



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

## In this Issue

- From the Director's Desk..... 1
- Stability, Load Lines and Fishing Safety..... 2
- Standards of Training & Watchkeeping..... 2
- WMU Conference on Oil Spill Risk Analysis..... 3
- Bulk Liquids and Gases..... 3
- Flag State Implementation..... 4
- GHG Working Group..... 4
- Radio-Communications & Search and Rescue..... 5
- Design & Equipment..... 5
- Legal committee..... 6
- Piracy Workshop..... 6
- Maritime Safety Committee..... 7
- NorShipping 2011..... 8
- Technical Cooperation..... 8
- Council..... 9
- Next Secretary General of IMO... 9
- Marine Environment Protection... 10
- Oil Pollution Response Conference and Hazardous Noxious Substances Technical Group..... 10

## From the Director's Desk

As usual, IMO was very active during the period since our last e-Newsletter in November 2010. My thanks to all U.S. delegates to the IMO and those that supported them. I know you were always highly engaged throughout all the meetings working hard to successfully achieve U.S. objectives. Since our last newsletter, there were 13 IMO meetings with associated intersessional working and *ad hoc* groups, which are highlighted in this issue.

Piracy remains the number one issue facing the international shipping community. In recognition, the IMO designated the World Maritime Day theme for 2011 as "Piracy: Orchestrating the Response." While the primary emphasis is piracy off the coast of Somalia, where at the time of this newsletter 9 ships and 241 hostages are being held, we must not forget the other areas where pirates are also active, including the west coast of Africa and the Straits of Malacca. Over the last year IMO continued to enhance its guidance to ship owners and operators, flag states and mariners to prevent attacks by pirates. The latest guidance focused on the employment of private contracted armed security personnel (PCASP). The development of this guidance responds to the reality and pragmatic decisions by many ship owners and operators, in consultation with the flag states, to employ PCASP. In addition, IMO remains focused working with its members to secure the immediate release of all hostages; promote full compliance by ships with all recommended preventative, evasive and defense measures and bring to justice those who commit acts of piracy and armed robbery against ships.

The IMO, at the 62<sup>nd</sup> session of the Marine Environmental Protection Committee (MEPC 62) achieved a most extraordinary accomplishment when it adopted amendments to MARPOL Annex VI to require mandatory measures to reduce the emission of greenhouse gases from ships. In doing so, IMO and international shipping became the only sector in the world to adopt internationally binding regulations to reduce greenhouse gas emissions. While there was strong opposition

by a number of countries, the amendments, which were strongly supported by the U.S., were easily adopted. Particular thanks go to the members of the Department of State and Environmental Protection Agency who played key roles in the negotiations and worked tirelessly with other Annex VI parties to realize this monumental achievement.

We are currently in the throes of preparing for the upcoming 27<sup>th</sup> session of the IMO Assembly (A27). The delegation will be led by the Commandant, Admiral Robert J. Papp. It will be his first Assembly. Undoubtedly, piracy will be a significant topic of discussion and in addition, we're looking forward to engaging with other countries as we work to advance U.S. goals in the developments of the Polar Code and supply chain security and resiliency.

Looking further forward, A27 will be the last Assembly for the current Secretary General, Mr. Efthimios Mitropoulos, who will be retiring after 32 years of service in the IMO Secretariat, with the last eight as Secretary General. Without question, he has been a tremendous leader, ambassador, and asset of IMO who not only led in the development of the most significant accomplishments of IMO; he also ensured IMO fulfilled its role to international shipping serving the world's globalized economy.

While Mr. Mitropoulos will be missed, we look forward to working with the next Secretary General, Mr. Koji Sekimizu, who takes over on 1 January 2012. It is noteworthy that 2012 also marks the 100 year anniversary of the sinking of the TITANIC, which ultimately led the world to establish the IMO and its regime of safety, security and environmental regulations for international shipping. IMO and international shipping will continue to face challenges as we move into the next century.

Jeff Lantz  
Director of Commercial Regulations & Standards

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](http://www.uscg.mil/imo)

## 53rd Session of the Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF 53)

The 53rd session of Stability and Load Lines and on Fishing Vessels Safety (SLF) Sub-Committee met 10-14 January 2011, under the chair of Mr. Zbigniew Szozda (Poland).

The sub-committee agreed on an updated plan of action for matters related to development of second generation intact stability criteria as well as endorsing the inclusion of "excessive accelerations" as a separate item in the list of stability failure modes.

The sub-committee considered and agreed to draft Guidelines to assist authorities in the implementation of Part B of the Code of Safety for Fishermen and Fishing Vessels, the Voluntary Guidelines for the design, construction and equipment of small fishing vessels, and the Safety Recommendations for decked fishing vessels of less than 12 meters in length and undecked fishing vessels.

The Subdivision and Damage Stability (SDS) working group agreed on draft

amendments to SOLAS regulation II-1/8-1 requiring either an onboard stability computer or shore-based support to provide operational information for safe return to port after a flooding casualty, which was submitted to MSC 89 for approval with a view to subsequent adoption.

