

IMONews

The magazine of the International Maritime Organization



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administrative
burdens

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display launched

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Guiding a vessel safely onto the berth is just one aspect of a Master's responsibilities when entering port. See p.13 for our feature on administrative burdens.



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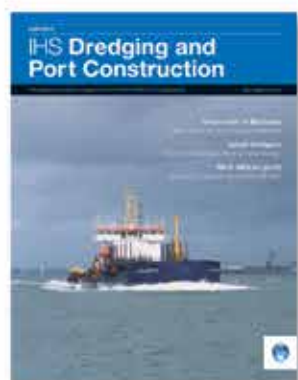


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SOLAS – a time to re-assess, a time to change



A message from Secretary-General
Mr. Koji Sekimizu

IMO is exploring new ways of partnership. Recently, the first ever symposium on the future of ship safety was conducted at IMO headquarters.

The symposium was attended by hundreds of technical experts and influential figures in the maritime community. Representatives from the shipping industry, shipbuilders, classification societies, academia, Governments and IMO took the opportunity to reinforce their already strong partnerships, while contemplating future regimes for ship safety.

We heard views from the cruise industry, container ship operators, the tanker industry, engine manufacturers and ship builders. We heard some of the lessons learnt from the Fukushima nuclear incident. We listened to the views of the younger generation in the shipping industry and to those of suppliers of navigation aids. We heard that previous experience within the industry in facing the challenges involved in meeting new regulations are encouraging.

My strong message to the symposium was that safety should be placed firmly in the centre of IMO's activities and that the maritime community should start considering a new regime for the future. I welcomed the positive contributions made by the industry and classification societies to support these concepts.

The 1974 SOLAS Convention is a good framework and we can update it as necessary, as we have seen over the last four decades. But, in the years to come, my aspiration is to encourage the maritime community to use more safety-assessment and risk-assessment techniques in framing goal-based regulations. We should also consider how we can make progress in firmly establishing a safety culture.

I took the opportunity to share with the symposium my belief that we need to start, as soon as possible, a holistic review of the current regime. We should not rush now, but we should start working with all stakeholders, taking into account the potential of new technology and innovation, which should be encouraged but, at

the same time, seriously assessed, in order to ensure that safety will not be compromised. We should not underestimate the potential of goal-based regulations, if properly introduced and involving all players.

For the future safety regime, risk-based and goal-based approaches should be the main avenues to supplement prescriptive regulations. To realize that objective, it will be essential to invent a new system to collect and analyse casualty and safety data, involving shipping companies, classification societies, flag States, port States and casualty investigation institutions. This will take time to develop; and even more time will be required to realize the benefits from such a system after its implementation. But, we should start preparing such a system now.

I hope that we can visualize a future safety regime, moving forward to a more systematic safety control by all players, including Governments, Administrations, classification societies, shipping companies, shipbuilders etc, moving towards risk-based and goal-orientated approaches. This is the way to embrace new technology and innovation, while maintaining safety.

The availability of essential data is key, as is the need for a new regulatory framework – which might require a review of the SOLAS Convention. 2014 is the 100th anniversary of SOLAS, and 2024 will be the 50th anniversary of the 1974 SOLAS Convention.

My vision is to introduce a system change before we celebrate that anniversary in 2024.

“... safety should be placed firmly in the centre of IMO's activities”

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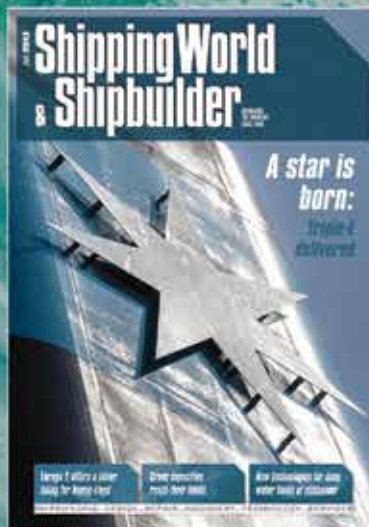
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IMO Sub-Committee restructuring agreed by MSC and MEPC

IMO's Maritime Safety Committee (MSC) has agreed to a restructuring of IMO's Sub-Committees, in order to deal more effectively with the technical and operational issues covered by IMO regulations, as part of the Organization's review and reform process

The restructuring proposals had already been considered and approved by the Marine Environment Protection Committee (MEPC) at its sixty-fifth session.

The restructuring will see the number of Sub-Committees reduced from nine to seven, with their terms of reference amended to cover the following issues:

Sub-Committee on Human Element, Training and Watchkeeping (HTW): to address issues relating to human element training and watchkeeping, including minimum international standards for training and certification of seafarers and fishing vessel personnel; and technical and operational issues related to maritime safety, security, and environmental protection, to encourage a safety culture in all ship operations; safe manning; the review, updating and revision of IMO model courses; and promotion and

implementation of the Organization's human element strategy.

Sub-Committee on Implementation of IMO Instruments (III): to address the effective and consistent global implementation and enforcement of IMO instruments concerning maritime safety and security and the protection of the marine environment, including: comprehensive review of the rights and obligations of States emanating from the IMO treaty instruments; assessment, monitoring and review of the current level of implementation of IMO instruments by States in their capacity as flag, port and coastal States and countries training and certifying officers and crews; identification of the reasons for the difficulties in implementing provisions of relevant IMO instruments; consideration of proposals to assist States in implementing and complying with

The number of IMO Sub-Committees is to be reduced to help streamline the Organization



IMO instruments; analyses of investigation reports into marine casualties and incidents; review of IMO standards on maritime safety and security and the protection of the marine environment, to maintain an updated and harmonized guidance on survey and certification-related requirements; and promotion of global harmonization of port State control activities.

Sub-Committee on Navigation, Communications and Search and Rescue (NCSR): to consider technical and operational matters related to the obligations of Governments and operational measures related to safety of navigation, including hydrographic and meteorological services, ships' routing, ship reporting systems, aids to navigation, radio-navigation systems, vessel traffic services, and pilotage; operational requirements and guidelines relating to navigational safety and associated issues, such as regulations for the prevention of collisions and groundings, bridge procedures, voyage planning, avoidance of dangerous situations, places of refuge including maritime assistance services and relevant aspects of maritime security; carriage requirements, performance standards and operational guidelines for the use of shipborne navigational equipment and other navigational requirements; obligations of Governments and operational measures related to the Global Maritime Distress and Safety System (GMDSS), development and maintenance of the global search and rescue (SAR) Plan and the Long Range Identification and Tracking (LRIT) system; operational requirements and guidelines relating to radiocommunications and search and rescue, and, in co-operation with the International Civil Aviation Organization (ICAO), the harmonization of aeronautical and maritime search and

rescue procedures; carriage requirements, performance standards and operational guidelines for the use of ship-borne radiocommunications and search and rescue equipment; and liaison with the International Telecommunication Union (ITU) on maritime mobile radio communication matters.

Sub-Committee on Pollution Prevention and Response (PPR): to consider technical and operational matters related to: prevention and control of pollution of the marine environment from ships and other related maritime operations; safe and environmentally sound recycling of ships; evaluation of safety and pollution hazards of liquid substances in bulk transported by ships; control and management of harmful aquatic organisms in ships' ballast water and sediments, and biofouling; and pollution preparedness, response and co-operation for oil and hazardous and noxious substances.

Sub-Committee on Ship Design and Construction (SDC): to consider technical and operational matters related to: design, construction, subdivision and stability, buoyancy, sea-keeping and arrangements, including evacuation matters, of all types of ships, vessels, craft and mobile units covered by IMO instruments; testing and approval of construction and materials; load line matters; tonnage measurement matters; safety of fishing vessels and fishermen; and survey and certification.

Sub-Committee on Ship Systems and Equipment (SSE): to consider technical and operational matters related to: systems and equipment, including machinery and electrical installations, of all types of ships, vessels, craft and mobile units covered by IMO instruments; testing and approval of systems and equipment; life-saving

equipment, appliances and arrangements; fire protection systems; and analyses of casualty and incident records relating to ship systems and equipment.

Sub-Committee on Carriage of Cargoes and Containers (CCC): to consider technical and operational matters related to: effective implementation of the relevant conventions, codes and other instruments, mandatory or recommendatory, as appropriate, dealing with cargo operations, which include packaged dangerous goods, solid bulk cargoes, bulk gas cargoes, and containers; evaluation of safety and pollution hazards of packaged dangerous goods, solid bulk cargoes and gas cargoes; survey and certification of ships carrying hazardous cargoes; further enhancement of the safety and security culture, and environmental consciousness in all cargo and container operations; and co-operation with other relevant UN bodies, IGOs and NGOs on international standards related to containers and to cargo operations.

