



United States Coast Guard

INTERNATIONAL MARITIME ORGANIZATION



International Maritime Organization *e-newsletter*

Covering issues under consideration at the International Maritime Organization of interest to the United States

From the Director's Desk

In this Issue

- From the Director's Desk.... 1
- Council 2
- Public Access to IMO Documents.....2
- US Nomination for IMO Secretary-General..... 3
- Technical Cooperation.....3
- Marine Environment Protection..... 4
- Reduction of Green House Gas Emissions from Ships...4
- STCW Diplomatic Conference..... 5
- Flag State Implementation...5
- Safety of Navigation..... 6
- Dangerous Goods, Solid Cargoes & Containers 6

Visit our webpage for information on the upcoming IMO sessions, public meetings in preparation for upcoming session, agendas for each upcoming session, and final reports of past sessions.

www.uscg.mil/imo

U.S. delegates to the IMO and those that support them remained highly engaged throughout the summer and fall, and achieved many U.S. objectives. Since our last e-Newsletter in May, the U.S. attended 13 IMO meetings, with various accomplishments as noted in this issue. I fervently applaud all those who have helped contribute to this success.

Of particular note is the progress made to reduce global greenhouse gas emissions from the maritime sector at the 61st session of the Marine Environment Protection Committee in September, and its intersessional working group on Energy Efficiency Measures for Ships in July. Between the two sessions, the U.S. delegation helped develop technical, operational, and market-based measures that are fair, effective, and sensible. These steps will help ensure that IMO remains the competent standard setting body for the international maritime industry.

Another important milestone completed over the summer was the major amendments made to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and its associated Code. A diplomatic conference to formally adopt the amendments was held in Manila this past June, which brought closure to years of effort by the comprehensive review working group headed by Ms. Mayte Medina of the U.S. Coast Guard. The amendments implement a number of important changes to each chapter of the Convention and Code, and ensure that the necessary global standards are up to date to train and certify seafarers

who operate technologically advanced ships.

One of the most notable accomplishments this summer—certainly for the Coast Guard—was the Deepwater Horizon response. This effort had a great deal of support from the IMO. With the organization's ability to communicate with the international shipping sector, the Coast Guard was able to convey the hazards and restrictions placed on all vessels transiting the area. The United States will share the report of the investigation so the organization can move swiftly to introduce whatever lessons may be learned to enhance international safety and environmental protection in the offshore industry.

As the year draws to a close, we look forward to meeting all U.S. objectives at the 97th session of the Legal Committee and the 88th session of the Maritime Safety Committee. In addition, and as noted in detail on page 3 of the e-Newsletter, I have been nominated by the U.S. for the Secretary General position. I look forward to any support you are willing to provide for my candidacy. I sincerely appreciate all those who have contributed to making the U.S. a leader in a wide variety of topics within the organization. I wish you all a very happy holiday season and best wishes for the new year.

Jeff Lantz

Director of Commercial Regulations & Standards

I04th Session of the Council

The 104th session of Council (C104) was held June 7–11, 2010 in London. Mr. Jeffry Lantz from the U.S. served as chairman for the first time after being elected at the 103rd session of Council. The session completed its agenda with resolutions on efficiency and effectiveness measures for the organization and a short-term funding mechanism for the World Maritime University (WMU). Members also selected the theme for the 2011 World Maritime Day and chose awardees for the Bravery Award and International Maritime Prize.

In addition to the topics addressed in the agenda, C104 spent considerable time discussing a proposal by Turkey to take action in response to the incident involving the Israeli Defense Forces and ships carrying aid to the Gaza strip. The majority of council members, including the U.S., did not support the proposal on the grounds that the issue is political in nature and should instead be addressed at the UN Security Council. However, members unanimously expressed regret for the lives lost and injuries sustained in the incident, and offered its con-

lences to the families and friends of those affected.

To increase efficiency and effectiveness within the organization, C104 agreed to several measures to reduce the financial and environmental impact of IMO meetings. One important decision was to stop translating documents over 20 pages long. The new system will include a request for such documents to be submitted with a summary of four pages or less, which will then be translated. Members agreed to numerous other measures that would reduce the size of meeting reports, limit the number of working papers printed, eliminate information documents, and encourage fewer meeting days for certain sessions.

In response to the current financial challenges faced by the WMU, C104 agreed to transfer £500,000 from its reserves in the Technical Cooperation (TC) Fund to offset the withdrawal of funding by long-standing donors and the global financial crisis. In addition, the Council established a Correspondence Group on sustainable financing for the WMU, to report

out at C105.