The S/C considered the report of a correspondence group, which provided information on one newly initiated and three ongoing research projects that are directly related to the issue (e.g. the impact of the SOLAS 2009 amendments on ro-ro passenger ships, as compared to the previous SOLAS 90 regulations). The S/C agreed that the results from this research should be used as a basis for any future amendments to the SOLAS requirements for ro-ro passenger ships. In order to allow time for the research results to become available, the S/C agreed to invite MSC to extend the target completion year for this output until 2013.

The S/C considered the report of the Intersessional Working Group on

Fishing Vessel Safety (FVS), and discussed which option (an Agreement or an Assembly Resolution) should be recommended to MSC to facilitate the entry into force of the 1993 Torremolinos Protocol. After lengthy discussion, the S/C decided to recommend the Agreement option to MSC 89. Recognizing that both options still needed to be presented to MSC, the FVS Working Group and the S/C agreed to the draft text of the Assembly Resolution, that could be used to implement the Agreement.

SLF 54 is tentatively scheduled for 16 January to 20 January 2012. Major issues to be discussed at SLF 54 include development of second generation intact stability criteria, verification of damage stability requirements for tankers, review of damage stability regulations for ro-ro passenger ships, revision of SOLAS chapter II-1 regulations, and ensuring integrity and uniform implementation of the 1969 Torremolinos Convention.

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## 42nd Session of the Sub-Committee on Standards of Training & Watchkeeping (STW 42)

The 42nd session of the IMO STW Sub-Committee met in London 24-28 January 2011, chaired by Rear Admiral Peter Brady (Jamaica). Two working groups (WG) were formed to address the agenda item on Development of an e-navigation strategy implementation plan, and one working group was formed to address agenda Training matters.

The S/C taking into account a functional approach on user needs to e-navigation, considered those questions referred by the Coast Guard on e-navigation established by NAV 56 and based on the outcome of the discussions the S/C agreed to the following responses: 1) the STCW Conven-

tion already addressed risks and reliability issues, and seamanship skills, without overreliance on technology, were essential, 2) the development of S-modes and standard operating procedures for equipment would be welcome and standardization of bridge design would be difficult, 3) provisions regarding knowledge of the English language are already included in Table A-II/1, 4) the "navigating navigator" was the preferred scenario and the navigators' own skills would remain essential for the safe navigation of the ship, 5) there was no need to amend the STCW Convention and Code in regard to type specific familiarization training as it already is provided within the existing provisions.

The S/C amended the consolidated draft Guidelines for passenger ship tenders to include requirements for basic training and references to radio regulations and instructed the Secretariat to forward it to DE 55.

The S/C conducted an in-depth discussion and agreed that there was no need for a unified interpretation relating the term "approved seagoing service". The overwhelming majority of the countries agreed with the United States views that "approved seagoing service" should remain as flexible as it is now, so that each Administration could utilize its unique capabilities and situations to facilitate a seafarer's competence and experience.



## World Maritime University (WMU) Conference on Oil Spill Risk Assessment



The 2011 joint WMU-IMO Conference on Oil Spill Risk Assessment took place at WMU in Malmö, Sweden on 7-9

March 2011.

This conference made a unique contribution to the global state of knowledge and experience on oil spill risk management, preparedness for and response to oil pollution incidents in the shipping and oil exploration and production sectors.

The event brought together shipping and petroleum industry leaders, government policy decision-makers and leading academics for a series of presentations and roundtable discussions and will provide an opportunity for direct communication amongst stakeholders from around the world.

Following the opening addresses the first keynote address was delivered by Carl-Henrik Svanberg, Chairman of BP, who presented an honest assessment of the political landscape the industry now faces in the wake of the Macondo incident. Reflecting upon the same incident, ADM (Ret.) Thad Allen then proceeded to deliver an entertaining account of the command and control issues faced by the unified command from his perspective as National Incident Commander.



*Oil Spill Response* CEO Archie Smith chaired a session on Deepwater Drilling: Reducing the Risk. This session began with a keynote address from Joep Coppes (Shell and Vice Chair of OGP), who gave an overview of the OGP/IPIECA Global Industry Response Group (GIRG) and the component sub-groups. George Franklin (Shell) talked specifically about the work of the Caping/Containment and Oil Spill Response sub-group, of which he is chairman. A wide range of other speakers presented their work at the conference covering technical and strategic topics from governmental, industry and academic perspectives and with national, regional and international scope.

IPIECA was one of the principal event sponsors and by demonstration of our strong relationship with IPIECA, they donated their exhibition space to Oil Spill Response which proved to be an ideal platform from which to network with a wide range of our customers, stakeholders, equipment manufacturers and students of the WMU.