Previous review

The last review of the sub-committee structure was in the 1996-1997 biennium when the number of Sub-Committees was reduced from 11 to 9: the Sub-Committee on Bulk Liquids and Gases (BLG); Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC); Sub-Committee on Radiocommunications, Search and Rescue (COMSAR); Sub-Committee on Navigation (NAV); Sub-Committee on Ship Design and Equipment (DE); Sub-Committee on Fire Protection (FP); Sub-Committee on Stability, Load Lines and Fishing Vessels Safety (SLF); Sub-Committee on Flag State Implementation (FSI); and Sub-Committee on Standards of Training and Watchkeeping.



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Day of the Seafarer 2013: Faces of the Sea



June 25th, 2013, marked the third International Day of the Seafarer, an official United Nations observance day. This year, IMO celebrated the occasion with a social media campaign calling on all supply-chain partners, including those beyond the maritime sector, to help highlight the sheer diversity and scale of products used

in everyday life that travel by sea, and to recognize the importance of the people that deliver them; more than 1.5 million seafarers.

In his annual Day of the Seafarer message, IMO Secretary-General Koji Sekimizu said, "Seafarers operate on the 'front line' of the shipping industry, and

this year's campaign theme, Faces of the Sea, aims to highlight the individuals that are often unseen, but who work to deliver more than 90% of the world's goods. We will ask the seafarers themselves to show us snapshots of their daily life at sea, to give them a voice and share their story on a global stage, via social media".

Mr. Sekimizu noted that 2013 is a landmark year for the seafaring community, as the Maritime Labour Convention (MLC 2006) entered into force in August. "This marks significant progress in the recognition of seafarers' roles and the need to safeguard their well-being and working conditions," he said.

UN Secretary-General Ban Ki-moon also highlighted the Day of the Seafarer, with a special message urging everyone to remember the contribution of seafarers to world trade and development.

"On the Day of the Seafarer, I urge everyone to spare a thought for those courageous seafarers, men and women from all corners of the world, who face danger and tough working conditions to operate today's complex, highly technical ships, every hour of every day of the year – and on whom we all depend," he said.

Ghanaian lawyer wins 2012 international prize

The prestigious International Maritime Prize for 2012 will go to Dr. Thomas A. Mensah of Ghana, former President of the International Tribunal for the Law of the Sea and Assistant Secretary-General and Director of the Legal Affairs and External Relations Division at IMO, for his significant contribution to the work and objectives of the Organization.

In nominating his candidature, the Government of Ghana drew attention to Dr. Mensah's distinguished career in international maritime affairs, as a specialist

in public international law, the law of treaties, shipping law, the international law of the sea and in international environmental law.

The nomination highlighted Dr. Mensah's long career at IMO (initially in the Organization's Legal Office and then as Assistant Secretary-General and Director of the Legal Affairs and External Relations Division) followed by his appointment as a Judge at the newly-established International Tribunal for the Law of the Sea (ITLOS), from 1996 to 2005. He was also elected as

the first President of the Tribunal, from 1996 to 1999.

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of the Organization. It consists of a sculpture in the form of a dolphin and includes a financial award, upon submission of a paper written on a subject relevant to IMO.

The prize will be presented to Dr. Mensah at a special ceremony, on a date to be arranged.

2013 IMO Award for Exceptional Bravery at Sea

The 2013 IMO Award for Exceptional Bravery at Sea will be awarded to two rescue swimmers from the United States of America, for saving the lives of 14 crew members from the tall ship **HMS Bounty**, and, posthumously, to a seafarer from China who died trying to save the life of a ferry passenger.

The 2013 award will go to Aviation Survival Technician Second Class Randy

J. Haba and Aviation Survival Technician Third Class Daniel J. Todd of the United States Coast Guard Air Station Elizabeth City, North Carolina, nominated by the Government of the United States, for saving the lives of 14 crew members from the tall ship **HMS Bounty**, during Hurricane Sandy; and, posthumously, to Mr. Jinguo Yang, a crewmember on the

ferry **Tong Chang Qi Du 11**, nominated by the Government of China, who lost his own life whilst trying to rescue a person in distress on the ferry, after it had collided with the cargo ship **Shun Qiang 28**.

The Awards ceremony will take place at IMO Headquarters, on Monday, 25 November 2013, at the end of the first day of the 28th Assembly of IMO.

Norway sets ball rolling for two major instruments

The Kingdom of Norway has recently become the first state to ratify two important IMO instruments.

On Wednesday, 26 June, 2013, Norway became the first contracting State to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009.

The Hong Kong Convention is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risk to human health and safety or to the environment.

First Secretary Kristin Stockman, of the Royal Norwegian Embassy to the United Kingdom, deposited Norway's instrument of accession at IMO headquarters.

The Hong Kong treaty will enter into force 24 months after ratification by no fewer than 15 States, representing 40 per cent of world merchant shipping by gross tonnage, with a combined maximum annual ship recycling volume not less than 3 per cent of their combined tonnage.

Then, on 15 July, Norway became the first State to sign the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, when Ms. Ida Skard, Director General, Maritime Department, Ministry of Trade and Industry, Norway, signed the Agreement, at IMO Headquarters.

As Norway is already a Contracting State to the 1993 Protocol, the signature of Norway expresses that country's consent to be bound by the Cape Town Agreement

(under a simplified procedure set out in Article 3(4) of the Agreement).

The Cape Town Agreement of 2012 updates and amends a number of provisions of the Torremolinos Protocol. In ratifying the Cape Town agreement, Parties agree to amendments to the provisions of the 1993 Protocol, so that they can come into force as soon as possible thereafter.

The safety of fishermen and fishing vessels forms an integral part of IMO's mandate but technical and legal problems had prevented the Torremolinos Protocol, which was adopted in 1993 to revise the earlier 1977 treaty, from entering into force. The aim of the new Agreement is to address those issues. Fishing at sea remains a hazardous occupation and

the sector experiences a large number of fatalities every year and bringing into force a binding international safety regime is expected to play a part in helping to improve safety standards and reduce the loss of life.

The Cape Town Agreement of 2012 is currently open for signature at IMO Headquarters, until 10 February 2014, and thereafter will remain open for accession. It will enter into force 12 months after the date on which no fewer than 22 States the aggregate number of whose fishing vessels of 24m in length and over operating on the high seas is not less than 3,600 have expressed their consent to be bound by it. Norway has 242 fishing vessels of 24m in length and over operating on the high seas.



Ms Ida Skard signs the Cape Town Agreement on behalf of Norway

“IMO Conventions: Effective Implementation” selected as World Maritime Day theme for 2014

The IMO Council has endorsed a proposal by IMO Secretary-General Koji Sekimizu to adopt “**IMO Conventions: Effective Implementation**” as the World Maritime Day theme for 2014.

Addressing the IMO Council, meeting for its 110th session in London, Mr. Sekimizu said that IMO has, over the years, built up an enviable track record for developing and adopting new international conventions.

There have been 53 in all, addressing safety, environmental issues, liability and compensation, and other topics.

“Nevertheless,” he added, “adoption alone is only the first step of the treaty-making process; to be effective, adoption must be followed by entry into force and, subsequently, widespread implementation.” He added that he was particularly concerned at the slow pace of ratification

and implementation of several of the environmental conventions adopted by IMO.

World Maritime Day is celebrated at IMO Headquarters and around the world in the last week of September. Since 2005, a formal parallel event has been held, hosted by an IMO Member State.

In 2014, the World Maritime Day Parallel Event will be held in Morocco and, in 2015, in Japan.

IMO Secretary-General Emeritus Dr. C.P. Srivastava, KCMG

Dr. C.P. Srivastava, KCMG, Secretary-General Emeritus of the International Maritime Organization (IMO), has died in Italy, aged 93

Dr. C.P. Srivastava, KCMG, Secretary-General Emeritus of the International Maritime Organization (IMO), has died in Italy, aged 93, on 22nd July, 2013.

During Dr. Srivastava's tenure as Secretary-General, from 1974 until his retirement on 31 December 1989, IMO increased its membership considerably. Dr. Srivastava was well known for his relentless efforts to make IMO known to the developing world and for encouraging developing countries to join the Organization. This shaped the structure of the Organization's membership to its present status, whereby two-thirds of the 170-strong membership (and three Associate Members) consists of developing countries.

