafarers, fishermen, other shipboard personnel and passengers subject to illegal activities at sea, particularly those who have been subjected to violence.

While promoting regional co-operation,

the Code recognizes the principles of sovereign equality and territorial integrity of States and that of non-intervention in the domestic affairs of other States.

IMO has been involved in technical assistance projects relating to the maritime field in the region for many years and established a regional presence in west Africa in 1999. IMO currently has two regional coordinators based in Côte d'Ivoire for west and central Africa (Francophone) and Ghana for west and central Africa (Anglophone).

More recently, IMO has been conducting a series of "table-top exercises" aimed at developing and promoting a multi-agency, 'whole-of-government' approach to maritime security and maritime law-enforcement issues in States throughout the region. The initial pilot exercise was held in Ghana in August 2012 with similar exercises being conducted in the Congo,

Côte d'Ivoire, the Democratic Republic of the Congo, Equatorial Guinea, the Gambia, Liberia, Senegal and Sierra Leone.

Funding for this work has come from IMO's global maritime security capacity-building programme, with particular support from the Governments of Norway and the United States of America.

In relation to piracy off the coast of Somalia and in the wider Indian Ocean, 20 States have signed the Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden (Djibouti Code of Conduct), which was adopted in 2009. IMO is also involved in the implementation of that Code, with funding from the IMO Djibouti Code Trust Fund, which has received donations from Denmark, France, Japan, the Marshall Islands, the Netherlands, Norway, the Republic of Korea and Saudi Arabia.

## 2002 passengership liability and compensation treaty to enter into force in 2014

The Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 2002, which substantially raises the limits of liability for the death of, or personal injury to, a passenger on a ship, is set to enter into force on 23 April 2014, after the required 10 ratifications were reached on 23 April 2013, with the ratification of the 2002 Athens Protocol by Belgium.

The 2002 Protocol to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, (PAL), revises and updates the 1974 Convention, which established a regime of liability for damage suffered by passengers carried on a seagoing vessel. As a precondition for joining, Parties to the 2002 Protocol are required to denounce the 1974 treaty and its earlier Protocols.

The Athens Convention declares a carrier liable for damage suffered by a passenger resulting from death, personal injury or damage to luggage if the incident causing the damage occurred in the course of the carriage and was due to the fault or neglect of the carrier. Such fault or neglect is presumed, unless the contrary is proved,

Carriers can limit their liability unless they acted with intent to cause such damage, or recklessly and with knowledge that such damage would probably result. For the death of, or personal injury to, a passenger, this limit of liability was set at 46,666 Special Drawing Rights (SDR) per carriage in the 1974 convention.

The 2002 Protocol substantially raises those limits to 250,000 SDR per passenger on each distinct occasion unless the carrier proves that the incident resulted from an act of war, hostilities, civil war, insurrection or a natural phenomenon of an exceptional, inevitable and irresistible character; or was wholly caused by an act or omission done with the intent to cause the incident by a third party.

If the loss exceeds this limit, the carrier is further liable – up to a limit of 400,000 SDR per passenger on each distinct occasion – unless the carrier proves that the incident which caused the loss occurred without the fault or neglect of the carrier.

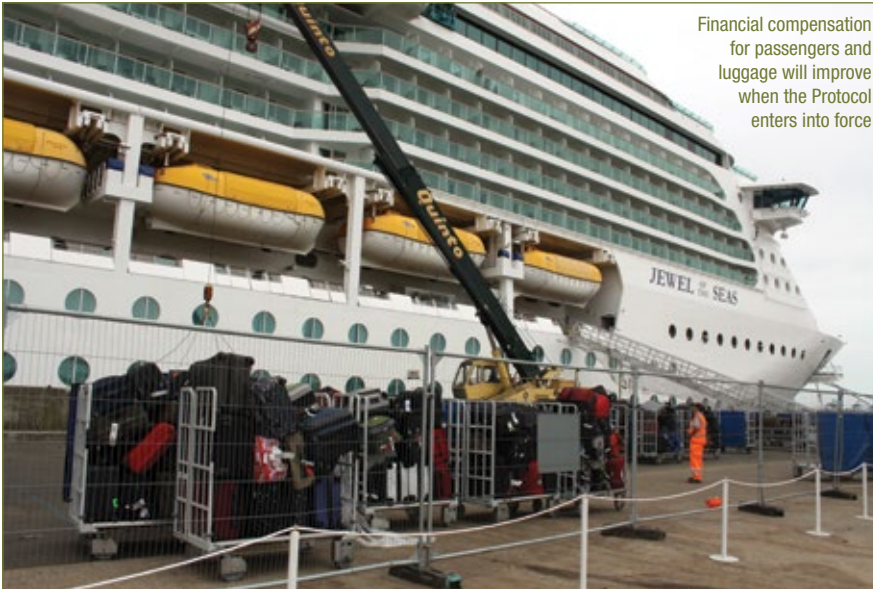
As far as loss of, or damage to, luggage is concerned, the limit of the carrier's liability varies, depending on whether the loss

or damage occurred in respect of cabin luggage, of a vehicle and/or luggage carried in or on it, or in respect of other luggage.

- The liability of the carrier for the loss of or damage to cabin luggage is limited to 2,250 SDR per passenger, per carriage.
- Liability of the carrier for the loss of or damage to vehicles including all luggage carried in or on the vehicle is limited to 12,700 SDR per vehicle, per carriage.
- Liability of the carrier for the loss of or damage to other luggage is limited to 3,375 SDR per passenger, per carriage.

The carrier and the passenger may agree that the liability of the carrier shall be subject to a deductible not exceeding 330 SDR in the case of damage to a vehicle and not exceeding 149 SDR per passenger in the case of loss of or damage to other luggage, such sum to be deducted from the loss or damage.

The 2002 Athens Convention also introduces compulsory insurance, as well as mechanisms to assist passengers in obtaining compensation, based on well-accepted principles applied in existing liability and compensation regimes dealing



Financial compensation for passengers and luggage will improve when the Protocol enters into force

with environmental pollution. These include replacing the fault-based liability system with a strict liability system for shipping-related incidents, backed by the requirement that the carrier take out compulsory insurance to cover these potential claims.

Ships are to be issued with a certificate attesting that insurance or other financial security is in force and a model certificate is attached to the Protocol in an Annex.

The limits contained in the Protocol set a maximum limit, empowering – but not

obliging – national courts to compensate for death, injury or damage up to these limits.

The Protocol also includes an “opt-out” clause, enabling State Parties to retain or introduce higher limits of liability (or unlimited liability) in the case of carriers who are subject to the jurisdiction of their courts.

The 2002 Protocol introduces a tacit acceptance procedure for raising the limits of liability, whereby a proposal to amend the limits would be circulated on the request of at least one-half of the Parties to the Protocol, and adopted by a two-thirds majority of the States Parties. Amendments would then enter into force within 36 months unless not less than one fourth of the States Parties at the time of the adoption informed that they did not accept the amendment.