Before closing the session, C104 approved the proposed 2011 World Maritime Day theme "Piracy: Orchestrating the Response," to encourage the IMO and the global maritime community to energetically pursue the eradication of piracy from international waters. C105 endorsed the decision to award the 2010 Award for Exceptional Bravery at Sea to a Fijian national, for his part in the dramatic rescue of two survivors from the sunken yacht Sumatra II, and to award a Certificate of Commendation to four of the remaining nominees, including USCG AST3 Michael C. Romano for his heroic rescue of a crew member from the F/V Andy II. C104 also agreed to award the 2009 International Maritime Prize to the former council chairman Mr. Johan Franson of Sweden, for his contribution to maritime safety, security, and prevention of pollution from ships. The awards and certificates will be presented at a ceremony during the 105th session of Council and the 88th session of the Maritime Safety Committee.

Public Access to Documents



IMO has recently provided the ability for members of the public to obtain a public IMO Web Account and gain access to portions of IMODOCS and GISIS. For those interested in obtaining an IMO Web Account, visit the IMO Web Account log in website at <https://webaccounts.imo.org>. At this point, public access to meeting documents does not include documents for future meetings, only documents from meetings that have already been held, however the U.S. continues to push for additional transparency with IMO documents.

I05th Session of the Council

The 105th session of Council (C105) was held November 1-5, 2010 under the chairmanship of Mr. Jeffry Lantz from the U.S. C105 noted the reports from the Marine Environmental Protection and Facilitation Committees as well as a report from the STCW Diplomatic Conference, London Convention meeting, and World Maritime Day event in London and parallel event in Buenos Aires. In addition the Council also noted the secretariat's reports on the Strategy and Planning, Budget, and Protection of Vital Shipping Lanes, and Member State Audit Scheme.

The Council approved the alignment of the planning and budgeting cycles and the Joint Inspection Unit's recom-

mendations regarding the existing procedures for the selection and conditions of service of the Secretary-General. C105 also referred a proposal to establish a methodology to reduce administrative burdens on the industry to the Council Working Group on the Strategic Plan scheduled for October 2011 and referred the 2010 risk management exercise to the Council's Risk, Review, Management, and Reporting Working Group scheduled for April 2011.

The 106th Session of the Council will meet June 27 - July 1, 2011 which will include, among the routine agenda items, "Appointment of the Secretary-General" and "Appreciation of the services to the Organization of Mr. E.E. Mitropoulos".

US Nomination for IMO Secretary-General

After 8 successful years as Secretary-General of the IMO, the honorable Mr. Efthimios Mitropoulos will step down at the end of 2011, leaving the position open for election at the Council's upcoming session in June. Over the past 6 months many names have been rumored to be among the candidates to serve, making for a competitive election.

During the Council's last session the U.S. announced that it has approved the nomination of Mr. Jeffrey G. Lantz as Secretary-General of the IMO and pledged its full support for the U.S. backed candidate. Mr. Lantz is the first American to run for the post

Mr. Lantz is a Senior Executive of the U.S. Coast Guard and currently serves as the Director of Commercial Regulations and Standards for the Assistant Commandant for Marine Safety, Security and Stewardship. In this position he is responsible for the development of U.S. and International maritime safety, security and environmental protection regulations and policies.

Internationally he has participated in a very broad range of IMO's work since 1983. He has headed U.S. delegations to principal IMO committees including the Maritime Safety Committee (MSC), Marine Environmental Pro-



tection Committee (MEPC) and the Sub-Committees on Ship Design and Equipment (DE), Fire Protection (FP), and Standards of Training and Watch

keeping (STW). Of particular note, Mr. Lantz has played an important role in advancing IMO efforts to establish goal-based standards for new ship construction, amendments to MARPOL Annex VI to enhance air emission standards, and LRIT in support of maritime security. Since the 104th Session of the IMO Council, Mr. Lantz has had the honor of serving as the elected Chairman of the Council, the body with responsibilities including approval of the organization's budget, work program, and overall governance.

Mr. Lantz has a technical background in marine inspection with a Master of Science degree from the University of Michigan in Naval Architecture and Marine Engineering and Mechanical Engineering and a Bachelor of Science in Ocean Engineering from the U.S. Coast Guard Academy. As an active duty Coast Guard officer he served as Commanding Officer of the Marine Safety Office and Chief of the Office of Design and Engineering Standards, among many other assignments.

60th Session of the Technical Co-Operation Committee

The IMO held its 60th session of the Technical Co-operation Committee (TC60) June 1-3, 2010 in London.