## 15th Session of the Sub-Committee on Bulk Liquid Gases (BLG 15)

The fifteenth session of the Bulk Liquids and Gases (BLG) Subcommittee met February 7 -11, 2011. There was an array of topics beyond the usual topics of MARPOL Annex VI guidance, chemical carriage requirements, and ballast water.

Once again the U.S. chaired the work on Annex VI, this time in a drafting group. This group finalized two sets of guidelines for MEPC, one for reception facilities and the other for selective catalytic reduction of diesel exhaust. In the case of the latter, the U.S. still has some reservations about the monitoring of and engine certification for NO<sub>x</sub> emissions levels which will be further addressed at MEPC 62.

A proposal by Denmark sought to revise all the rules for offshore support vessels (OSVs) carrying limited

amounts of chemical cargoes. A U.S. approach that treats OSVs as a unique type of vessel – rather than as a modified chemical carrier – received strong support. In consequence, BLG recommended that further consideration of a way forward should be undertaken informally by interested parties intersessionally.

A paper submitted by the U.S. was intended to correct a proposal by the Fire Protection Subcommittee to amend the Fire Safety Systems Code for chemical tankers. The U.S. proposal, which was modified to reflect the desires of Canada and the International Association of Classification Societies, was unanimously agreed.

The session saw the introduction of a revised International Gas Carrier (IGC ) Code by the United Kingdom

and the Society of International Gas Tanker and Terminal Operators. The U.S. supported Germany's desire for a more deliberate review of the revisions to the code. To that end, a correspondence group was instituted that will do three things: develop the gas-fueled ships code, review the revised IGC Code, and harmonize these two codes.

The next session of BLG is scheduled to take place on 30 January-3 February 2012. That session is expected to make further progress on guidance for ballast water sampling and analysis which began at this session.

## 19th Session of the Sub-Committee on Flag State Implementation (FSI 19)

The 19th session of the Flag State Implementation Sub-Committee (FSI 19) met at IMO Headquarters, London, UK under the chairmanship of Captain Dwain Hutchinson (The Bahamas). Eighty member states, one associate members, one United Nations (UN) entity, thirteen inter-governmental organizations, twelve non-governmental organizations and representatives from the World Maritime University participated.

The S/C considered the reports of the Correspondence Group on Casualty Analysis (CGCA) and the Working Group on Casualty Analysis (WGCA). The S/C confirmed the WGCA analyses of casualty reports, authorized their release, and [approved 30 lessons learned](#) for presentation to seafarers for release on the IMO website following the usual procedures. The S/C referred select casualty analysis to relevant IMO Committees and sub-committees for further review.

A working group (WG) on harmonization of Port State Control (PSC) Activities was established under the chairmanship of Australia. The most substantive item of work under this agenda item was the revision of the Port State Control Procedures. This has been an ongoing work item for the past few sessions of the S/C and in-

cluded the overall review of the existing document and then inclusion of previously approved PSC guidelines since the last update of the document. The work was finalized at this session and included major revisions to the existing text as well as inclusion of guidelines on Long Range Identification and Tracking, safety of pilot transfer equipment and numerous other textual additions. A draft IMO Assembly resolution was developed and the final version of the PSC Procedures will be reviewed for approval by MSC and MEPC and then the IMO Assembly in late 2011.

A number of Member States submitted papers outlining their efforts to properly implement various IMO mandatory instruments and their preparations for their Voluntary Member State Audits and how these efforts are resulting in a higher quality of merchant fleet and increased technical proficiency within their Administrations.

The correspondence group and working group that considered the review of the Code for the implementation of mandatory IMO instrument, also addressed the development of a Code for recognized organizations since most member states utilize recognized organizations to fulfill some portion of their responsibilities for imple-

mentation of the IMO mandatory instruments. There are numerous existing references to RO's throughout IMO instruments and guidelines. The RO Code would consolidate all of those references into a single document for ease of use and for consistency. Development of the RO Code is also an opportunity to review and refine the overall structure of the standards for use of ROs and to define not only the minimum standards for ROs but the minimum standards for member states to oversight activities carried out by ROs on their behalf. The work of the group was not concluded at this session and will continue inter-sessionally under the coordination of the United States.

The chairman announced that FSI 20 is tentatively scheduled for 26-30 March 2011. FSI 19 agreed that the following working and drafting groups are expected to be established at FSI 20: casualty statistics and investigations, development of a code for recognized organizations, review of the Survey Guidelines under the HSSC (resolution A.948(23)) and the annexes to the code for implementation of mandatory IMO instruments, and harmonization of PSC activities.

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## 55th Session of the Sub-Committee on Design and Equipment (DE 55)

The 55th session of the IMO DE S/C met in London 21-25 March 2011, chaired by Mrs. A. Jost (Germany).