Dr. Srivastava's leadership of IMO is associated with the success of the 1978 Tanker Safety and Pollution Prevention (TSP) Conference, and the development and adoption of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, the International Convention on Maritime Search and Rescue (SAR), 1979, the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA), 1988, and related Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms located on the Continental Shelf, and many other treaties and Codes.

During his tenure, a comprehensive, pragmatic and co-ordinated programme of technical co-operation was conceived and developed and effective steps were taken to promote its continuing implementation.

Dr. Srivastava will be remembered for his visionary and pioneering role and his ceaseless efforts in the establishment of IMO's global educational institutions, including the World Maritime University (WMU), in Malmö, Sweden, and the International Maritime Law Institute (IMLI), in Malta.

Earlier in July, Dr. Srivastava had sent a message of support to be read out during celebrations marking the 30th anniversary of the founding of WMU, which were held at IMO Headquarters in London. Reading out his message, IMO Secretary-General Koji Sekimizu described him as the "founding

father" of WMU, which has become IMO's centre of excellence for postgraduate maritime education.

C.P. Srivastava was born on 8 July 1920 and was educated in Lucknow, India (obtaining BA, MA and LLB degrees).

He started his career as a civil servant in the Indian Administrative Service in India, serving as the district administrator in Meerut and Lucknow, and then went on to the post of Joint Secretary to office of the then Indian Prime Minister, Lal Bahadur Shastri, from 1964 to 1966.

Early in his career, he found his forte in the field of seafarer training and welfare. During 1947 to 1948, he was the prime mover in the establishment of a network of new maritime training institutions, which have since produced world class maritime personnel, greatly facilitating the growth of Indian shipping in the years following Independence.

Dr. Srivastava will be remembered for his visionary and pioneering role

After a stint at the Directorate General of Shipping, he was appointed as the Founder Chief Executive of the Shipping Corporation of India, a Government of India enterprise, which he built up to the largest shipping company of India and one of the biggest and most successful shipping companies of the world, with a diversified fleet of cargo liners, tankers, bulk carriers and passenger ships. For his exceptionally outstanding work as Chairman & Managing Director of the Shipping Corporation of India, he received the Padma Bhusan (one of the highest civilian awards in the Republic of India).

In 1974 he was elected to serve as the Secretary-General of the International Maritime Organization (IMO), and was re-elected unanimously for three successive four-year terms, serving until his retirement in 1989.



Just before his retirement from his post as IMO Secretary-General in 1989, the IMO Assembly, meeting for its 16th session, unanimously adopted a resolution (A.679(16)), noting his retirement with regret and recording his services to IMO Member States. The resolution noted that, throughout his tenure, which comprised four successive terms and lasted 16 years, Dr. Srivastava rendered exceptionally meritorious services to the Organization with total commitment to its ideals and objectives.

As a result of his leadership, integrity, dedicated endeavour and initiative, it said, the membership of the Organization stood greatly enhanced and its universality well established; many conventions and protocols had received wide acceptance and were now in force, promoting the objectives for the Organization of safer shipping and cleaner oceans and the IMO spirit of goodwill and co-operation has been sustained and enhanced.

It was during Dr. Srivastava's tenure that a comprehensive, pragmatic and co-ordinated programme of technical co-operation was conceived and developed and effective steps were taken to promote its continuing implementation.

The resolution went on to recognise the visionary and pioneering role of Mr. Srivastava, and his ceaseless efforts in the establishment of IMO's educational institutions, including the World Maritime University and the International Maritime Law Institute.

In 1990, in recognition of his service and contribution to world shipping, Dr. C. P. Srivastava was conferred, by Queen Elizabeth II of the United Kingdom, the title of Honorary Knight Commander of the Most Distinguished Order of Saint Michael and Saint George (KCMG).

Dr. C.P. Srivastava was married to Nirmala Srivastava, the founder of Sahaja Yoga, a unique method of meditation, based on an experience called self-realization. He is survived by two daughters.



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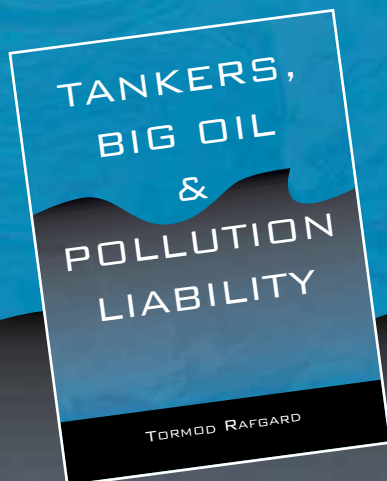
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Ahoy.

Tormod Rafgård's book:



is now available on
www.oilpollutionliability.com
– free of charge!

Rafgård was the MD of INTERTANKO for 25 years before he became an appeal court judge. Questions and comments about the book may be directed to the author's e-mail: trafgaa@online.no

Some extracts of the responses received:

"I have found the publication well structured and informative".

– Efthimios Mitropoulos (Past Secretary General of IMO)

"The review of the ... discussions at the diplomatic conferences are very rewarding. The book is written in a lively way and with a personal engagement which is unusual for us jurists ..." (translation)

– Måns Jacobsson (Past Director of IOPCF)

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

– Michael Gray, Lloyd List

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

– Ian Middleton, Seatrade

"Many thanks --, the contents of which I look forward to scan as I am in my old age not able to read from cover to cover". (translation)

– Arnold Mærsk Mc-Kinney Møller (1913–2012)

"I offer my sincerest congratulations. Works like your book is much needed especially in the tough time we are faced with..."

– Mohammed Souiri (Past Chairman National Iranian Tanker Company)

"... not only a very good account of the drama around pollution liability but a history of tanker shipping... which I do not think you find elsewhere. I have handed it over to my children..."

– Hans Laurin (Laurin Maritime AB)

"Thank you for sending a copy of your splendid book. It looks refreshingly different and is presented in a much more appealing way than the rather turgid legal tomes that have been written on this subject in the past!"

– Karen Purnell (ITOPF)

The administrative burdens of a modern shipmaster

During the April session of the FAL Committee, Denmark hosted a presentation where the Danish Captain Christian Rørbeck shed light on the administrative burdens faced by ships on a daily basis around the world. The specific examples of administrative burdens for a container ship in service were an eye-opener for delegates. Charlotte Asgaard Andersen of the Danish Maritime Authority reports

Captain Christian Rørbeck has 27 years of experience travelling the oceans as an employee of a major Danish company – the last nine years as a master. He has sailed the equivalent of 66 times around the world and has made calls to 113 different ports in 38 different countries, so he truly knows the administrative requirements that ships meet worldwide.

In a humorous and thought-provoking way, he told about his own hands-on experience with the large administrative burdens he had encountered. The focus of the presentation was on the FAL forms and the countless local variants of these in connection with port calls in 17 randomly selected ports around the world.

Ship stamps make the world go around

According to the captain, the problem is not the port and pre-arrival documents in themselves; the problem lies in the amount of paperwork and the fact that each port has its own requirements regarding paperwork to be submitted both prior to and on arrival. In his own estimate, he spends 80 per cent of his work time on paperwork.

Many ports have requirements for pre-arrival information. The time limit for sending this information is not the same globally, which means that some ports want the information 24 hours in advance, others 48 hours in advance, and others, 72 hours in advance. There are also examples of ports that require some of the information 48 hours in advance and other information 24 hours in advance. It was noted by Captain Rørbeck that some port authorities do not report back whether or not they have received the submitted information.

In addition, the shipping companies'

agents handle the reporting in some ports, whereas the master must communicate directly with the port authorities in others. This goes for both port and pre-arrival documents.

Upon arrival, each port also has its own requirements regarding the paperwork that must be submitted. Some of the information may already have been submitted electronically, but on port arrival the same documents must be printed, signed and stamped.

In the words of Captain Rørbeck: "Without the ship's stamp, the shipping world would stop..."

Different ports, different requirements

In his presentation, Captain Rørbeck showed how many copies of each document the 17 randomly selected ports require. 12 of the ports require more copies than recommended in the FAL Convention and 11 have developed their own national forms. These local forms are sometimes provided in the local

Making port calls in six countries within the Schengen area requires 80 port documents and 42 pre-arrival documents



language which may cause problems to the master of the ship if he does not speak it.

Among the more peculiar documentation requirements presented by Captain Rørbeck was a port asking for the quantity of wine in tanks or barrels carried on board the ship, and another asking for the number of detergents containing alcohol.

My name is...