The 2002 PAL Protocol has now been ratified by 10 States: Albania, Belgium, Belize, Denmark, Latvia, Netherlands, Palau, Saint Kitts and Nevis, Serbia and Syrian Arab Republic. It has been also ratified by the European Union.

The 1974 convention has been ratified by 35 States.



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# IMO seeks public input on administrative burdens

On 7 May 2013, IMO began a six-month consultation period in which the Organization is seeking widespread input on the administrative burdens that may result from compliance with IMO instruments.

The intention is to gather data from a broad spectrum of stakeholders from which recommendations on how to alleviate administrative burdens can be developed. The Organization recognizes that some administrative requirements contained in IMO instruments may have become unnecessary, disproportionate or even obsolete, and is committed to reducing their impact. This, says IMO, would not only be beneficial in its own right, it would also help to release resources that could then be channelled towards the Organization's overall goals of improving safety and security in shipping and reducing its negative impact on the environment.

The consultation process is being carried out through a dedicated website, which is accessible from the IMO website ([www.imo.org/OurWork/rab](http://www.imo.org/OurWork/rab)). It offers practical information and guidance to participants in the consultation and includes a questionnaire to be filled in and submitted electronically.

The consultation is open to everyone, including the general public. Particular target groups are all maritime stakeholders, including:

- companies and owners;
- governments, in their capacity as Party to conventions, flag, port or coastal State;



IMO is committed to freeing ships' officers from unnecessary paperwork

- manufacturers and equipment suppliers;
- maritime administrations;
- masters and ships' crew;
- port authorities;
- recognized organizations;
- shipbuilders and ship repairers; and
- shippers.

IMO Secretary-General Koji Sekimizu said, "There has long been a feeling in the industry that there is too much wasted paperwork. This is the start of our efforts to tackle that problem. I would urge as

many people as possible to take part in this consultation, as only with a strong set of data can we meaningfully identify where changes may be necessary."

The consultation process will end on 31 October 2013. After it has been completed, a steering group established by the IMO Council will analyse the responses to identify those administrative requirements that are perceived as burdens, and will make recommendations to the Council as to how any such burdens should be addressed.



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# DE agrees draft mandatory requirements for periodic lifeboat servicing and maintenance

Draft mandatory requirements for periodic servicing and maintenance of lifeboats and rescue boats were agreed by the Sub-Committee on Ship Design and Equipment (DE) when it met for its 57<sup>th</sup> session, together with associated draft amendments to SOLAS chapter III and guidelines on safety during abandon-ship drills using lifeboats

The aim is to prevent accidents involving lifeboats, which may be caused by equipment failure due to poor maintenance, and to establish additional procedures for safe drills.

A draft MSC resolution on *Requirements for periodic servicing and maintenance of lifeboats and rescue boats*, as well as associated draft SOLAS amendments to make these requirements mandatory, were agreed for submission to the Maritime Safety Committee in June (MSC 92) for approval, with a view to adoption at MSC 93 (to be held in 2014).

The draft amendments to SOLAS regulation III/20 on *Operational readiness, maintenance and inspections* provide for the periodic servicing of lifeboats, rescue boats and fast rescue boats, as well as launching appliances and release gear.

Administrations are required to ensure that the thorough examination, operational testing, repair, and overhaul of equipment is carried out in accordance with SOLAS regulation III/20 by authorized service providers that are qualified in these operations for each make and type of equipment for which they provide the service.

Lists of the items to be examined for satisfactory condition and operation are given in the requirements.

The Sub-Committee noted the view that the entry-into-force date for the requirements should be carefully considered in view of the time needed to train and authorize personnel for periodic servicing.

The Sub-Committee also agreed a draft MSC circular on *Guidelines on safety during abandon ship drills using lifeboats*, reflecting recommendatory provisions, for submission to MSC 92 for approval in principle and final approval at MSC 93. The draft circular notes that drills must be safe, and that abandon ship drills should be planned, organized and performed so that the recognized risks are minimized and in accordance with relevant shipboard requirements of occupational safety and health.

The package of mandatory and recommendatory measures follows work by the Sub-Committee to review MSC.1/Circ.1206/Rev.1 on *Measures*

*to prevent accidents with lifeboats* and MSC.1/Circ.1277 on *Interim Recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear*, which were themselves developed as part of long-standing work on measures to prevent accidents with lifeboats.

## Mandatory code for ships operating in polar waters further developed

The Sub-Committee made significant progress in further developing the draft mandatory International Code of safety for ships operating in polar waters (Polar Code), in particular with the finalization of a draft chapter on environmental protection for consideration by MEPC 65, and requested the MSC to authorize the holding of an intersessional meeting of the Polar Code Working Group in late 2013, to further progress the work.

A working group during the session further developed the technical parts of the draft Code.

The aim is to finalize the draft Code in 2014 for adoption by the MSC and Marine Environment Protection Committee (MEPC). The Polar Code is intended to cover the full range of shipping-related matters relevant to navigation in waters surrounding the two poles – ship design, construction and equipment; operational and training concerns; search and rescue; and, equally important, the protection of the unique environment and eco-systems of the polar regions.

Agreement in principle was reached on definitions for the different categories of ship to be covered by the Code, as follows:

- *Category A ship* means a ship capable of operating at least in medium first-year ice which may include old ice inclusions in accordance with an ice class at least equivalent to those acceptable to the Organization.
- *Category B ship* means a ship capable of operating in sea ice conditions other than those included in Category A with an ice class at least equivalent to those acceptable to the Organization.

**“Abandon ship drills should be planned, organized and performed so that recognized risks are minimized”**

- *Category C ship* means any ship which is not a *Category A* or *Category B ship*.

It was agreed that that all ships operating in polar waters should have a Polar Ship Certificate and a Polar Water Operation Manual.

As instructed by the main committees, it was agreed that the Polar Code would be adopted by separate MSC and MEPC resolutions, with amendments to mandatory instruments to be developed to make the Code mandatory. This would also impact on the structuring of the Code.

The Polar Code correspondence group was re-established to further develop the draft Code and also draft amendments to mandatory IMO instruments (SOLAS and MARPOL), to make the Code mandatory.



### Guidelines to reduce underwater noise

The Sub-Committee agree to a draft MEPC circular on Guidelines for the Reduction of Underwater Noise from Commercial Shipping, for submission to the Marine Environment Protection Committee (MEPC 66) for approval.

The non-mandatory Guidelines are intended to provide general advice about reduction of underwater noise to designers, shipbuilders and ship operators and consider common technologies and measures that may be relevant for most sectors of the commercial shipping industry. Designers, shipbuilders, and ship operators are encouraged to also consider technologies and operational measures not included in these Guidelines, which may be more appropriate for specific applications.

The guidelines give recommendations on predicting underwater noise levels, such as using underwater noise computational models; standards and references that may be used, including (ISO/PAS) 17208-1 “Acoustics – Quantities and procedures for description and measurement of underwater sound from ships – Part 1: General requirements for measurements in deep water”; design considerations; onboard machinery selection and location; additional technologies for existing ships; and operational and maintenance considerations.