The sub-committee agreed to develop the Polar Code following a two step approach. First the Code should initially apply to SOLAS passenger and cargo ships, taking into account the urgent need for relevant mandatory requirements. Later requirements for non-SOLAS ships, such as fishing vessels, may be developed, upon additional consideration by the Organization. The S/C also agreed, concerning the proposed risk-based structure of the draft Code, a combination of goal-based standards and prescriptive requirements should be pursued at this stage; and the Code should not conflict with Antarctic Treaty and UNCLOS provisions. The

sub-committee established a correspondence group coordinated by Norway and agreed to establish a working group at DE 56.

The sub-committee established a working group chaired by Denmark to finalize draft amendments to the Code on Noise Levels on Board Ships (resolution A.468(XII)) and to consider how the Code could be made mandatory for new ships and subsequently develop relevant draft SOLAS amendments. The sub-committee also established a correspondence group coordinated by Denmark to finalize the revision of the Code on noise levels on board ships, identifying those requirements to be included in the mandatory and recommendatory parts of the Code and submit a report to DE 56.

Following on the work of an inter-sessional working group established by MSC, the S/C completed a draft MSC circular on Guidelines for evaluation and replacement of lifeboat release and retrieval systems for submission to MSC 89 for approval. The S/C also completed related draft amendments to SOLAS regulation III/1 and draft amendments to chapter IV of the LSA Code for submission to MSC 89 for adoption, as well as a related draft MSC resolution on Amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) and a draft MSC circular to encourage early implementation of new SOLAS regulation III/1.5 for submission to MSC 89 for approval.

## **15th Session of the Sub-Committee on Radio-communications and Search and Rescue (COMSAR 15)**

COMSAR 15 was honored by the presence of the Secretary Generals of IMO and World Meteorological Organization (WMO) and President of International Hydrographic organization (IHO) to jointly announce the operational activation of the five newly established Arctic NAVAREA/METAREAS.

A Correspondence Group to finalize GMDSS Modernization Scoping for COMSAR 16 was established, to be led by the U.S. A Joint IMO/ITU Experts Group was agreed to be held on 13-15 Sep 2011 to strengthen the arguments in support of IMO position to WRC12, but not to change the position, and to comment on the draft work of the GMDSS correspondence group. IAMSAR Manual updates were adopted.

A revised NAVTEX Manual drafted by IHO, WMO and IMSO was approved and attached to an associated draft MSC circular to effect its distribution. The revised text of the NAVTEX Manual incorporated the content of COMSAR/Circ.7, COMSAR/Circ.28 and COMSAR/Circ.32.

The Sub-Committee considered how the navigating navigator scenario would influence the user needs on communications, advise on a creation of a framework and a Harmonization Group for data access and information services under the scope of SOLAS, and to simplify, modernize, and integrate functions requirements with relevant navigational functions in line with principles of e-navigation. The Subcommittee concluded that the E-navigation system should be ship-centric, rather than become reliant on shore based oversight. The harmonization of the two systems should be pursued, taking into account the human element. E-navigation should incorporate the IHO's S-100 data model.

Revision of the IAMSAR Manual – Under the Report of the ICAO/IMO Joint Working Group (JWG) on Search and Rescue the Sub-Committee considered three significant amendments to the global SAR publication called the International Aeronautical and Maritime SAR (IAMSAR) Manual. All amendments generated under this Joint Working

Group chaired by the U.S. Coast Guard were readily adopted. Revision of Volume I was completed. The JWG will now concentrate its efforts on completing the restructuring and updating of Volume II and Volume III at its next meeting in October 2011 in Norway.

Matters concerning search and rescue, including those related to the 1979 SAR Conference and the implementation of the GMDSS – The U.S. again was a leading contributor to SAR discussions and maintains an excellent working relationship with the IMO. The Subcommittee was updated on the maritime search planning software used by the U.S. Coast Guard and about the availability of this software for use by other SAR services (information in the annex to the U.S. paper advised that the first step typically required contact with the U.S. Embassy).

The 16th session of the sub-committee on Radio-communications and Search and Rescue is scheduled to take place from 12-16 March 2012 at IMO Headquarters.

## **3rd Session of the Green House Gas (GHG) Emissions Working Group (GHG-WG 3)**

The third Intersessional Meeting of the Working Group on Greenhouse Gas Emissions from Ships took place from 28 March to 1 April 2011 under the chairmanship of Mr. Andreas Chrysostomou (Cyprus). More than 200 representatives from Member Governments and observer organizations participated in the five-day meeting.

Following an exchange of views, the Intersessional Meeting noted that some delegations indicated a preference for certainty in emission reductions whilst other delegations opted for certainty in price (cost). Some delegations considered certainty in emission reductions and certainty in price to be equally important, and other delegations considered that some of the market

based measures (MBM) proposals might achieve both certainty in emission reductions and certainty in price.

The Intersessional Meeting noted that there was a need to reflect the principles of the UNFCCC and to take the special needs and socioeconomic circumstances of developing countries into account in the design of an MBM under IMO. All delegations agreed that it is indeed possible to reconcile the IMO principle of no discrimination with the UNFCCC principles but diverging views existed on how they should be addressed in an MBM for international shipping. The Intersessional Meeting noted that States which consumers and industries that would be impacted

by introduction of an MBM, could be compensated, and that this could be one option for reconciling the UNFCCC and IMO principles, thereby ensuring no net incidence.