As an example of the different requirements made by the ports, Captain Rørbeck talked about the crew lists. In the ports he has called upon, he has experienced several different formats for listing the names of the crew. You would think that the names were the same everywhere in the world, but unfortunately not. Some ports require that you write the name as on an airline ticket: Rørbeck, Christian E. But since the comma is not in the passport, some ports require another format: Rørbeck Christian E. Still others require the names in reverse order with the given name first: Christian E. Rørbeck. Finally, some require each name in a separate column.

Also, some ports require that Mr. is written on the crew list, whereas it absolutely cannot be written on the crew list in other ports. All changes to the crew lists must be made manually when calling on a port, which is very time consuming.



Captain Christian Rørbeck gave a presentation about administrative burdens at the FAL Committee in April.

Multiple port calls in the same region

Several of the European countries have joined the Schengen agreement. There are no border controls when transiting from one country to another within the Schengen area. However, every time a ship calls on a port, all the paperwork has to be prepared and submitted. Captain Rørbeck showed that, for a ship travelling to six countries in the Schengen area, a total of 80 documents must be prepared and 42 documents must be sent in advance.

Even for a ship calling on multiple ports within the same country, there are examples of countries where all the paperwork must be prepared and submitted for each port.

A way forward

After listing all of his examples of the administrative requirements that ships must deal with when calling on ports around the world, Captain Rørbeck also gave his inputs on solutions that will reduce the amount of paperwork for the masters.

First of all, a single entry reporting point for each country/region should be established. This could be done along the lines of the aviation sector where a person can travel freely within the borders once he has entered the country. Secondly, the countries and ports should accept electronic forms in order to make it easier for the ships to reuse data from one port to the next. Finally, the number of port documents should be set to a minimum and the international forms should be accepted instead of the ports developing their own local forms.

In the opinion of Captain Rørbeck, such solutions are necessary because they, on the one hand, will reduce the costs of operating a ship. On the other hand, reducing the administrative requirements on the master will allow him to spend time on the primary task – that is, ensuring the safe navigation of his vessel in order to protect her crew, her cargo and the environment.



According to Captain Christian Rørbeck, reducing the administrative burdens will allow the master to spend more time on safety, security and protecting the environment.

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MEPC pushes forward with energy-efficiency implementation

At its 65th session, the Marine Environment Protection Committee (MEPC) made significant progress in its work on further developing energy-efficiency regulations; adopted an MEPC Resolution on *Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships*; and gave the go-ahead to carry out an update to the greenhouse gas (GHG) emissions estimate for international shipping

It also agreed a draft Assembly resolution to address the implementation of the Ballast Water Management convention and approved a number of ballast water treatment systems.

Technical co-operation for energy efficiency measures

The MEPC adopted an MEPC Resolution on *Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships*, which, among other things, requests the Organization, through its various programmes, to provide technical assistance to Member States to enable co-operation in the transfer of energy-efficient technologies to developing countries in particular; and further assist in the sourcing of funding for capacity building and support to States, in particular developing States, which have requested technology transfer.

Update of GHG emissions estimate gets go-ahead

The MEPC approved the terms of reference and agreed to initiate a study for an updated GHG emissions' estimate for international shipping, following discussion in an expert workshop, which met earlier this year, on the methodology and assumptions to be used.

The new study will focus on updating key figures in the current (second) IMO GHG Study (2009), which estimated that international

shipping emitted 870 million tonnes, or about 2.7%, of the global man-made emissions of carbon dioxide (CO₂) in 2007.

Development of energy-efficiency measures continued

The MEPC continued its work on further developing technical and operational measures relating to energy-efficiency measures for ships, following the entry into force, on 1 January 2013, of the new chapter 4 of MARPOL Annex VI, which includes requirements mandating the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP), for all ships.

The application of the EEDI is being extended to car carriers



The Committee:

- Approved draft amendments to MARPOL Annex VI, with a view to adoption at MEPC 66, to extend the application of EEDI to ro-ro cargo ships (vehicle carriers), LNG carriers, cruise passenger ships having non-conventional propulsion, ro-ro cargo ships and ro-ro passenger ships; and to exempt ships not propelled by mechanical means, and platforms including FPSOs and FSUs and drilling rigs, regardless of their propulsion; as well as exempting cargo ships having ice-breaking capability;
- Adopted amendments to update resolution MEPC.215(63) *Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI)*, including the addition of ro-ro cargo ships (vehicle carriers), ro-ro cargo ships and ro-ro passenger ships, and LNG Carriers;
- Noted, with a view to adoption at MEPC 66, the finalized amendments to resolution MEPC.212(63) 2012 *Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships*;
- Approved amendments to unified interpretation MEPC.1/Circ.795, to update the circular with regard to requirements for SEEMP, to exclude platforms (including FPSOs and FSUs), drilling rigs, regardless of their propulsion, and any other ship without means of propulsion;
- Adopted the 2013 *Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions*, which are intended to assist Administrations and recognized organizations in verifying that ships, complying with the EEDI requirements set out in regulation 21.5 of MARPOL Annex VI, have sufficient installed propulsion power to maintain their manoeuvrability in adverse conditions;
- Approved the 2013 *Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI*, which are intended to assist manufacturers, shipbuilders, shipowners, verifiers and other interested parties related to the EEDI of ships to treat innovative energy efficiency technologies for calculation and verification of the attained EEDI, addressing systems such as air lubrication, wind propulsion systems; high temperature waste heat recovery systems; and photovoltaic power generation systems;



Drilling rigs will be exempt from EEDI requirements

- Adopted the 2013 *Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion*; and
- Adopted amendments to resolution MEPC.214(63) 2012 *Guidelines on survey and certification of the energy efficiency design index (EEDI)*, to add references to measuring sea conditions in accordance with ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials Part 1; 2012 revision 1 or ISO 15016:2002.

The MEPC also endorsed a work plan to continue the work on development of the EEDI framework for ship types and sizes, and propulsion systems not covered by the current EEDI requirements and to consider guidelines on propulsion power needed to maintain the manoeuvrability of the ship under adverse conditions.

Further measures to improve energy efficiency

The MEPC considered the importance of enhancing energy efficiency and reducing fuel consumption with subsequent reductions of CO₂ emissions and other pollutants emitted to air and noted the need to discuss further relevant proposals submitted to the session. In this regard, the MEPC considered the use of a phased approach to implementation, with the focus of its initial work being on data collection, as a basis for future technical work.

The MEPC agreed to establish a sub-agenda item under the MEPC's agenda

item 4 (Air pollution and energy efficiency), for discussion of further technical and operational measures for enhancing energy efficiency for international shipping, and to establish a working group under this sub-agenda item at MEPC 66. The MEPC invited further submissions to its next session.

Ballast water management

The MEPC approved a draft IMO Assembly resolution on the application of regulation B-3 of the BWM Convention to ease and facilitate the smooth implementation of the Convention, for submission to the 28th session of the IMO Assembly (25 November to 4 December 2013). The draft resolution recommends that ships constructed before the entry into force of the Convention will not be required to comply with regulation D-2 until their first renewal survey following the date of entry into force of the Convention. The aim of the draft resolution is to clarify uncertainty in relation to the application of regulation B-3, through the application of a realistic timeline for enforcement of regulation D-1 (ballast water exchange standard) and regulation D-2 (ballast water performance standard), upon entry into force of the Convention.

The MEPC considered the reports of the twenty-fourth and twenty-fifth meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group (held during 2012-2013), and granted Basic Approval to three, and Final Approval to three, ballast water management systems that make use of Active Substances.

The MEPC also approved BWM-related

guidance, including *Guidance concerning ballast water sampling and analysis for trial use* and a BWM Circular on *clarification of "major conversion" as defined in regulation A-1.5 of the BWM Convention*.

The MEPC also adopted a revised MEPC resolution regarding information reporting on type-approved ballast water management systems.

Draft amendment on implementation date for Tier III engines agreed

The MEPC considered and agreed to the proposed draft amendments to MARPOL Annex VI regulation 13 on *Nitrogen Oxides (NO_x)*, to amend the date for the implementation of "Tier III" standards within emission control areas (ECAs) to 1 January 2021, from the current effective date of 1 January 2016. The draft amendments will be circulated for consideration at MEPC 66 in 2014, with a view to adoption.



NO_x control requirements apply to installed marine diesel engines of over 130 kW output power, and different levels (Tiers) of control apply based on the ship construction date. Tier III controls apply only to specified ships while operating in ECAs designated to limit NO_x emissions (currently the North American Emission Control Area and the United States Caribbean Sea Area). Outside such areas, "Tier II" controls apply.