The Committee reported on the \$22 million spent on the IMO's Integrated Technical Co-operation Program (ITCP) throughout the past biennium to assist developing countries implement and enforce IMO standards. These activities included 86 advisory missions and 161 wide-ranging training events, resulting in the training of 4,642 participants worldwide. TC60 expressed its appreciation to all the donors who had made contributions to the ITCP including \$1.7 million from the U.S. provided to the International Maritime Security Trust Fund since 2003, and \$178,000 in support of the Barriers to Compliance project.

TC60 addressed the Assembly resolution calling for a mandatory Member State Audit Scheme. Members said that developing countries must prepare for and participate in the scheme, and noted the Secretariat's role in training these countries to do so.

The committee also discussed the importance of IMO's continuing commitment to the Millennium Development Goals (MDGs) set by the United Nations. Members pointed out the value of the organization's Programme on the Integration of Women in the Maritime Sector as a way to increase the percentage of women at the senior management level and to promote women's economic self-reliance, including access to employ-

ment. Other links between the ITCP and MDG include studies to assess the impact of HIV/AIDS on ports, the conclusion of more than 60 partnership arrangements, and the management of numerous programs to protect the marine environment.

The committee agreed to recommend a £500,000 transfer from reserves in the IMO Technical Co-operation (TC) Fund to provide short-term financial support for the World Maritime University (WMU), in the calendar years 2010 and 2011.

The 61st session of the Technical Co-operation (TC61) is expected to meet June 27-July 1, 2011.

61th Session of the Marine Environment Protection Committee

The Marine Environment Protection Committee held its 61st session (MEPC 61) September 27–October 1, 2010 with an agenda that covered a number of important and contentious issues, including the revisions to MARPOL Annex III, MARPOL Annex V, and MARPOL Annex VI; implementation of the ballast water and ship recycling conventions; new emission control areas and particularly sensitive sea areas; and the reduction of emissions of greenhouse gases from ships.

The committee approved amendments to three annexes in MARPOL. MEPC agreed to the revised MARPOL Annex III regulations for the prevention of pollution by harmful substances carried by sea in packaged form, specifying that goods should be shipped in accordance with relevant provisions. This is expected to enter into force January 1, 2014 along with the next update of the International Maritime Dangerous Goods (IMDG) Code. MEPC also approved draft amendments to MARPOL Annex V Regulations for the prevention of pollution by garbage from ships. Under the new standard, the discharge of all garbage into the sea will be prohibited, except as expressly provided for in the regulations. As approved, the regulations would only allow the discharge of food wastes, cargo residues, animal carcasses and cleaning agents/additives used for washing

decks and external surfaces—and these discharges could only take place under certain circumstances. Discharges would be further limited within special areas and all food wastes would need to be comminuted (ground) as a condition of discharge. MEPC also approved draft amendments to MARPOL Annex IV Prevention of pollution by sewage from ships to include establishing Special Areas to prevent such pollution. The Baltic Sea would be designated as a Special Area under this annex. These amendments will be circulated for review prior to adoption at MEPC 62.

The committee also adopted amendments to MARPOL Annex VI Regulations on the prevention of air pollution. The amendment is intended to better document the extent of a ship's compliance with regulations 4 and 14 of MARPOL Annex VI regarding sulphur oxide (SO_x) values, or the possibility of using equivalent arrangements, outside or inside an Emission Control Area (ECA).

The United States made a proposal to designate certain waters adjacent to coasts of Puerto Rico and the U.S. Virgin Islands as an ECA for the control of emissions of nitrogen oxides (NO_x), sulphur oxides (SO_x), and particulate matter under MARPOL Annex VI regulations for the prevention of air pollution from ships, and

agreed to circulate the proposal with the goal of adopting it at MEPC 62. Entry into force of the Ballast Water Management Convention is steadily nearing. To date 27 States, with 25% of world tonnage, have ratified the Convention and it is likely that enough states will ratify that it will enter into force in 2011. MEPC granted Final Approval to six ballast water management systems that make use of active substances, and Basic Approval to three more entrants.

The United States supported in principle a proposal submitted by France and Italy to designate the Strait of Bonifacio as a Particularly Sensitive Sea Area (PSSA), but noted the need for a review by the technical group on PSSAs. France and Italy seek to establish a voluntary pilotage scheme for the area.

The committee directed a correspondence group to continue working on drafts of the three implementing guidance documents related to ship scrapping, with the goal of adopting them at MEPC 62. These include development of a ships hazardous materials inventory, guidelines for the development of the Ship Recycling Plan, and guidelines for the authorization of Ship Recycling Facilities.