### Requirements for lifting appliances

The Sub-Committee agreed a plan of action for developing mandatory requirements for onboard lifting appliances and winches and established a correspondence group to work on the issue, taking into account a preliminary list of international standards, internationally recognized standards, classification society rules and standards, and national standards developed during the session, as well as a draft framework for guidelines.

It is envisaged that a working group at the next session would start developing draft Guidelines for onboard lifting appliances and winches and

further consider draft amendments to existing IMO instruments, as appropriate. Other Sub-Committees and the International Labour Organization (ILO) will be invited to collaborate in developing the guidelines. It was noted that ILO Convention 152 concerning Occupational Safety and Health in Dock Work only applied to the carrying out of dock work while SOLAS contained no specific requirements relating to ships’ lifting appliances.

The Sub-Committee noted information from the International Cargo Handling Co-ordination Association (ICHCA) regarding information received from the International Group of P&I Clubs, indicating that 126 incidents had occurred from a representation of 13,000 ships.

These incidents comprise such items as failures to hoist wires, slewing rings, crane jib structures, pedestal holding-down bolts, brakes and other structural failures and many resulted in serious injuries or fatalities.

### Goal-based guidelines for LSA

The Sub-Committee agreed, in principle, to draft *Goal-based guidelines on framework of requirements for ships’ life-saving appliances*, for later submission to the MSC for approval, following completion of work on the development of safety objectives and functional requirements of guidelines on alternative design and arrangements for SOLAS chapters II-1 and III. The work forms part of the road map for the development of a new framework of requirements for life-saving appliances and arrangements, with a view to completing a comprehensive revision of SOLAS chapter III and the International Code for Life-Saving Appliances (LSA Code) in due course.

The Sub-Committee agreed draft amendments to the LSA Code in relation to lifejacket reference test devices (RTDs) with a view to improve the uniformity and repeatability of lifejacket tests using RTDs, for submission to MSC 92 for approval, with a view to adoption by MSC 93.

Technical parts of the Polar Code were further developed by a working group during the meeting

**“All ships operating in polar waters should have a Polar Ship Certificate and a Polar Water Operational Manual”**

Corresponding draft amendments to the *Revised Recommendation on testing of life-saving appliances* (resolution MSC.81(70)), as amended by resolution MSC.200(80) were also agreed, including amendments to adjust the weight and height requirements for female test subjects and for tests of lifejacket buoyancy material.

A related draft MSC circular on *Guidelines for validating the construction of a completed Adult reference test device* was also agreed.

### Unified interpretations agreed

The Sub-Committee agreed the following unified interpretations for submission to MSC 92 and MEPC 65, as appropriate, for approval:

- unified interpretation to SOLAS chapters II-1 and XII and to the technical provisions for means of access for inspections (resolution MSC.158(78)) and the performance standards for water level detectors on bulk carriers (resolution MSC.145(77)),
- revision of MSC.1/Circ.1378 on unified interpretations of the performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers
- unified interpretations of SOLAS regulation II-2/3-2 (concerning coating of dedicated seawater ballast tanks)
- amendments to the unified interpretation to regulation 12.2 of MARPOL Annex I (MEPC.1/Circ.753)
- unified interpretations on fall preventer devices (MSC.1/Circ.1392 and MSC.1/Circ.1327)

- unified interpretations of SOLAS regulation II-1/26.3 concerning redundancy of fuel oil pumps for the normal operation of propulsion systems
- unified interpretations of paragraph 1.1.4 of the LSA Code concerning the greatest launching height for a free-fall lifeboat

### Guidance on OWFCV and OWFSC

The Sub-Committee agreed terms of reference for a correspondence group on *Guidelines for offshore wind farm vessels* (including offshore wind farm construction vessels (OWFCV) and offshore wind farm service craft (OWFSC)).

The Sub-Committee also requested the MSC to consider adding a new output on its work programme to address the carriage of more than twelve industrial personnel on board vessels engaged on international voyages, in order to harmonize the current industry practice and differing national domestic requirements with the international regulatory framework.

IMO mandatory instruments do not define industrial personnel, although the non mandatory *Guidelines for the Design and Construction of Offshore Supply Vessels, 2006*, and the 2008 Special Purpose Ship Code, restrict the carriage of industrial personnel on an international voyage to not more than twelve.

More than twelve industrial personnel on board a vessel would, if considered in the context of the SOLAS Convention, require a passenger ship standard. The lack of a clear definition for industrial personnel and appropriate categorizations leads to different national interpretations.

A working group will start to develop draft Guidelines for onboard lifting appliances and winches



# Guidelines in the event of large-scale trade disruption agreed

Guidelines setting out how to deal with large-scale disruption to the maritime supply chain following an emergency situation were agreed by the Facilitation Committee, when it met for its 38<sup>th</sup> session

The Committee approved a FAL circular on *Guidelines on measures towards enhancing maritime trade recovery related to the global supply chain system and maritime conveyances*, which are intended to be a practical tool, to be used by IMO Member States and industry for the purpose of considering relevant issues to increase the resilience of the global supply chain and minimize the impact of disruptions, in the event of large-scale emergencies.

The guidelines provide information and best practice guidance to Governments, owners and operators of vessels and facilities that fall under the International Convention for the Safety of Life at Sea (SOLAS), and other members of the maritime supply chain with responsibility for ensuring and/or facilitating maritime trade recovery following a disruptive incident.

The Guidelines are comprised of three parts. The first part contains a listing of information needs critical to improving supply-chain resilience and facilitating trade recovery following a significant disruption to the maritime supply chain. The second contains information relating to the development of communication mechanisms between parties. The third contains information pertinent to the

establishment of maritime industry initiated support groups.

The Guidelines take into account, and are informed by, work done by the Asia-Pacific Economic Cooperation (APEC) Trade Recovery Programme, the World Customs Organization (WCO), and the International Organization for Standardization (ISO) in developing guidelines for customs administrations and organizations to improve and facilitate trade recovery. Relevant guidance from the WCO Trade Recovery Guidelines, the APEC Trade Recovery Programme, and ISO 28002:2011 has been consolidated and integrated into the Guidelines.

## Review of FAL Convention

The Committee made substantive progress in reviewing the Convention on Facilitation of International Maritime Traffic, 1965, as amended (FAL Convention), and agreed to recommend to the IMO Assembly and Council that the amendments to revise the Convention should be adopted by a Committee session in 2014, following further work by an intersessional working group.

The aim of the review is to ensure that the FAL Convention continues to adequately address the present and emerging needs of the shipping industry. The FAL Convention includes "Standards" and "Recommended Practices" on formalities, documentary requirements and procedures which should be applied on arrival, stay and departure to the ship itself, and to its crew, passengers, baggage and cargo.

Proposed amendments to the Convention envisage a gradual transition from paper-based to electronic means of providing information, in such a way as to allow a period of time whereby both paper and electronic systems could coexist and both systems would be accepted by Contracting Governments. The Committee agreed that before a final decision on the date of the mandatory implementation of electronic exchange of information could be taken, a thorough analysis of the costs

and benefits of setting up the system was required.