Draft NO_x Technical Code amendments approved

Draft amendments to the NO_x Technical Code, 2008, concerning use of dual-fuel engines, were approved, with a view to subsequent adoption.

Guidelines for implementation of MARPOL Annex VI regulation 13 agreed

The MEPC adopted guidelines, as required by regulation 13.2.2 of MARPOL Annex

VI, in respect of non-identical replacement engines not required to meet the Tier III limit; and a unified interpretation on the "time of the replacement or addition" of an engine for the applicable NO_x Tier standard for the supplement to the IAPP Certificate.

Mandatory RO Code

Amendments to MARPOL Annexes I and II to make mandatory the Code for Recognized Organizations (ROs) were adopted. The Code will provide a consolidated text containing criteria against which ROs (which may be authorized by flag States to carry out surveys and issue certificates on their behalf) are assessed and authorized/recognized, and give guidance for subsequent monitoring of ROs by Administrations.

The MEPC also adopted amendments to Form A and Form B of Supplements to the IOPP Certificate; and amendments to the Condition Assessment Scheme, to make reference to the International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code).

Correspondence group on ship recycling

The MEPC re-established a correspondence group to finalize the development of threshold values and exemptions applicable to the materials to be listed in Inventories of Hazardous Materials and amend accordingly the 2011 *Guidelines for the Development of the Inventory of Hazardous Material*.

Guidance on evaluating biofouling guidelines

An MEPC circular on *Guidance for evaluating the 2011 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species* was approved.

MARPOL Annex V implementation – guidance agreed

The MEPC adopted amendments to the 2012 *Guidelines for the implementation of MARPOL Annex V*, to add references to 'e-waste' generated on board such as electronic cards, gadgets, equipment, computers, printer cartridges, etc.

The meeting also approved draft amendments to the format of the Garbage Record Book under MARPOL Annex V, to update the Record of Garbage Discharges, for circulation, with a view to adoption at MEPC 66.

The MEPC also approved an MEPC circular on adequate port reception facilities for cargoes declared as harmful to the marine environment (HME) under MARPOL Annex V, which agrees that, until 31 December 2015, cargo hold washwater from holds previously containing solid bulk cargoes classified as HME, may be discharged outside special areas under specific conditions. The circular also urges Parties to MARPOL Annex V to ensure the provision of adequate facilities at ports and terminals for the reception of solid bulk cargo residues, including those contained in wash water.

Ship-recycling issues are to be further discussed in a correspondence group



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Maritime Safety Committee completes busy agenda

IMO's Maritime Safety Committee (MSC) met at the Organization's London Headquarters for its 92nd session from 12 to 21 June, 2013

The MSC adopted amendments to the International Convention for the Safety of Life at Sea (SOLAS) relating to passenger drills; discussed recommendations arising from the **Costa Concordia** incident; and considered matters related to piracy and armed robbery against ships and other items submitted by the IMO sub-committees.

Passenger drill amendments adopted

The MSC adopted amendments to SOLAS regulation III/19 to require musters of newly embarked passengers prior to or immediately upon departure, instead of "within 24 hours", as stated in the current regulations. The amendments are expected to enter into force on 1 January, 2015.

Interim measures for passenger ships

Following discussion in an MSC working group on passenger ship safety, the Committee approved revised recommended interim measures for passenger ship companies to enhance the safety of passenger ships (issued as MSC.1/Circ.1446/Rev.2), to include new recommendations relating to harmonization of bridge navigational procedures across a fleet or fleets;

securing of heavy objects (procedures to ensure securing of heavy objects to be incorporated into the safety management system); stowage of life-jackets (including stowage of additional life jackets near muster stations); extending the use of video for passenger emergency instruction notices; and following voyage planning guidance in the case of any deviation.

On specific matters relating to the recommendations arising from the investigation into the **Costa Concordia**, the MSC invited Italy to provide more information regarding the recommendation for double-skin for protecting watertight compartments containing equipment; endorsed the view that the role of shoreside management is critical to the proper development and function of an effective Safety Management System; and invited Member States to consider the mandatory application of evacuation analysis to non-ro-ro passenger ships.

Meanwhile, the MSC invited further consideration of the **Costa Concordia** accident investigation report by the Flag State Implementation Sub-Committee, and invited detailed comments and proposals to be

The safety of passenger ships was a key item on the Committee's agenda



submitted to the next MSC session. The MSC also revised and updated the long-term action plan on passenger ship safety.

Adoption of other amendments

The MSC also adopted:

- Amendments to SOLAS regulation III/19, on emergency training and drills, to mandate enclosed-space entry and rescue drills, which will require crew members with enclosed-space entry or rescue responsibilities to participate in an enclosed-space entry and rescue drill at least once every two months. Related amendments were adopted to the *International Code of Safety for High-Speed Craft* (HSC Code), the *Code for the Construction and Equipment of Mobile Offshore Drilling Units* (MODU Code) and the *Code of Safety for Dynamically Supported Craft* (DSC Code) (the amendments are expected to enter into force on 1 January 2015);
- Amendments to SOLAS regulation XI-1/1 to make mandatory the *Code for Recognized Organizations* (RO Code), with an expected entry-into-force date of 1 January 2015). The RO Code was also adopted;
- Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol) to make the RO Code mandatory, with entry into force expected on 1 January 2015;
- Amendments to the *International Convention for Safe Containers* (CSC), 1972, to incorporate amendments to the CSC Convention adopted in

1993 by resolution A.737(18), which have not yet entered into force, including amendments relating to the safety approval plate and to the approval of existing and new containers (the amendments are expected to enter into force on 1 January 2015);

- Amendments to the *International Management Code for the Safe Operation of Ships and for Pollution Prevention* (International Safety Management (ISM) Code), including a new requirement for the Company to ensure that the ship is appropriately manned; and
- Amendments to the *International Maritime Solid Bulk Cargoes Code* (IMSBC Code) (amendment 02-13)), including a new nickel ore schedule. The MSC also approved related circulars on early implementation of amendments (02-13) to the International Maritime Solid Bulk Cargoes (IMSBC) Code; Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the IMSBC Code and their conditions of carriage; *Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy*; and a revised list of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective.

Piracy and armed robbery off west and central Africa

The Committee expressed its clear concern over the level of piracy and armed robbery against ships off the coast of west and central Africa and endorsed the

Amendments to the International Convention for Safe Containers were adopted





actions of the Secretariat over the last few years to address this. A number of delegations from the Gulf of Guinea area were able to report on their progress as a result of these activities, some of which are currently funded under the International Maritime Security Trust Fund.

It was noted that the maritime safety, security and law-enforcement challenges in the region all have broadly similar solutions, including: comprehensive legal frameworks; maritime situational awareness; maritime law enforcement capability; and inter agency co-operation on both the national and regional levels. Thus the MSC welcomed the development of the new Code of Conduct concerning the prevention of piracy, armed robbery against ships and illicit maritime activity in west and central Africa, which was adopted at a Ministerial meeting in Benin, and is expected to be opened for signature at a meeting of Heads of State in Cameroon in June.

The Secretary-General announced the establishment of a new multi-donor trust fund to support an expanded programme of capacity-building activities in west and central Africa. This will enable the Organization to work better 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 Secretary-General urged Member States and the industry to contribute to this fund.

Other issues

In connection with other issues arising from the reports of IMO sub-committees and other bodies, the MSC:

- Approved, for future adoption, draft amendments to SOLAS to require the installation of inert gas systems on board new oil and chemical tankers of 8,000 dwt and above, carrying low-flashpoint (below 60°C) cargoes;
- Approved, for future adoption, new draft SOLAS regulation II-2/20-1 *Requirement for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas for their own propulsion*;
- Approved, for future adoption, draft amendments to SOLAS regulation II-1/29 concerning requirements for steering gear trials;
- Approved, for future adoption, 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 (III Code) and IMO Member State Audit Scheme mandatory;
- Approved 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, and also to approve, in principle, a draft MSC circular on *Guidelines on safety during abandon ship drills using lifeboats*, reflecting recommendatory provisions;
- Approved, for future adoption, draft amendments to: SOLAS regulation II-2/13.4 mandating additional means of escape from machinery spaces; to SOLAS regulations II-2/3 and II-2/9.7,

Lifeboat maintenance is the subject of a draft resolution approved by the Committee

relating to the requirements for the fire resistance of ventilation ducts; and to SOLAS regulation II-2/10, concerning fire protection requirements for on-deck cargo areas for new ships;

- Approved, for future adoption, the draft revised *International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk* (the IGC Code);
- Approved guidance related to the establishment and testing of long-range identification and tracking (LRIT) Data Centres (DCs) and the operation of the LRIT system;
- Considered the Secretary-General's report on two States whose independent evaluations had been completed since the previous MSC meeting and confirmed those Parties continued to give full and complete effect to the provisions of the STCW Convention;
- Considered the report of a correspondence group on goal-based standards, and approved *Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments*, encouraging Member Governments to provide feedback to the Organization on experience gained with their application.
- Approved the *List of certificates and documents* required to be carried on board ships, to update previous versions;
- Approved *Guidelines for Use of Printed Versions of Electronic Certificates*;
- Approved a CSC circular on *Guidelines for development of an Approved Continuous Examination Programme (ACEP)* and approved amendments to the Revised Recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended (CSC.1/Circ.138);



- Approved a procedure for calculating the number of fishing vessels of each Contracting State to the 2012 Cape Town Agreement by the Depositary and approved the consolidated text of the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, as modified by the 1993 Torremolinos Protocol relating thereto, as modified by the 2012 Cape Town Agreement.