The next session of MEPC is scheduled for July 11–15, 2011.

Reduction of Greenhouse Gas Emissions from Ships

Over the past several sessions of MEPC, IMO has been considering how best to reduce greenhouse gas emissions from ships. At the recent MEPC 61 meeting, the committee developed draft regulations for ship energy efficiency. As written, the draft regulations would make the Energy Efficiency Design Index (EEDI) mandatory for certain types of new ships. Under the draft regulations, new ships

would have to meet increasingly more stringent efficiency requirements. MEPC 61 also developed draft guidelines for the survey and certification of ships to verify compliance with EEDI requirements. MEPC is also evaluating possible market-based measures that might help reduce greenhouse gas emissions from ships. While MEPC has not taken any decisions on this yet, measures include a fuel levy,

emissions trading, and the U.S.-proposed efficiency-trading scheme.

Although MEPC has yet to approve regulations on the reduction of greenhouse gas emissions from ships, finding a balanced decision to finalize its work on climate change in a manner that would serve the best interests of the environment and shipping remains the Committee's top priority.

Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW)

The Conference of Parties to the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers, 1978 met in Manila, Philippines, June 21–25, 2010. The conference considered proposals and discussed the final text of amendments to the annex of the STCW Convention and the STCW Code. The STW subcommittee prepared the text, which was based on the Comprehensive Review of the STCW Convention and Code.

Three committees were established (the committee of the whole, the drafting committee, and the credentials committee) to finalize amendments to be adopted by conference. Ms. Mayte Medina, Chief of the Coast Guard's Maritime Personnel Qualifications Division chaired the drafting committee that addressed the final text of the amendments.

Topics of concern to the U.S. during the conference included amendments to requirements for medical examination/certification, and minimum required hours of rest for seafarers. Re-

garding medical examination and certification, the most noteworthy issues were mandatory requirements to provide flexibility when establishing medical fitness standards; inclusion of the table for assessment of minimum entry level and in-service physical abilities for seafarers as guidance in the STCW Code; and amendments to the minimum in-service eyesight standards for seafarers by allowing combined eyesight vision standards for engineering personnel. Regarding minimum hours of rest for seafarers, amendments included a general exception from the required hours of rest, provided that the rest period is not less than 70 hours in any seven-day period. The exception includes a series of weekly and daily safeguards and guidance to prevent fatigue.

The conference formally adopted the amendments on June 25, 2010, and 82 State Parties signed the Final Act of the Conference. These amendments will enter into force on January 1, 2012. The conference adopted 17 resolutions, including an expression of appreciation to the Philippine host

Government, designating 2010 as the "Year of the Seafarer," and that June 25th would be celebrated as "Seafarers Day," and designating the amendments to be adopted as "Manila Amendments;".

Three important issues will require discussion at STW 42 in London, scheduled for January 24–28, 2011. These include a debate about whether to create unified interpretations for the term "approved seagoing service," development of an e-navigation strategy implementation plan in conjunction with the NAV and COMSAR subcommittees, and establishment of model procedures for executing shipboard emergency measures.



18th Session of the Subcommittee on Flag State Implementation

The eighteenth session of the Flag State Implementation (FSI) Subcommittee met July 5–9, 2010 at IMO headquarters. The agenda covered a wide range of subjects including marine casualty investigation, development of a code for the oversight of recognized organizations (RO Code), port reception facility issues, and port state control. The most substantial issue discussed was development of the RO Code. The Maritime Safety Committee had previously tasked the FSI to create such a code with a very short timeline for completion, in part because they wanted to have it ready for approval by the next session of the assembly. Developing the code polarized Member States and led to the creation of "factions" within the Subcommittee. The United States, Can-

ada, and other "traditional" maritime nations found themselves acting as intermediaries, as many had robust RO oversight programs in place already. Canada was selected to chair the working group, and successfully created a framework for a code that everyone could agree on. To carry the work forward, the U.S. was asked to coordinate the correspondence group. Work is ongoing, and it is hoped that the group will reach an agreement at the nineteenth session of the FSI.

Other issues discussed included the review and revision of the Port State Control (PSC) Procedures, a review of marine casualties for the development of Lessons Learned, and completion of the U.S.-led work on port reception

facilities. The U.S. has led the correspondence group on port reception facility for the past several years which produced a number of guidelines, shipboard practices, and documentation that will greatly improve the interactions between shipboard and land-based facility personnel. The creation of Lessons Learned is a particularly important accomplishment. It is promulgated to the public as a tool to avoid future casualties, and is regarded as an important instrument for mariners.