Other amendments would ensure harmonization of the Convention with the World Customs Organization (WCO) Safe Framework of Standards and the International Ship and Port Facilities (ISPS) Code, and to emphasise the importance of shore leave to be granted to seafarers without any discrimination based on nationality, religious belief, race or colour.

A working group during the session made progress on the review and a correspondence group was established to further develop the draft amendments, including a review of trade recovery and contingency practices. The correspondence group has also been tasked with providing advice on the cost/benefits analysis of setting up the system for electronic exchange of information and when its establishment should become mandatory.

## Compendium on Facilitation and Electronic Business

The Committee approved the revised IMO Compendium on Facilitation and Electronic Business.

The revisions include the addition of a footnote to include reference to XML format messages that are in accordance with the ISO 28005 standard for Security management systems for the supply chain – Electronic port clearance (EPC).

The Committee also approved the List of certificates and documents required to be carried on board ships, for issuing as a circular to update previous versions, for concurrent approval by the Maritime Safety Committee (MSC) and Marine Environment Protection Committee (MEPC).

## Printed versions of electronic certificates

The Committee developed draft Guidelines for Use of Printed Versions of Electronic Certificates, and agreed to refer them to the MSC and MEPC for review.

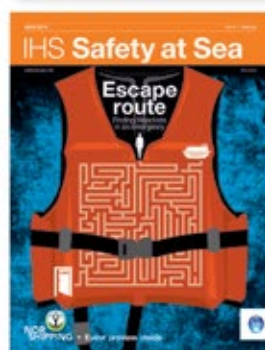
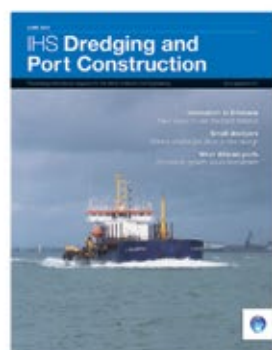
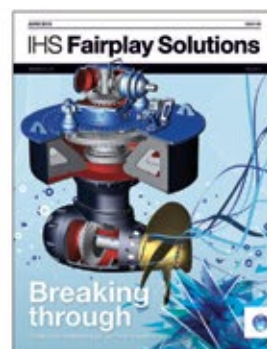
The aim is to promote the acceptance





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of printed versions of electronic certificates to authorities, to facilitate the early and efficient checking of ships' documentation by control authorities, thus improving the flow of maritime traffic through ports, and therefore improving the efficiency of maritime transport.

The draft Guidelines establish a standard and recognized set of features for using electronic versions of certificates, and specify the minimum features to be included, such as a unique tracking number and instructions for validating the information in the certificate.

The intention is to help alleviate problems inherent in reliance on paper, namely that Governments using electronic certificates have experienced incidents of port State control authorities denying the validity of these certificates, resulting in a burden to the master and crew, shipowner or operator, Port State Control authorities, flag Administrations and other stakeholders. In addition, ships have experienced incidents of port State control actions because traditional paper certificates have been issued but have not arrived on the ship, or traditional paper certificates have been damaged or lost.

The Committee re-established the Correspondence Group on Electronic Access to Certificates and Documents to identify the stakeholders for accommodating required periodic endorsements of printed versions of electronic certificates and documents and recommend efficient methods for handling these endorsements; and continue looking into matters related to the online access to certificates and documents, including features of websites used to access certificates.

### Electronic means for notifications under FAL Convention

The Committee approved the establishment of a new module in the Global Integrated Shipping Information System (GISIS), with respect to reports on notifications to IMO required under the FAL Convention, so that they can be submitted electronically, while also retaining the right to submit such information by hard copy. This reflects the intention of the Organization to reduce administrative burdens.

### Concern expressed over under-reporting of stowaways incidents

The Committee noted with concern that statistics published by IMO relating to stowaway incidents, based on reports submitted by just a few Member States, clearly under-reported the scale of the problem of stowaways, while the scale of the problem has not decreased. According

to the IMO figures from 1 January 2011 to 1 January 2012, 73 incidents involving 193 stowaways were reported to the Organization. However, the number of stowaway cases collated by the P&I Clubs from 20 February 2011 to 20 February 2012 totalled 774 incidents involving 1,640 stowaways.

The Committee agreed to encourage Member States (particularly flag States) and non-governmental organizations to provide information on stowaway cases to IMO, making use of the relevant GISIS module.

The Committee noted that the annual cost of the stowaway problem to the P&I Clubs is approximately US\$15.3 million. The Committee agreed that further technical co-operation actions were needed to reduce the number of stowaways through adequate security measures within the ports of these countries.

Meanwhile, the Committee noted that IMO, through its technical co-operation programme, was working to promote maritime capacity-building for sustainable development and to enhance maritime security in west and central Africa. A regional meeting focusing on the prevention of stowaways in Africa will be convened by IMO in the second half of 2013, in a country of the south or west African region.

### Notification and circulation through GISIS

The Committee approved a draft Assembly resolution on notification and circulation through the GISIS, which promotes the use of GISIS to enhance implementation of mandatory IMO instruments, particularly in respect of the rate of notifications, making an effective use of information and communication technology, and potentially reducing the administrative burden on Governments. GISIS provides a means whereby Contracting Governments or Parties can fulfill mandatory reporting requirements; and facilitates the circulation of the related notifications by the Organization.

### Carriage of IMDG Code class 7 radioactive material

The Committee agreed to make permanent the

operation of the *ad hoc* mechanism within the Secretariat to co-ordinate efforts to resolve speedily difficulties in the carriage of IMDG Code class 7 radioactive materials, whereby the Secretariat monitors, facilitates and co-ordinates the resolution of such difficulties.

The Secretariat was instructed to continue to co-operate with relevant agencies and organizations (including the International Atomic Energy Agency (IAEA), the International Labour organization (ILO), the International Civil Aviation Organization (ICAO) and other United Nations bodies) on issues surrounding the delays and denials of shipments of IMDG Code classified cargoes and in particular of IMDG Code class 7 radioactive materials, including those in packaged form used in medical or public health applications and to report to FAL 39.

Under the mechanism, the IMO Secretariat receives notification of any difficulties (such as when carriage has been denied or been delayed); investigates the incident; provides facilitation/mediation action with relevant parties involved; and records each incident in a database according to success/no success, to ensure they are brought to closure.

An IMO/IAEA/ICAO Denials Database has been established with 236 reports filed to date, comprising 182 relating to transport by sea, 51 by air and three by land.



The flow of maritime traffic through ports may be improved by use of electronic ships' documentation

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# Guidelines on dealing with crimes on ships approved by Legal Committee

Draft guidelines on the preservation and collection of evidence following an allegation of a serious crime having taken place on board a ship, or following a report of a missing person from a ship, and on pastoral and medical care of victims were approved by the IMO Legal Committee when it met for its 100<sup>th</sup> session

The draft guidelines, which focus on what can practically be carried out on board a ship to preserve and/or collect evidence and protect persons affected by serious crimes, until such time that the relevant law enforcement authorities commence an investigation, will now be submitted to the IMO Assembly 28th session, in November 2013, along with an associated draft resolution, for consideration with a view to adoption.