Escape from machinery spaces is the subject of draft SOLAS amendments

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Future ship safety – a time for change?

The IMO Symposium on the Future of Ship Safety concluded with a statement urging a comprehensive review of the existing safety regulatory framework

The IMO Symposium on the Future of Ship Safety, held on 10 and 11 June, at IMO Headquarters in London marked something of a departure from “business as usual” at IMO.

Attended by some 500 delegates, it provided an opportunity for IMO and other sectors of the maritime community to take a step aside from day-to-day business and contemplate the future of ship safety in a holistic and rounded way.

The aim of the symposium was to look ahead to the decades to come, and to the ships of the future. Such vessels will be required to meet clear goals and functional requirements to fulfil the safety and, increasingly, the environmental expectations of society – which are growing ever more demanding.

The ships of the future must provide a sustainable response to the needs of society, industry and global trade and be operated within a framework that encourages a safety culture beyond mere compliance with statutory requirements. This will require all stakeholders not only to accept their

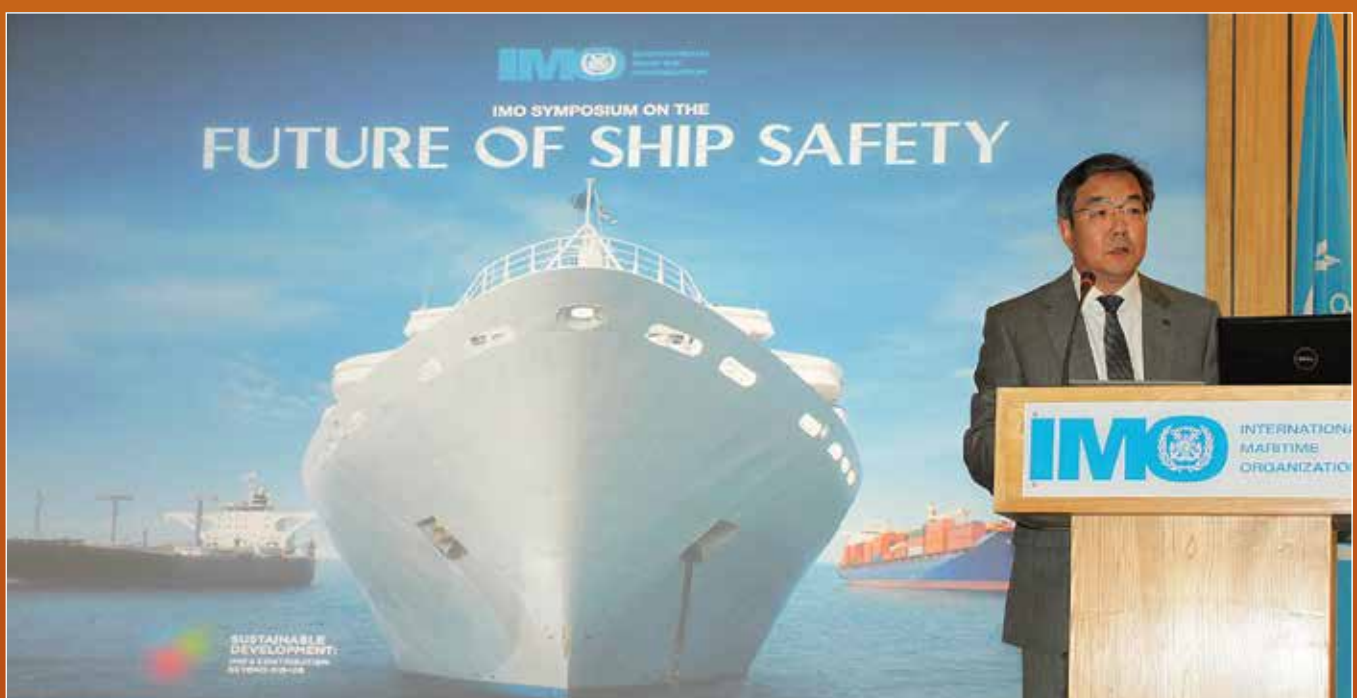
own responsibilities, but to work seamlessly with others to ensure that areas of shared or overlapping responsibility are always fully and effectively addressed.

There is a trend towards a more scientific approach, including risk-based methodologies, in the design and operation of the safe ship of today.

This trend is set to continue, but it requires structured data collection and analysis methodologies to give shipping a sound basis from which to continuously improve. The advances in technology unavoidably outpace prescriptive regulation. Ships are being built today to meet demands and challenges not thought of until very recently, and the innovation inherent in their design today will find its way into the mainstream design of tomorrow. As such there is a need to devise a regulatory framework that will encourage designs for safety through technological innovation and promotes operational excellence within clearly accepted high level parameters.

The symposium discussed all these issues from

IMO Secretary-General Koji Sekimizu opens the two-day symposium



the standpoints of designers, builders, operators, regulators, class and academia, providing the forum for a look over the horizon at the shape of things to come. It pictured the world of the future, and conceptualised shipping in that world.

In the context of environmental protection, a combination of regulatory pressure and society's changing expectations are providing a catalyst for innovation, imagination and blue-sky thinking in ship design.

The regulations that make EEDI mandatory are non-prescriptive: which means that, as long as the required energy-efficiency level is attained, ship designers and builders are free to use the most cost-efficient solution or solutions for each particular ship. Ship designers and engineers are already developing a set of design innovations that they can draw on to meet these new challenges. The symposium discussed how such innovative thinking can – and should – also be applied to ship safety.

On the first day, the symposium reviewed the current factors influencing ship safety, and questioned whether these factors were moving ship safety in the desirable direction, from the perspectives of the shipping industry, society and others – in view of current challenges, opportunities and driving forces. The second day addressed approaches to ship design, risk assessment and the human element with a focus on how these elements may best be regulated in the future.

The symposium included six international panels of high-level speakers from across the broad spectrum of ship design, construction, equipment, operation and regulation, who discussed a wide range of issues impacting the future of ship safety.

Session 1

Future impacts on ship safety

This session examined recent trends in ship design and their likely impact on ship safety in the decades to come, and discussed how future risks should be assessed.

Session 2

Meeting the needs of society and the maritime industry

This session looked at how shipping responds to the needs of society, industry and global trade and examined possible ways forward in the future.

Session 3

Driving forces on maritime safety

This session looked at the economic, environmental and consumer forces impacting maritime safety and how such forces will drive future ship design and operations.



Mr. Bernard Meyer, Managing Director, Meyer Werft, was moderator for session one on Future Impacts on Ship Safety



Mr. Tom Boardley, Marine Director, Lloyd's Register, was moderator for session two on Meeting the needs of Society and the Maritime Industry



Mr. Peter Hinchliffe OBE, Secretary-General, ICS moderated the third session – Driving Forces on Maritime Safety

Session 4**Responding to regulatory challenges through risk assessment**

This session discussed the availability and need for data collection and analysis methodologies to provide the sound scientific basis for continuous improvement in the years to come.

Session 5**Dealing with the human element**

This session sought to identify the best way to encourage a safety culture beyond mere compliance with statutory requirements based on both theoretical and practical examples.

Session 6**The need for change**

This session looked at whether the current international safety regulatory framework will effectively respond to the future challenges discussed throughout the symposium and identified the actions needed to meet those challenges successfully.