The Intersessional Meeting agreed that a further impact study was needed to address the impact on developing countries due to the introduction of an MBM from international shipping, and, in doing so, any impact study should address both positive and negative impacts for developing countries, including possible cost if no action by international shipping was taken.



## 98th Session of the Legal Committee (LEG 98)

The Legal Committee (LEG) held its 98<sup>th</sup> session at IMO Headquarters from 4 – 8 April 2011.

Acknowledging the expanding geographic arena and escalating violence of piracy off the Horn of Africa, LEG considered several issues related to the successful development of national legislation on the prosecution of piracy. The U.S. supported LEG's agreement to circulate submissions made by the IMO Secretariat, the United Nations Division for Ocean Affairs and the Law of the Sea, and the United Nations Office on Drugs and Crime, which identified international instruments related to the prosecution of piracy and suggested key elements for national legislation on piracy, under cover of a Circular letter to provide guidance to States that are developing or reviewing existing national legislation on piracy.

LEG continued to consider issues related to the fair treatment of seafarers in the event of a maritime accident. The U.S. joined other delegations in supporting the referral of concerns

related to unfair treatment based on a seafarer's nationality or religion, and in particular the denial of shore leave and access to shore-side medical facilities, to the Facilitation Committee.

LEG continues to support further consideration of issues related to liability and compensation for transboundary oil pollution damage resulting from offshore oil exploration and exploitation. The U.S. is participating in an informal intersessional consultative group for this purpose. The U.S. joined other delegations in sharing the concerns regarding transboundary oil pollution from offshore oil exploration and exploitation but believed further work needed to be done before any conclusions could be drawn on the proper mechanism, if any, to address the concerns raised by Indonesia in LEG 97. The U.S. urged caution in proceeding too quickly on the subject and supported an analytical approach which would identify gaps in existing regimes and instruments, whether or not offshore facilities are subject to national jurisdiction, and identify reasons why existing instruments had not

yet entered into force. Consideration of these issues will not be adopted as an official work agenda item unless and until the IMO's Strategic Plan is revised to include oil exploration and exploitation activities, which must be done by Assembly via Council.

The U.S. was also active on the matter of crime reporting on passenger ships. The U.S. emphasized the importance of, and encouraged, crime reporting on passenger ships as essential to adequately protect passengers and crew. The U.S. also informed LEG that the U.S. had submitted a proposal to the 89<sup>th</sup> session of the Maritime Safety Committee, based on the U.S. Cruise Vessel Safety and Security Act, to develop non-mandatory guidelines to further enhance the safety and welfare of passengers and crew members onboard passenger ships.

LEG will resume consideration of these and other issues at its 99<sup>th</sup> session, scheduled for April 2012, exact dates to be determined.

## Piracy: Orchestrating the Response

**PIRACY**

**IMO**  
**ORCHESTRATING**  
**THE RESPONSE**

A workshop on this year's World Maritime Day theme, Piracy: Orchestrating the Response, was held in conjunction with STW 42 on 26 January 2011. This workshop was held in order to raise awareness of key aspects of piracy and armed robbery against ships and to develop better training and awareness programs for seafarers and Governments on preventing and suppressing such acts. The Action Plan to promote the 2011 Theme was also discussed. The main aims of the Action Plan are to promote anti-piracy coordination and cooperation procedures between/among States, regions, organizations, and industry.

The Contact Group on Piracy off the Coast of Somalia (CGPCS) was created in order to establish an international cooperation mechanism to act as a common point of contact between and among states, regional and international organizations on all aspects of combating piracy and armed robbery at sea off Somalia's coast. The Contact Group is divided into 4 sessions each with a core mission. Working Group 1 focused on operation coordination and regional capability development. Working Group 2 focused on legal issues, include piracy laws and the UN Convention on Law of Sea. Working Group 3 concentrates on industry coordination, best management practices, and pressing/reporting compliance. Working Group 4 will discuss strategic

communications and coordinated messaging.

Another measure to combat piracy is the Djibouti Code of Conduct, which since January 2009 has 17 signatory states from the 21 eligible parties. It provides the framework to assistance to regional States to counter piracy and armed robbery at sea. The work outlined in the Code is aimed at improving regional coordination and cooperation and is based upon information sharing, capacity building (maritime domain awareness), updating legislation, and regional training.

World Maritime Day 2011 will be observed during the week of 26-30 September 2011 at IMO Headquarters.

## 89th Session of the Maritime Safety Committee (MSC 89)

The Maritime Safety Committee (MSC) held its 89th session at IMO Headquarters from 11 – 20 May 2011, under the chairmanship of Mr. N. Ferrer (Philippines). One-hundred and one member states, two associate members, four United Nations (UN) specialized agencies, three intergovernmental organizations, and forty-one nongovernmental organizations participated.