The primary purpose of the draft guidelines is to assist masters in the preservation of evidence and in the pastoral and medical care of persons affected and, when appropriate, in the collection of evidence, during the period between the report or discovery of a possible serious crime and the time when law enforcement authorities or other professional crime scene investigators take action.

The draft guidelines further state that the master is not a professional crime scene investigator and does not act as a criminal law enforcement official when applying the guidelines. The guidelines should not be construed as establishing a basis of any liability,

criminal or otherwise, of the master in preserving and/or handling evidence or related matters.

The draft guidelines include sections covering co-operation and coordination between interested States and parties; the role of the master; missing persons; and pastoral and medical care.

**Appendix 1** includes suggested formats for Victim Statement; Alleged Perpetrator Statement; and Independent Witness Statement.

**Appendix 2** includes guidance derived from MSC.1/Circ.1404 (*Guidelines to assist in the investigation of the crimes of piracy and armed robbery against ships*), including guidelines on recovery and packaging of evidence. The guidelines establish that the master is not a professional crime scene investigator and does not act in the capacity of a criminal law enforcement official and that the guidance will likely only be applied in limited and exceptional circumstances by masters who may be called upon to collect evidence that may otherwise be lost if no action is taken.

Guidelines on reporting of hazardous and noxious substances were endorsed by the Legal Committee



The work to develop the guidelines followed the adoption by the IMO Assembly of a resolution on the subject (A.1058(27)), which invited States to submit proposals to the Committee.

### Guidelines on HNS reporting endorsed

Guidelines to assist countries in meeting reporting requirements under the 2010 International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious substances by Sea, 2010 (2010 HNS Convention) were endorsed by the Committee.

The guidelines, on HNS reporting to facilitate the submission by States to the Secretary-General of contributing cargo data for the purposes of article 20(4) and (6) of the 2010 HNS Protocol, were developed and adopted at a two-day workshop convened jointly by IMO and the International Oil Pollution Compensation Funds (IOPC Funds) Secretariats and held at IMO in October 2012. It was attended by more than 100 participants.

The guidelines are expected to help in overcoming one of the main obstacles preventing States from ratifying the Protocol, namely the difficulty of complying with this reporting requirement, particularly in view of the enormous variety of HNS substances that are potentially subject to the reporting requirement. As well as the guidelines, the Committee also approved a model letter to accompany the model form for receivers, a State model reporting form, a receiver model reporting form and an HNS contributing cargo nil declaration form.

### Piracy work reviewed

The Committee received an update on the work of the 11th and 12th sessions of WG2 (which addresses the judicial aspects of piracy) of the Contact Group on Piracy off the Coast of Somalia, held in September 2012 and April 2013.

The Committee noted information provided by the United Nations Office on Drugs and Crime (UNODC) on the number of pirates captured and handed ashore for further investigation.

Among the views expressed in relation to the judicial aspects of piracy, it was noted that transparency in identifying problems related to the apprehension of pirates was beneficial to all parties involved in combating piracy or struggling with the consequences of this crime.

Delegations noted that Member States and organizations in consultative status with IMO should share their experience in resolving problems related to apprehension of pirates and should provide related information to IMO.

They also commented that IMO is the primary forum within the UN system responsible for coordinating efforts of the wider international community in its fight against piracy; and that States had full sovereignty in their territorial waters. Consequently measures such as using privately armed guards on board ships should be adopted for combating piracy in places that are not subject to the jurisdiction of any State.

The Committee also noted information provided by the United Nations Interregional Crime and Justice Research Institute (UNICRI) on the database of court decisions related to piracy which it has established.

UNICRI also provided the Committee with statistics drawn from its Piracy Analysis, including the average age of pirates; the region and clans they come from; their occupations; when attacks are most likely to occur; the number of pirates participating in individual attacks; the use of motherships; the number of casualties occurring in pirate ranks and the number and type of ships boarded.

### Fair treatment of seafarers - report reviewed

The Committee was provided with the findings of a survey, conducted by Seafarers' Rights International (SRI), concerning respect for the rights of seafarers facing criminal prosecution. The survey results were submitted by the observer delegations of the International Transport Workers' Federation (ITF) and the International Federation of Shipmasters' Associations (IFSMA). The findings strongly suggested that the rights of seafarers, as enshrined in the *Guidelines on fair treatment of seafarers in the event of a maritime accident*, adopted jointly by IMO and the International Labour Organization (ILO), are often subject to violation.

The Committee thanked the co-sponsors for the document and expressed general support for the continuous promotion of the Guidelines. The Committee also agreed that the issue of fair treatment of seafarers in the event of a maritime accident should remain on the agenda of the Legal Committee and delegations were invited to submit proposals for outputs to improve compliance with the Guidelines to its next session.

### Liability issues from offshore oil exploration further discussed

The Committee noted information from Indonesia on the outcome of the second International Conference on Liability and Compensation Regime for Transboundary Oil Damage Resulting from Offshore Exploration and Exploitation Activities, held in Bali in November 2012, as well as a submission containing principles for guidance on model bilateral/regional agreements or arrangements on liability and compensation issues connected with transboundary pollution damage from offshore exploration and exploitation activities.

The Committee recalled its previous decision to analyse further the liability and compensation issues connected with transboundary pollution damage resulting from offshore oil exploration and exploitation activities, with the aim of developing guidance to assist States interested in pursuing bilateral or regional arrangements, following the *Deepwater Horizon* incident in 2010 and the 2009 incident on the *Montara* offshore oil platform, located in the Australian Exclusive Economic Zone, in which a well blew out, leading to a significant oil spill.

The Committee agreed that assistance should be provided to those States which are in need of guidance for bilateral and multilateral agreements.

Member States were invited to send examples of relevant legislation and, in particular, examples of existing bilateral and regional agreements to the Secretariat; and the delegation of Indonesia was encouraged to continue with its work to facilitate further progress within the Committee.

# Auditing to be mandatory under STCW Convention and Code, Sub-Committee agrees

Draft amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, and the Seafarers' Training, Certification and Watchkeeping (STCW) Code, to make the IMO Instruments Implementation Code (IIC) and IMO Member State Audit Scheme mandatory, were agreed by the Standards of Training and Watchkeeping (STW), when it met for its 44<sup>th</sup> session

The draft amendments will be forwarded to the Maritime Safety Committee (MSC 92) for approval with a view to future adoption. The IIC is expected to be adopted by the IMO Assembly at its 28th session in late 2013.

The draft amendments to the STCW convention will require Parties to undergo periodic audits by the Organization. The draft amendments to the STCW Code set out the applicable requirements which will be subject to audit. These include requirements relating to the Party's communication of information, port State control and recognition of certificates; and the audit will also be required to assess whether the Administration has established measures to enforce the STCW Convention and Code requirements in respect of fatigue prevention and for the purpose of preventing drug and alcohol abuse.

## Revised training and certification of MOU personnel

The Sub-Committee approved revised and updated Recommendations for the training and certification of personnel on mobile offshore units (MOUs), for submission to MSC 92 for approval with a view to adoption by the IMO Assembly.