Moderator for session five, dealing with the human element, was Mr. Gerardo A. Borromeo, President Intermanager



Dr Tom Allan, Maritime Consultant, was moderator for session six, The Need for Change

IMO Future Ship Safety Symposium 10-11 June 2013

Closing remarks by the Secretary-General

Ladies and gentlemen,

We have reached the conclusion of what I am sure you will agree has been a fascinating, stimulating and insightful symposium on future ship safety.

Yesterday we embarked on an ambitious programme, covering a number of wide ranging issues and, thanks to the wisdom and experience of all the participants, I believe we have done all that we set out to do and more.

I note with great satisfaction that you have considered wide ranging issues relating to a more goal-based, risk-based approach.

With regard to data collection: there is no doubt that more and better data, and the use of the latest methods to analyse them, are central to the development of future regulations based on risk.

Second, there is no doubt in my mind that a safety culture that goes beyond mere compliance is essential in the future. Ships will become more complex and, as they do, we must move away from safety being simply a series of box-ticking exercises. That approach is not good enough now, and the administrative burden must be reduced.

Third – and this is perhaps the most far reaching – you have considered whether the current safety regulatory framework is appropriate for responding to the future

challenges and innovation and new technology associated with the ever-increasing sizes of ships and the need for compliance with environmental regulations; and, if we should change the safety system, how should we do that?

You talked about the human element, the need for self-regulation, and education and training. The serious challenge maritime training institutes are now facing is to keep up with new technology and this must be addressed. Currently, the shipping industry is facing serious financial difficulties but they need to comply with regulations for marine environment protection. I am sure IMO's Committees will take into account the cost of immediate compliance and ensure the smooth implementation of pending IMO conventions.

But the subject of the symposium has been something beyond overcoming the present challenges. The subject was safety of ships in the future; and discussion on the future must cover all issues relating to ensuring competent seafarers free of stress and fatigue; support for seafarers must be continuously addressed at IMO.

We have touched upon various important issues and I believe that those issues raised during the last two days will remain with us in the years to come when we discuss at the MSC exploring future safety regulations. The symposium was, to my mind, a great success.



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IMO SYMPOSIUM ON THE FUTURE
OF SHIP SAFETY

11 June 2013
Original: ENGLISH

STATEMENT OF THE PARTICIPANTS TO THE IMO SYMPOSIUM ON THE FUTURE OF SHIP SAFETY

Recommendations to the Maritime Safety Committee

THE SYMPOSIUM,

RECOGNIZING the improvements in maritime safety since the adoption of the International Convention for the Safety of Life at Sea (SOLAS Convention), 1974, and the benefits gained by the establishment of a common agreement of uniform principles and rules,

RECOGNIZING FURTHER the need to facilitate in the international regulatory framework the continual technological progress made in the design, construction, equipment and operation of ships since the SOLAS Convention was adopted in 1974 and to take account of the trend for ever-increasing sizes of ships for carrying larger numbers of passengers or larger amounts of cargo, and the continued growth of remote area operations,

DESIRING to ensure that the safety regulatory framework of the International Maritime Organization (the Organization) will continue to meet needs of the maritime industry to support global trade in light of the challenges associated with the economic, environmental and consumer forces impacting future ship design and operations and meet the expectations of society,

BEING COMMITTED to ensuring the Organization's regulatory development process stays relevant in today's technological society by using the latest analysis methodologies to provide a sound scientific basis for continuous improvement in the years to come,

RECALLING the direction given by the Assembly, at its twenty-first session, to the Committees, under the direction of the Council, to take measures to implement a proactive policy so that trends which might adversely affect the safety of ships and those on board and/or the environment may be identified at the earliest feasible stage and action taken to avoid or mitigate such effects,

HAVING CONSIDERED the information and views provided by six international panels of highly influential and knowledgeable experts from across the broad spectrum of ship design, construction, equipment, operation and regulation on a wide range of issues impacting the future of ship safety,

1. HIGHLY APPRECIATES the moderators and speakers for their support of the aims and objectives of the Symposium and the information and expert advice they provided on the latest developments being undertaken by Administrations and the maritime industry to enhance maritime safety and address future challenges;
2. SUPPORTS the activities of the Organization, and other bodies developing, adopting, implementing and enforcing legislative provisions with the aim to continually enhance maritime safety for international shipping;

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Statement
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3. RECOMMENDS that the Maritime Safety Committee:
 - .1 consider how to improve data collection and increase its availability in order to support monitoring and development of safety regulations;
 - .2 consider how to better integrate risk-based methodologies and the latest analysis techniques into the safety regulatory framework to provide a sound scientific and practicable basis for the development of future safety regulations;
 - .3 consider ways of encouraging a safety culture beyond mere compliance with regulatory requirements;
 - .4 take into account the burden any new or changing regulation(s) place on the seafarers and how this burden can be minimized;
 - .5 consider undertaking a long-term comprehensive review of the existing safety regulatory framework with a view to ensuring that it will meet the future challenges associated with the application of new technologies, the human element, the needs of the maritime industry and the expectations of society, taking into account the ever-increasing pace of change and technological advancements made since the 1974 SOLAS and the International Load Lines Conventions were adopted;
4. DECLARES its commitment to the Organization's economic, social and environmental pillars related to sustainable development,
5. URGES all participants to strengthen their cooperation aimed at enhancing maritime safety through internationally agreed uniform principles and rules.

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Ms Birgit Liodden,
Secretary-General,
YoungShip International,
addressed Future
Challenges for the Maritime
Industry

Panel Discussion: SOLAS 74

This session discussed whether the time had come for a new SOLAS Convention.

Following two days of intense discussions on a wide range of issues impacting the future of ship safety, the participants in the symposium adopted a formal Statement, to be presented to IMO's Maritime Safety Committee (MSC). The statement recommends that the MSC should:

- consider how to improve data collection and increase its availability in order to support monitoring and development of safety regulations;
- consider how to better integrate risk-based methodologies and the latest analysis techniques into the safety regulatory framework to provide a sound scientific and practicable basis for the development of future safety regulations;
- consider ways of encouraging a safety culture beyond mere compliance with regulatory requirements;
- take into account the burden any new or changing regulation(s) place on the seafarers and consider how this burden can be minimized; and
- consider undertaking a long-term comprehensive review of the existing safety regulatory framework with a view to ensuring that it will meet the future challenges associated with the application of new technologies, the human element, the needs of the maritime industry and the expectations of society, taking into account the ever-increasing pace of change and technological advancements made since

the 1974 SOLAS and the International Load Lines Conventions were adopted.

Speaking at the close of the symposium, IMO Secretary-General Koji Sekimizu said that the symposium had been fascinating, stimulating and insightful and had considered wide-ranging issues.

The symposium statement and speeches can be found on the IMO Website: www.imo.org/About/Events/FSS/Pages/default.aspx



Dr Tor E. Svensen, President, DNV Maritime and Oil & Gas, was keynote speaker on day two



The symposium gathered a wide-ranging audience from all sectors of the maritime community

ARE YOU A MARITIME PROFESSIONAL?



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Interactive PSSA display launched at IMO HQ and online

A new interactive display on Particularly Sensitive Sea Areas (PSSAs) has been launched at IMO Headquarters and online at pssa.imo.org

A PSSA is an area that needs special protection through action by IMO because of its significance for recognized ecological or socio-economic or scientific reasons and which may be vulnerable to damage by international maritime activities. To date, IMO has designated 14 PSSAs.

The new display and website include videos, pictures, maps, and graphic displays, telling the unique story of each of the 14 PSSAs, together with a special insight on IMO's work on this topic, past, present and future.

The display and website have been funded with the support of generous contributions from Australia, Finland, Germany, the Netherlands, the Republic of Korea and Sweden.

Speaking at the launch of the display, IMO Secretary-General Koji Sekimizu said it would serve as a continual reminder and a celebration of the substantial contribution that has been made to environmental protection through IMO's PSSA scheme.

"It is my great hope that this ground-breaking display that we are going to formally inaugurate this evening will serve as a continual reminder and a celebration of the substantial contribution that has been made to environmental protection through IMO's PSSA scheme", Mr. Sekimizu said. "But, more than that, I hope that it will galvanise further efforts to identify, and protect, more of these special areas throughout the world."