The next session of the FSI will meet in February 2011, where it is hoped that the subcommittee will make significant progress in the RO Code and the revision of PSC Procedures.

56th Session of the Subcommittee on Safety of Navigation

The 56th session of the Safety of Navigation Subcommittee (NAV56) met in London between July 26-30, 2011. Under the chairmanship of Mr. Mike Sollosi, Chief of the Coast Guard's Navigation Standards Division, NAV56 addressed the following key topics; routing measures, a proposed change to the collision regulations, safety zones, e-navigation, and AIS symbology. The objective was to ensure that navigators have a clear view from the conning position.

The subcommittee regularly considers proposals to establish or modify various ship routing measures and reporting systems. There were 14 such proposals at NAV56, which included establishment of an Area to be Avoided off the Coast of Ghana, changes to the Mandatory Ship Reporting System in the Great Barrier Reef, and changes to the Traffic Separation Scheme (TSS) in the Straits of Dover. Navigation experts in the subcommittee also considered a proposal by Indonesia, Malaysia, and Singapore to allow the use of a new distinctive light configuration to be displayed by vessels crossing the TSS in the Singapore Straits—three all around green lights in a vertical line. The subcommittee agreed to allow a trial period

and have the proponents report back on their observations and findings.

Another task put before NAV56 and its Ships' Routing Working Group was a proposal to develop guidelines for determining when and if a safety zone around an offshore structure could be greater than 500 meters in radius. This measure found little support, and NAV concluded that there was no demonstrated need to establish such a safety zone. The U.S. delegation led the discussion and played a key role in its favorable outcome.

The e-navigation concept is well under way at IMO. Three subcommittees are working to develop the e-navigation strategy. NAV has done its part by establishing user needs and has begun to develop system architecture, gap analyses, and a cost benefit analysis. Although a great deal of work remains to be completed between now and the 2012 projected conclusion date, the e-navigation working group and a correspondence group are making remarkable progress, ably assisted by a host of observer organizations. The U.S. has taken an active role in the development of e-navigation by participating in the working and correspondence

groups and observer organizations.

A seemingly routine submission proposing distinct symbols for aids to navigation that also employ the Automatic Identification System (AIS) grew into a policy discussion on the conditions under which such aids should be deployed—if at all. This has resulted in a joint submission to the parent committee by the U.S. and Japan seeking to open the debate on the use of AIS as an aid to navigation.

SOLAS, Chapter V, regulation 22, addresses Navigation Bridge Visibility. The regulation is intended to ensure vessels are designed with no blind spots and a clear field of vision for navigators and lookouts. In attempting to translate this regulation into an inspection, classification régime, or ship design, it was found to be rife with vague expressions. NAV56 made a noble attempt to correct these anomalies, but could not agree on many fine points of the language. As a result, Mr. Bill Cairns from the Coast Guard's Navigation Standards Division coordinated a correspondence group to progress this issue.

The Sub-Committee's next session is scheduled for June 6-10, 2011.

15th Session of the Subcommittee on Dangerous Goods, Solid Cargoes & Containers

The 15th session of Subcommittee on Dangerous Goods, Solid Cargoes and Containers (DSC) was held September 13-17, 2010. The Subcommittee completed work on amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code that developed new transport provisions for the carriage of citrus pulp pellets, distillers dried grains with solubles, ferrous sulphate heptahydrate, granular ferrous sulphate, and wet fly ash. These amendments are the first set of amendments to the mandatory IMSBC Code and will attain voluntary status on January 1, 2012 and mandatory

status on January 1, 2013. The Subcommittee also completed work on revisions to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes (TDC Code). The revised TDC Code contains new provisions for the use of lashings to secure cargo and the strength of uprights designed to hold cargo on deck.

DSC considered a joint proposal by the U.S. and The Netherlands to develop tests and criteria for the classification of materials hazardous only in bulk (MHB). After considering the issue, the Subcommittee agreed that

development of tests and criteria for MHB would be beneficial and established a correspondence group under the chairmanship of the U.S.

DSC also considered proposals from the U.S. and others Member States on hazardous materials container inspection programs. The subcommittee agreed that existing guidance for hazardous materials container inspections programs could benefit from improvement and established a correspondence group also under the chairmanship of the U.S.

Work on these items will continue intersessionally in the correspondence groups with a view of finalization at its 16th session which is scheduled for September 19-23, 2011.