The recommendations will update and replace those adopted in 1999 (Resolution A.891(21)) they include new sections on security awareness training or instruction and fitness for duty and align the recommendations with requirements in the 2010 Manila Amendments to the STCW Convention and Code.

## Model courses validated

The Sub-Committee validated two new model courses and four that have been updated to provide the necessary guidance to maritime Administrations and training institutions to develop their training programmes to meet the new standards set out in 2010 Manila Amendments to the STCW Convention and Code. The validated model courses are:

- Leadership and Teamwork;
- Electro-Technical Officer; and revised courses on:
- Officer in Charge of a Navigational Watch;
- Officer in Charge of an Engineering Watch;
- Master and Chief Officer; and
- Chief Engineer Officer and Second Engineer Officer.

## Eyesight standards guidance and notes

The Sub-Committee endorsed a STCW.7 circular on Interim Guidance on colour vision testing, aimed at filling the gap until the new medical certificates are required according to the 2010 Manila Amendments in 1 January 2017, for submission to MSC 92 for approval.

The Sub-committee also approved draft amendments to the STCW Code to amend notes 6 and 7 of table A-I/9, Minimum in-service eyesight standards for seafarers, of part A of the STCW Code, to state that "Other equivalent confirmatory test methods currently recognized by the Administration may continue to be used", for submission to MSC 92 for approval.

## Transferring persons at sea

The Sub-Committee agreed the draft MSC-MEPC circular on Guidance on Safety when transferring persons at sea, outlining the considerations that should be taken into account and safety measures to be addressed to ensure that the transfer is carried out in a safe manner.

The guidance is intended to apply to the transfer of all persons at sea by means of transport vessels with the exception of the transfer of pilots to all ships and passengers to passenger ships for which other guidelines have been issued.

## Reactivating SMS certificate after lay-up

The Sub-Committee agreed a draft MSC-MEPC circular on Guidelines for the reactivation of the Safety Management Certificate following an operational interruption of the SMS due to lay-up over a certain period, providing guidelines to companies and Administrations on the actions to be taken following a lay-up, in order to ensure that the Safety Management System (SMS) on board vessels is functional once the ship is taken back into service.

Leadership and teamwork are the subjects of a new model course



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# World Maritime University – 30 years of success

At the beginning of the 1980s, IMO identified a shortage of well-qualified, highly educated maritime experts, particularly in lesser developed nations. To address this gap, IMO founded an institution to support Member States with the high-level education necessary to implement international Conventions. *Maia Brindley Nilsson*, Communications and Development Officer at the World Maritime University, tells the story of that remarkable institution

In determining the institution's location, then IMO Secretary-General Dr. C.P. Srivastava approached the Swedish Ministry of Transport, which welcomed the idea and Malmö was determined as the home of the institution. With the financial support of the Swedish government, the City of Malmö, and private donations, the World Maritime University (WMU) was inaugurated on 4 July 1983.

Thirty years later, WMU continues to serve IMO and its mission. As IMO's centre of excellence for postgraduate maritime education, WMU's mission is closely tied to that of IMO and is "to serve the global maritime community through education, research, and capacity building to ensure safe, secure, and efficient shipping on clean oceans."

WMU President, Dr. Björn Kjerfve emphasizes that "Three decades after its foundation, WMU maintains a unique position in the maritime community with an extensive network of graduates, professors, visiting professors, guest lecturers, and sponsors of field

studies. In addition, the collaboration between IMO and WMU is invaluable. WMU's graduates from 164 countries are a powerful influence in today's maritime sector."

Numerous alumni hold senior maritime positions as ministers of transport, directors of shipping companies and ports, heads of maritime academies and naval organizations, and many serve as representatives of their home countries at international forums and organizations such as the IMO.

H.E. Binali Yıldırım, Minister of Transport, Maritime Affairs, and Communications for the Republic of Turkey graduated in 1991. In reference to his WMU education he stated "I learned so much, not only about maritime, but also social, cultural, political, and economical interactions during my stay at WMU. The education I received, and being a graduate of WMU, has played a very important role in my professional career."

World Maritime University students celebrate their graduation



The importance of WMU in the global sector was also remarked upon by IMO Secretary-General Koji Sekimizu, who is also WMU's Chancellor, at the December 2012 WMU graduation ceremony. "The influence of the World Maritime University within today's maritime community cannot be overstressed. Those who pass through its various programmes go on to become global maritime leaders, experts and professionals. They increase and enhance the capacity of their countries and help to shape and develop effective policies for the maritime community on both the national and the global level."

Students in the Malmö M.Sc. programme in particular benefit from an unusually diverse and international environment that provides an extraordinary network of faculty, visiting professors, guest lecturers, and fellow students. The majority of the students live together in the university-provided Henrik Smith Residence (HSR) that offers a unique opportunity for the sharing of maritime knowledge as well as cultural understanding and growth.

Elsie Bikondo graduated from WMU in December 2012 and is a Senior HR Officer at the Kenya Ports Authority. Her specialized studies in Maritime Education & Training were made possible through the Sasakawa Fellows programme which, to date, has funded 458 WMU graduates. In reflecting on being part of such an international group, Ms. Bikondo remarked on the importance of learning about other cultures and being able to call upon her WMU network in the future. "Studying together at WMU and living together at HSR helps you learn to interact with students from so many different cultures. Respecting others and showing appreciation allows everyone to be open when discussing different issues. You realize that some problems are the same across the globe and you can talk together about ways to assess them. It has been an advantage to study at WMU and meet people from so many different parts of the world. If I have a maritime problem to solve, I can now reach out to a network of friends from over 40 different countries."

As WMU celebrates 30 years it boasts offerings far beyond the original Master of Science degree. In addition to six specializations available within the Malmö M.Sc. programme, there are now M.Sc. programmes in Shanghai and Dalian, China and a Ph.D. programme offering five specializations within a flexible framework allowing the majority of the programme to be completed from afar. Distance learning is available as well with a Postgraduate Diploma in Marine Insurance through cooperation with Lloyd's Maritime Academy. In addition, WMU utilizes its extensive network of international maritime experts to deliver a broad programme of professional development courses in Malmö with the potential for tailor-made courses at any location worldwide.

Expanding its service to the maritime community and taking advantage of its extensive network, WMU regularly offers international conferences. Recent topics include oil spill risk management, piracy at sea, emerging ballast water management systems, the impact of climate change in the maritime industry, and ship recycling. The next offering on 12 November will focus on Corporate Social Responsibility in the maritime industry and is co-hosted by The



Ship visits are an important part of many WMU programmes

Nippon Foundation, the Japanese International Transport Institute, BIMCO, the Danish Shipowners' Association, and WMU. Looking to 2014, in support of the UN Millennium Development Goal to support gender equality and empower women, and the IMO Programme for the Integration of Women in the Maritime Sector, WMU will host an international conference entitled Maritime Women: Global Leadership 31 March – 1 April 2014.