Under the Flag State Implementation agenda item, the Committee decided by a wide majority to include language proposed by the U.S., and supported by forty-one countries, in the new Code for Implementation of mandatory IMO Instruments (III-C). That language prevents flag States from infringing on the sovereignty of other flag States by imposing conditions on the recognition of Recognized Organizations, if such conditions directly or indirectly affect requirements on those other flag State's ships. The twenty-seven EU States and Norway, reserved their position on the Committee's decision, which is subject to MEPC's concurrent decision, at MEPC 62. The Committee also agreed to the U.S.-proposed text for the RO Code, which will be finalized at FSI 20.

The Committee had extensive discussion on the two options recommended for implementing the 1993 Torremolinos Protocol, an Assembly resolution and a new Agreement, during which the U.S. made its intervention noting the legal difficulties that might result by having two instruments in force on the same subject between different State parties covering the same subject, the Committee decided to proceed with a new Agreement. There was much discussion as to the criteria for entry into force of the new Agreement, including three options, each with a different specified number of State parties with 3 different specified numbers of fishing vessels entitled to fly their flag and being 24 meters in length and over. The one which received the most support was 15 countries with a total of 1800 fishing vessels, but that decision rests with those State parties that adopt the new Agreement. The Committee decided to forward to Council 106 in June the decision on when (and where, given that South Africa announced that it may issue an invitation for the Conference there) to hold the session to implement the 1993 Protocol. Under the Measures to Enhance Maritime

Security agenda item, the Committee approved the Maritime Security Manual, titled "User Guide to SOLAS chapter XI-2 and the ISPS Code.

Under the Piracy and armed robbery against ships agenda item, the Committee approved two MSC Circulars (MSC.1/Circ.1405 and MSC.1/Circ.1406) on interim guidance to the shipowners, ship operators and shipmasters, as well as guidance to flag States regarding the use of privately contracted armed security personnel (PCASP) on board ships.

The Committee approved the draft amendments to SOLAS regulation III/20.11.2 on the testing of free-fall lifeboat release systems and requested the Secretary-General to circulate the aforementioned draft amendments in accordance with SOLAS article VIII, with a view to adoption at MSC 90.

MSC 90 is scheduled for 16-25 May 2012 and the ninety-first session is scheduled for November 2012 at IMO Headquarters.

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## 57th Session of the Sub-Committee on Safety of Navigation (NAV 57)

The 57<sup>th</sup> session of the Subcommittee on Safety of Navigation (NAV) (S/C) was held June 6 to 10, 2011, under the chairmanship of Mr. J. M. Sollosi (United States).

The S/C approved the amendment to the description of the Area to be Avoided off the Washington coast. The applicability of the measure was changed from ships of 1600 gross tonnage and above to ships of 400 gross tonnage and above, recognizing that the smaller ships also carry large quantities of bunkers which are a potential threat to the fragile environment. The S/C also approved eleven other proposed routing measures, some with modifications to conform to the General Provisions on Ships' Routing, including five two way routes and one precautionary area in the Gulf of Campeche. These Gulf of Campeche measures required considerable work in the ships' routing working group, principally by the U.S., for which the chairman and the Mexican delegation were very grateful. NOTE - Mexico will seek to apply this measure as a mandatory measure to Mexican flag ships and to ships calling at its ports; it is recommendatory for all other ships that are transiting, although they are encouraged to stay well clear of the system.

The S/C also approved a recommendatory pilotage scheme in the Strait of Bonifacio as an associated protective measure for

the proposed Particularly Sensitive Sea Area (PSSA) submitted by France and Italy.

Major accomplishments of NAV 57 were: The S/C endorsed the draft MSC resolution on the revised performance standards for VDR, with a view to approval by MSC 90; The S/C approved the overarching e-navigation architecture, a major step in the e-navigation Strategy Implementation Plan; The S/C endorsed the draft revised text of SOLAS regulation V/22 relating to vague expressions and forwarded it to the MSC 90 for approval and adoption; he S/C developed draft performance standards for Electronic Inclinerometers and invited members to submit proposals to NAV 58 with the view to finalizing the performance standards at that session; The S/C prepared draft amendments to the Performance standard for speed and distance measuring equipment with a view to approval by MSC 90; and The S/C prepared a draft MSC circular informing interested parties on the interpretation of SOLAS regulation V/19.2.9.2. on speed and distance measuring devices with a view to approval by MSC 90.

NAV 58 is scheduled for 2-6 July 2012 at IMO Headquarters. The S/C unanimously reelected Mr. J. M. Sollosi as the chairman and Mr. Kostiantyn Billiar (Ukraine) as the vice-chairman for 2012.