The PSSAs designated by IMO to date are:

- The Great Barrier Reef, Australia (designated a PSSA in 1990)
- The Sabana-Camagüey Archipelago in Cuba (1997)
- Malpelo Island, Colombia (2002)
- The sea around the Florida Keys, United States (2002)
- The Wadden Sea, Denmark, Germany, Netherlands (2002)
- Paracas National Reserve, Peru (2003)
- Western European Waters (2004)

- Extension of the existing Great Barrier Reef PSSA to include the Torres Strait (proposed by Australia and Papua New Guinea) (2005)
- Canary Islands, Spain (2005)
- The Galapagos Archipelago, Ecuador (2005)
- The Baltic Sea area, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden (2005)
- The Papahānaumokuākea Marine National Monument, United States (2007)
- The Strait of Bonifacio, France and Italy (2011)
- The Saba Bank, in the North-eastern Caribbean area of the Kingdom of the Netherlands (2012)

The new display at IMO Headquarters highlights a major part of the Organization's work to protect the marine environment



IMO Secretary-General meets new IACS chairman

IMO Secretary-General Koji Sekimizu has met with the new Chairman of the International Association of Classification Societies (IACS), Mr. Roberto Cazzulo (right), Chairman of RINA Services.

Mr. Sekimizu congratulated Mr. Cazzulo on his appointment and expressed his appreciation to IACS for its long and ongoing support of IMO's work on maritime safety, security and the prevention of marine pollution by ships and stated that he looked forward to their continued co-operation. IACS has held consultative status with IMO since 1969.

At the meeting, held at IMO Headquarters in London, Mr. Cazzulo informed the IMO Secretary-General that IACS has agreed to instruct an advisory group of its experts to have an open discussion and exchange of information on the structural design, construction, operation and survey of containerships. The IMO Secretary-General expressed his appreciation at the formation of this Group by IACS, which he considered particularly timely and welcome.



IMO's GloBallast Partnerships Project wins international maritime award

IMO's GloBallast Partnerships Project, which assists developing countries and their maritime industries in implementation of the international regulations on ballast water management to prevent the spread of alien invasive species, has won the 6th Marine BizTV International Maritime Award for "Best Innovative Project".

The award was presented during the 6th Marine BizTV International Maritime Award ceremony, held in Dubai, United Arab Emirates, on 15 May 2013. The jury, in considering the most innovative and creative achievements of global and regional maritime organizations and their initiatives, agreed to award the IMO-UNDP-GEF GloBallast Partnerships Project the "Best Innovative Project" award for its role in catalyzing the global efforts to find innovative technological solutions for the management of ships' ballast water and its international position as a successful technical co-operation and capacity building project. The Project is executed by IMO with funding support from the Global Environment Facility (GEF) and in partnership with the United Nations Development Programme (UNDP).

The award honoured GloBallast's global impact in terms of preparing developing countries and their maritime industries for implementation of the International Convention for the Control and Management of Ships Ballast Water and Sediments,

2004, its role in assisting the maritime industry to overcome technical challenges through its pioneering Global Industry Alliance (GIA) initiative and for catalyzing significant global efforts to address one of the most pressing environmental issues that the maritime industry is currently facing.

"We're delighted and thrilled with this special recognition of our work", said Dr Jose Matheickal, Chief Technical Adviser of the Project at IMO. "Innovation is firmly anchored in the GloBallast Project's delivery strategy, to go beyond the original goals of the project. We're consistently integrating this into all our outreach and partnership strategies. This international award is a true recognition of the innovative efforts of our lead partnering countries, regional co-ordination partners, global strategic partners including GEF and UNDP and members of the Programme Co-ordination Unit at IMO, who all played a key role in making this global project a true success story".

This is the third international award presented to the GloBallast project since its inception in 2000. In 2003, GloBallast won the Queen's Golden Jubilee Medal and in 2007, the awareness-raising video documentary, "Invaders from the Sea", produced by GloBallast jointly with the BBC, won the Gold Award for Best UN Feature Film at the United Nations Documentary Film Festival.

**"We're
delighted and
thrilled with
this special
recognition of
our work"**

ICAO, IMO and WCO chiefs strengthen ties in promoting global supply chain security

The heads of IMO, the International Civil Aviation Organization (ICAO), and the World Customs Organization (WCO) have met in London to discuss supply-chain security and related matters which apply to the mandates of all three Organizations.

IMO Secretary-General Mr. Koji Sekimizu welcomed his counterparts, Mr. Raymond Benjamin, (ICAO) and Mr. Kunio Mikuriya, (WCO) to IMO Headquarters on Monday 8 July. The three leaders considered the further enhancement of collaboration between the Organizations in the fields of aviation, border and maritime security and facilitation. ICAO and IMO perform their roles as specialized agencies of the United Nations, while the WCO is an independent intergovernmental body.

"A sustainable maritime transportation system is reliant on a smooth and efficient supply chain and it is essential that we work together to mitigate any potential threats," IMO Secretary-General Sekimizu said. "A key element of this is building partnerships to support technical assistance and co-operation, particularly in the developing countries and in any high-risk areas, to address vulnerabilities in global supply-chain security and create opportunities to enhance trade facilitation."

"ICAO recognizes and fully supports that effective co-operation is the basis for realizing the objectives of our Organizations," said ICAO Secretary-General Benjamin. "The constantly evolving threats posed by global terrorism must be met with highly co-ordinated transportation security and border control measures in order to minimise adverse impacts on international passenger and trade flows."

Secretary-General Mukuriya of the WCO highlighted that: "Meaningful, dynamic and effective partnerships at the international level are critical to how all our Organizations meet the challenges and take advantage of the opportunities presented by the 21st century border and trade environment. Today's globalized trade and travel requires new thinking, co-ordinated approaches and connectivity between all stakeholders to efficiently secure and facilitate legitimate trade, support economic competitiveness and provide protection to societies."

The Secretaries General exchanged information on progress in further developing and harmonizing the international frameworks for aviation, border and maritime supply-chain security

and facilitation under their respective instruments. They acknowledged the potential impact of major disruption at critical transport nodes on global supply chains and expressed the need to manage risks in a holistic and system-oriented manner. The importance of innovation and creative thinking to optimize security and facilitation of international transport and trade was stressed during the meeting.

The Secretaries General underlined the need for joint technical assistance and co-operation efforts to address vulnerabilities in global supply-chain security and grasp opportunities to enhance trade facilitation. They undertook to promote dialogue at State level between transport security and Customs authorities to enhance information sharing, align national legal frameworks and requirements, and maximize synergies.

The Secretaries General agreed to meet again in a trilateral setting to review progress in this area.

IMO and WCO co-operate in the fields of maritime and supply-chain security, facilitation of international maritime transport, and maritime law enforcement as well as on countering maritime terrorism.

IMO and ICAO co-operate on a number of matters, including search and rescue, supply-chain security, and facilitation. The ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue holds regular meetings.

IMO Secretary-General Koji Sekimizu is flanked by his counterparts Raymond Benjamin of ICAO (left) and Kunio Mikuriya of WCO





Maritime Magazine

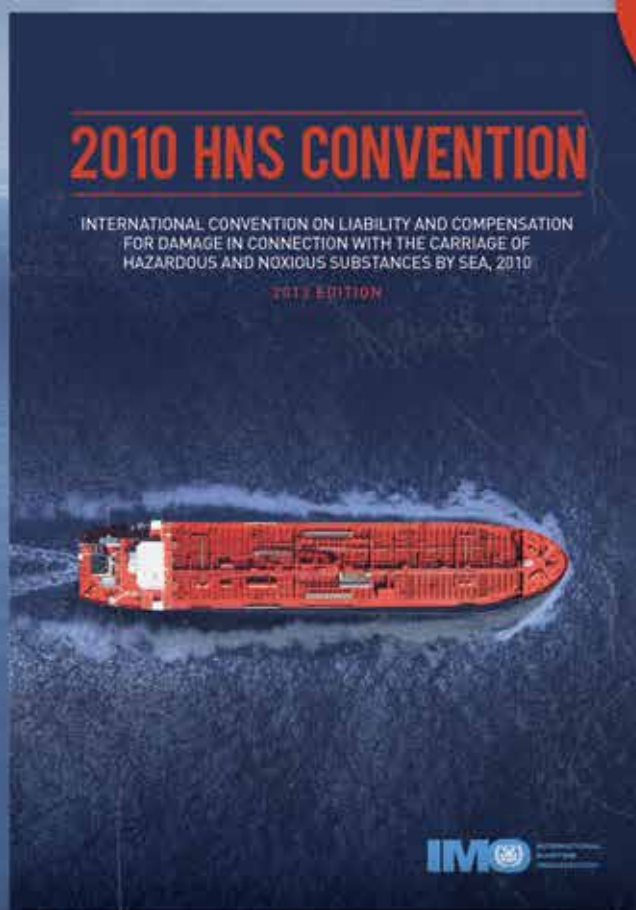
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