Parallel to the academic programmes, research has grown at WMU, with roughly 15 on-going projects in areas such as mitigating invasive species in the arctic, risk assessment, maritime spatial planning, e-navigation and safety of life at sea. In May 2012, IMO Secretary-General Koji Sekimizu inaugurated the Maritime Risk and Safety (MaRiSa) Simulation Laboratory, a specialized research lab offering unique experimental facilities, particularly in the field of e-navigation.

With 30 years of increased growth and activity, it is no surprise that WMU has outgrown its current facilities. The City of Malmö has always generously provided WMU with its facilities and that continued generosity will soon mean a new home for WMU. At the close of 2014, the University will move to Tornhuset, the historic Old Harbourmaster's Building in the centre of Malmö. The century-old building is a

H.E. Binali Yıldırım, pictured with WMU President Björn Kjerfve



city landmark and will be supplemented by a dramatic new addition designed by the renowned Danish architect Kim Utzon, of Kim Utzon Architects, in collaboration with Australian architect Tyrone James Cobcroft, of Terroir Architects.

In total, nearly 6,000m<sup>2</sup> of WMU's new facilities will essentially double its current floor space offering immense opportunities to support the growth of WMU with a new auditorium, multiple research labs, seminar rooms, and video-conferencing facilities. The WMU library, which houses an exceptional collection of maritime titles, will quadruple in size allowing for expansion of the collections as well as providing vital collaborative spaces for students and faculty.

While the City of Malmö is generously providing the building and basic infrastructure, WMU is responsible for raising the funds to equip the space with state-of-the-art research equipment, geographic information systems (GIS), database development, e-learning technology, and video-conferencing.

Through installations such as 'Science on a Sphere', that utilizes computers and video projectors to display planetary data onto a six-foot diameter sphere, WMU plans to take advantage of its new, central location by reaching out to the public and local school groups to educate about the world's oceans

and the importance of the maritime sector.

As the one truly international educational organization for the maritime community, operating under the auspices of the IMO and the UN, WMU aims to be the pinnacle of global excellence in postgraduate education and research. The University's influence is significant, widespread, and growing as it continues to serve the international

maritime community through expanded degree offerings, professional development courses, distance learning, international conferences, and research. With its unique connection to IMO, recent successes, future facilities, and outreach plans, it is clear that the World Maritime University will continue to influence the global maritime sector for many generations to come.



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# GHG reduction work moves forward at expert workshop

Work to update the greenhouse gas (GHG) emissions estimate for international shipping moved forward during an Expert Workshop that met at IMO Headquarters 26 February to 1 March 2013, attended by more than one hundred participants from IMO Member Governments and observer organizations. A final study is expected to be delivered in 2014.

The Workshop followed the endorsement, in principle, by IMO's Marine Environment Protection Committee (MEPC), at its sixty-fourth session in October 2012 of the outline for an update of the GHG emissions estimate.

The current (Second) IMO GHG Study 2009 had estimated that international shipping emitted 870 million tonnes, or about 2.7% of the global man-made emissions of carbon dioxide (CO<sub>2</sub>) in 2007. Exhaust gases are the primary source of GHG emissions from ships, with CO<sub>2</sub> the most important GHG, both in terms of quantity and of global warming potential.

As the current estimate contained in the Second IMO GHG Study 2009 does not take account of the economic downturn experienced globally since 2008, an updated GHG emissions estimate should provide

MEPC with reliable and up-to-date information to base its decisions on when considering further possible measures to address GHG emissions from international shipping. An updated emissions estimate would also provide a baseline to enable the impact to be assessed of technical and operational energy efficiency measures for international shipping that entered into force on 1 January 2013.

The workshop, comprised of experts with demonstrable expertise and experience in the field of estimating fuel consumption and GHG emissions for the international maritime sector, considered the scope of the Update Study, methodology and assumptions to be used in the update. The Expert Workshop agreed that the primary focus of the Update Study should be to update the CO<sub>2</sub> emission estimates for international shipping. It recommended that the MEPC agree Terms of Reference for the update including the methodology, so that work could begin in 2013, with a view to the final report of the Update Study being submitted to the 66th session of the MEPC, to be held in 2014.

Noting that there have been improvements in both the availability and quality of data since

the Second IMO GHG Study was published in 2009, the Expert Workshop recommended that the same approaches, both top-down (based on fuel sales data) and bottom-up (based on ship activity data), should be used in the Update Study to estimate GHG emissions for international shipping.

It recommended that should there be adequate resources then the same substances as those estimated by the Second IMO GHG Study 2009 should also be estimated. In addition to CO<sub>2</sub>, a global estimate of emissions of other GHGs and relevant substances emitted from ships, engaged in international transport could include: methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulphur hexafluoride (SF<sub>6</sub>), subject to data availability. Other relevant substances that may contribute to climate change include: nitrogen oxides (NO<sub>x</sub>), non-methane volatile organic compounds (NMVOC), carbon monoxide (CO), particulate matter (PM) and sulphur oxides (SO<sub>x</sub>).

A summary of the deliberations of the Expert Workshop was provided as a report to MEPC 65, meeting in May this year.

## IMO and IPIECA launch initiative to improve oil spill preparedness and response

At a regional workshop in Jakarta, Indonesia (20 to 21 March 2013), IMO and IPIECA, the global oil and gas industry association for environmental and social issues, jointly launched a new Global Initiative (GI) programme aimed at improving the oil spill preparedness and response capabilities in south east Asia. The workshop and launch event was attended by more than 70 high-level representatives from Government and the maritime, oil and gas industries from countries across the south east Asia region.

IMO and IPIECA have, for a number of years, been working with their international and regional partners to establish this new regional programme, which demonstrates a major commitment from both Government and industry to improve oil spill preparedness and response in the region. This new joint initiative will build collaboration and create a forum for joint action, focusing on practical activities such as training,

workshops and joint exercises in the field of oil spill preparedness and response. More importantly GI-SEA will also support the objectives of the ASEAN Oil Spill Response Action Plan (ASEAN-OSRAP) being developed by the ASEAN members with the support of the IMO Integrated Technical Co-operation Programme (ITCP).

The GI South East Asia programme was initiated to address an increased level of oil spill risk due to higher levels of shipping traffic, and increased exploration and production activities across the region. A full-time Project Manager based in Singapore, employed by IPIECA, will oversee the GI-SEA programme activities.

The GI, established in 1996 by IPIECA and IMO, continues to expand its work to reduce

the level of global oil spill risk in priority locations around the world. The programme provides a body for co-operation between governments and the oil and gas industry, and through it, IPIECA and IMO work together to help countries develop national structures and capability for oil spill preparedness and response.



IMO and IPIECA cement their latest joint initiative

## Special event marks IMO Legal Committee's 100<sup>th</sup> session

Prominent speakers reflected on some of the complex legal issues that have been addressed by IMO at a special event to mark the 100th session of the IMO Legal Committee, held on Thursday 18 April 2013.

The Legal Committee was also presented with the 'Award for Meritorious Contribution towards the Progressive Development and Codification of International Maritime Law', by Professor David Attard, Director of the International Maritime Law Institute (IMLI).