# NorShipping 2011

Shipping has proven to be an innovative industry. Nevertheless, formidable changes are currently taking place worldwide, so this year's DNV Seminar will discuss whether the industry is sufficiently innovative and adapting to the new global order quickly enough. With economic growth comes an expanding global shipping fleet and the shifts in the global economic balance are having an impact on well established trade routes. At the same time, growth in energy consumption is being coupled with strong expectations of a dramatic increase in energy efficiency and lowered or no emissions to air and sea. Indeed, the focus on sustainable operations just keeps on increasing. As the life blood of world economic development and trade, shipping must and will play its part.

In acknowledgement of the important role offshore shipping plays in the global maritime industry, Nor-Shipping hosts the first Agenda Offshore, a conference highlighting the issues, challenges and opportunities in this growing segment. It is natural that such an event be held in Norway – today home to the world's second largest fleet of offshore vessels. Managing Director of the Norwegian Shipowners' Association Sturla Henriksen will open the event, followed by Norway's Minister of Trade & Industry,

Trond Giske.

Significant new oil regions are identified in Brazil, Malaysia, China, Australia, West Africa and India, raising the potential wave of offshore exploration and sparking new energy hubs around the globe. Front running offshore shipping companies are heading at full steam into emerging and opportunity markets.

The push is on to go after the potential hidden within ever deeper waters in areas such as West Africa, Brazil and harsh conditions in the icy, vulnerable Arctic. What is the right technology to meet the huge demands this will place on offshore shipping services? What is cost effective and safe? To find the best solutions, maritime technology and offshore technology are dependent on each other and must collaborate in the deepwater. Thanks both to Norway's long maritime history and its oil and gas expertise, companies operating in the country have acquired unique experience that will be increasingly useful in the coming years.

After a period of deep recession in the global economy, the bottom seems to have been reached, spreading new optimism into the offshore shipping industry. While forecasts shows a decline in oil production

on the Norwegian Continental Shelf for the next few years, front running offshore shipping companies are already heading at full steam into emerging and opportunity markets characterized by new energy hubs around the globe.

The potential of new frontier acreages in ultra deep waters offshore Brazil or harsh arctic conditions offshore Russia are calling for huge demands for offshore shipping services to support their upstream activities in the years to come. Other prosperous markets proving great opportunities for all kind of quality offshore shipping suppliers, from seismic shooting, anchor handling, PSVs, well intervention and FPSO vessels are Malaysia, Australia, India and the West African countries.



## 61st Session of the Technical Co-operation Committee (TC 61)

The Technical Co-operation Committee held its 61st session at IMO Headquarters on 21-23 June 2011, under the chairmanship of Vice Admiral ItCG Ciancarlo Olimbo (Italy) and vice-chairmanship of Mrs. Nancy Karingithu (Kenya).

Total expenditure on technical co-operation activities in 2010 amounted to some US\$14.76 million, translating into a delivery rate of 80% for the year. It was noted that out of the 28 sources of funding, the TC Fund expenditure of US\$6.5 million represented 44% of the overall total funds expended in 2010, which highlights the dependency of the ITCP delivery on the TC Fund.

The Committee was also informed that the proposed Integrated Technical Co-operation Program (ITCP) comprised 15 programs (seven regional and eight global) with funding requirements of some

US\$24.092 million, and that past experience had shown that global programs, when planned in tandem with the regional programs, provided an effective mechanism that enhanced the Organization's capacity to respond to identified requirements, new challenges and emerging issues. The merit of global programming was that funds could be targeted across a spectrum of issues, including support to Small Island Developing States (SIDS) and Least Developed Countries (LDCs), capacity building and training, maritime security, and climate change.

The Council approved an allocation of US\$16.4 million from the Technical Co-operation Fund to support the delivery of the ITCP during the 2012-2013 biennium. The US supported a German proposal to create a database of all projects for planning and efficiency purposes, to avoid duplication, and to permit better perform-

ance monitoring. For financing the ITCP during the 2012-2013 biennium, the Committee agreed with the SYG's proposal to draw on available funds in the TC Fund and the predicted surplus in the Trading Fund (from catering and publication sales) from which the TC Fund would get "not less than 75 percent." In addition, during 2010, 24 advisory missions and 82 training courses were carried out involving 2360 participants for training purposes and at least 1000 other officials engaged in developing and harmonizing regional strategies on maritime issues.

The Committee elected the representative of Kenya as its Chair for 2012, with the representative of the Republic of Korea as Vice-Chair.

The next session of the Technical Co-operation Committee will be held 11-15 June 2012 at IMO Headquarters.



## I06th Session of Council (C I06)

The Council of the International Maritime Organization (IMO) held its 106th session at IMO Headquarters on 27 June to 1 July 2011, under the chairmanship of Mr. Jeffrey Lantz of the United States. All 40 Member States of the Council attended the session. Attending also were 43 Member States not on the Council, one associate member, five inter-governmental organizations, and 16 non-governmental organizations as observers. All US Delegation (USDEL) objectives on policy matters were achieved, particularly with regard to pending matters in the areas of budget and finance, management and transparency issues, approval of key recommendations and actions by the main IMO Committees, options for dealing with the financial stability of the World Maritime University, and support for the IMO's role in the fight against piracy. In the election for Secretary General, the US candidate, Mr. Jeffrey Lantz, finished second to Japan among the six candidates.