The origins of the Legal Committee go back to the Torrey Canyon disaster of 1967, which led to an intensification of IMO's technical work in preventing pollution and was also the catalyst for work on liability and compensation.

An *ad hoc* Legal Committee was established to deal with the legal issues raised by the world's first major tanker disaster and the Committee soon became a permanent subsidiary organ of the IMO Council, meeting twice a year to deal with any legal issues raised at IMO.

Treaties covering liability and

compensation for pollution damage resulting from oil spills were the first to be developed and adopted by the Legal Committee.

Subsequently, as well as expanding the liability and compensation regimes to cover a range of other eventualities, including pollution from a number of other substances, the removal of wrecks and liability in accidents involving passengers and their luggage, the Legal Committee has dealt with issues as diverse as the protection and fair treatment of seafarers, the suppression of unlawful acts against international shipping, the carriage of arms aboard ships and the legal infrastructure to allow the prosecution of suspected pirates.

Speakers at the 100th session event included: Dr. Thomas A. Mensah, former Assistant Secretary-General and Director of the Legal Affairs and External Relations Division, IMO; Mr. Alfred Popp QC, former

Chairman of the IMO Legal Committee (from 1993 to 2005); Mr. Måns Jacobsson, former Director and Chief Executive Officer of the International Oil Pollution Compensation Funds (from 1985 to 2006); Dr. P.J.S. Griggs CBE, former President of the Comité Maritime International (from 1997 to 2004); Judge Shunji Yanai, President of the International Tribunal for the Law of the Sea (ITLOS); Dr. Kofi Mbiah, current Chairman of the IMO Legal Committee (from 2011).



## 'Women at the helm' film launched by IMO

A new IMO film promoting the role of women in the maritime sector has been launched during a conference on the Development of a Global Strategy for Women Seafarers in Busan, Republic of Korea, from 16 to 19 April 2013.

The conference, organized and funded by the Government of the Republic of Korea through the Ministry of Oceans and Fisheries (MOF), and hosted by the Korean Institute of Maritime and Fisheries Technology (KIMFT), together with IMO, adopted a declaration of intent towards the development of a Global Strategy for Women Seafarers.

Shipping has historically been a male-dominated industry and that tradition runs long and deep. However, through its global programme on the Integration of Women in the Maritime Sector (IWMS), IMO is making a concerted effort to help the industry move on from that tradition and to help women achieve a representation within it that is more in keeping with twenty-first century expectations.

The film, 'Women at the helm' shows how the work of IMO, and others, is promoting positive change for women in shipping, and highlights first-hand experiences from those who have already succeeded.

Participants at the conference included women seafarers and government officials from 13 countries from the Asia-Pacific

region, two World Maritime University (WU) lecturers and representatives from two 'women in maritime' regional associations.

Mrs. Pamela Tansey, Senior Deputy Director, of IMO's Technical Co-operation Division, said the conference had provided a unique opportunity for women seafarers and policymakers to come together to identify policies and systems which will promote new opportunities for women seafarers and encourage the exchange of experiences and best practices which enhance women seafarers' education, competency and career development.

"The Republic of Korea is an excellent example of a country for which maritime development has been key to economic development. However, the best technology in the world is useless and can even be dangerous in the hands of an untrained officer. For that reason, this conference strikes at the very heart of the shipping industry, by addressing ways of meeting the predicted shortage of trained and competent seafarers," Mrs. Tansey said.

She further declared: "This is directly in line with the IMO's IWMS programme, now celebrating its 25th year, under which the foremost priority has been to encourage IMO member states to open the doors of their maritime institutes to enable women to train alongside men and so acquire the

high level of competence that the maritime industry demands".

The conference adopted the Busan Declaration, in which the participants agreed to forge partnerships and solicit support of government agencies, as well as international and regional bodies to facilitate the implementation of a Global Strategy for Women Seafarers.

The conference also adopted a slogan to promote women seafaring: 'Go to sea TOGETHER'.

### IMO's Programme on the Integration of Women in the Maritime Sector (IWMS)

IMO's IWMS programme was established to encourage the participation of women in the maritime sector, in particular, with regards to training of women alongside men in national and international training institutes.

Regional harmonization has also been a key priority under the programme, resulting in the establishment, through IMO support, of six regional associations for women in the maritime sector covering Africa, Asia, Latin America, and the Pacific Islands.

IMO continues to support the participation of women in both shore-based and sea going posts, in line with the United Nations Millennium Development Goal (MDG) 3 'Promote gender equality and empower women', under the slogan: *Training - Visibility - Recognition*.

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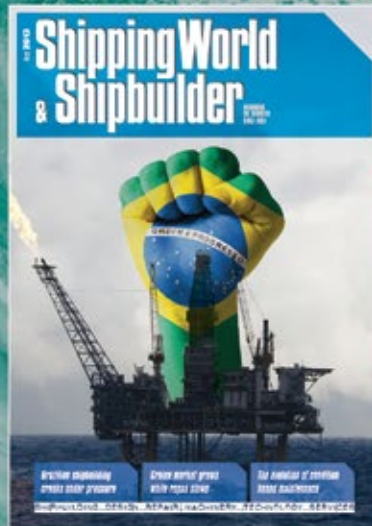
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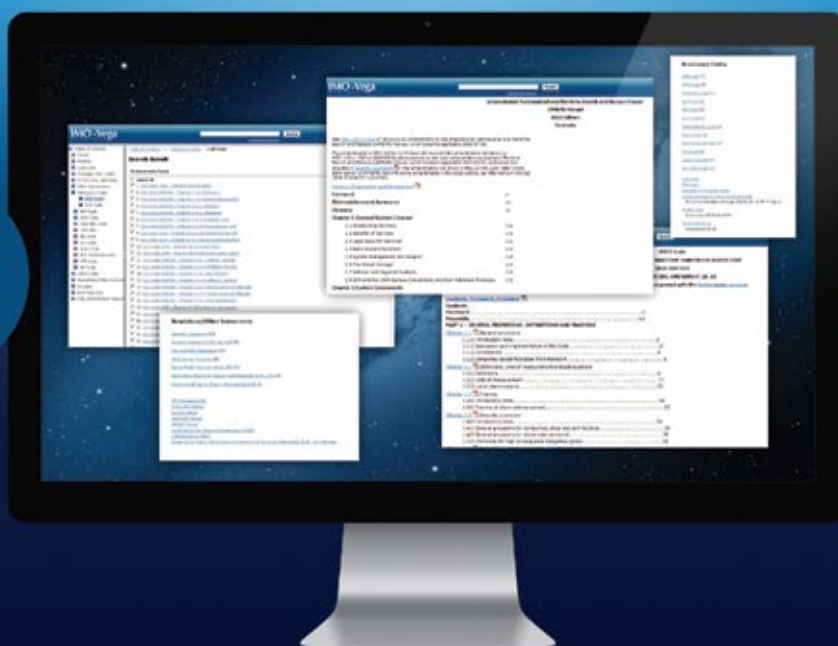
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