On the report of the fifth session of the Risk Review, Management and Reporting Working Group, the Council agreed: 1) to revisit measures to reduce meeting costs that had previously been rejected; and invited the Secretariat to take such additional action as may be necessary; and 2) in the context of changes to the Risk Management Framework, to the introduction of the four-band risk analysis matrix recommended by the UN Joint Inspection Unit (JIU).

While expressing appreciation to the SG for a transparent and thorough budget proposal, the Council essentially requested the SG and Secretariat to "go back to the drawing board" before the next session of the Council in November 2011 in order to reduce the

budget proposal by identifying further "efficiency gains" and offsetting income in the regular budget. Numerous Council members spoke in opposition to the 8.4 percent increase in assessments that the Secretariat proposed to cover mandatory increases in personnel costs. To address currency exchange rate fluctuations, the Council supported in principle the SG's proposal to use the Working Capital Fund as a currency exchange reserve fund.

The Council approved the holding of the Joint Working Group on the Member State Audit Scheme next meeting in 2012 and the inclusion in its terms of reference of the revision of the Auditor's Manual.

On the issue of confidentiality in the context of a mandatory scheme, the Council discussed the Bahamas proposal that the Organization adopt a procedure similar to that of the International Civil Aviation Organization - Member States provide specific authorization for the release of the Executive Summary, Audit Summary Report (initial), Audit Summary Report (follow-up), States' comments, and a graphical representation of performance against critical elements through a publicly-available website. The Council agreed to refer the proposal to the Joint Working Group for consideration and for the outcome to be considered by the MSC and the MEPC in the context of the mandatory instruments within their purview. The USDEL noted the importance of using the ICAO model in combination with performance measures applicable to the IMO and its work.

The Council expressed appreciation to the states of Indonesia, Malaysia, and Singapore

for timely implementation of the various components of the Cooperative Mechanism in the Straits of Malacca and Singapore. The Council also noted the contribution made by Germany and the European Commission to the IMO Malacca and Singapore Straits Trust Fund.

To address the continuing financial challenges faced by WMU, the Council agreed as an interim measure to "ring-fencing" five percent of the "not less than 75 percent" of the Trading Fund in-year surplus otherwise allocated to the Technical Cooperation Fund to support WMU. In addition, the Council decided to consider establishment and operation of an Endowment Fund for WMU, and requested the SYG to prepare proposals. The Council also instructed WMU to continue seeking ways to become self-financing through research, consultancies, and other measures.

The Council agreed to bestow the 2011 IMO Award for Exceptional Bravery at Sea on Captain Seog Hae-gyun of the M/V SAMHO Jewelry, a national of the Republic of Korea, nominated by the Government of the Republic of Korea.

The Council endorsed the Chairman's proposal to adopt a draft resolution, which would be submitted to the twenty-seventh regular session of the Assembly, recording the Organization's appreciation of the services of Mr. Mitropoulos. The 26<sup>th</sup> Extraordinary Session of the Council will be held 17-18 November 2011, with the 107th session of the Council following the Assembly on 1 December 2011, both at IMO Headquarters.

## Mr. Koji Sekimizu elected as IMO's next Secretary General

Mr. Koji Sekimizu of Japan has been elected as the Secretary-General of the International Maritime Organization (IMO), with effect from 1 January 2012, for an initial term of four years. The vote took place during the 106th session of the 40-Member strong IMO Council, which is meeting from 27 June to 1 July 2011. The decision of the Council will be submitted to the IMO Assembly, which meets for its 27th session from 21 to 30 November 2011, for approval.

Mr. Sekimizu is currently Director of IMO's Maritime Safety Division. Mr. Sekimizu studied marine engineering and naval architecture and joined the Ministry of Transport of Japan in 1977, working initially as a ship inspector and moving on to senior positions in both maritime safety and environment related positions within the Ministry. He began attending IMO

meetings as part of the Japanese delegation in 1980 and joined the IMO Secretariat in 1989, initially as Technical Officer, Sub-Division for Technology, Maritime Safety Division, becoming Head, Technology Section in 1992, then moving to become Senior Deputy Director, Marine Environment Division in 1997 and Director of that Division in 2000, before moving to his current position in 2004.

Congratulating the winner, IMO Secretary-General Mr. Efthimos E. Mitropoulos said he looked forward to "working closely with Mr. Sekimizu between now and the end of the year to introduce him to the current state of organizational affairs so that the transition of administration from me to him will be as smooth, harmonious and successful as possible."

## 62nd Session of the Marine Environment Protection Committee (MEPC 62)

The 62nd Session of IMO's MEPC convened on 11—15 July 2011 at IMO Headquarters, under the chairmanship of Mr. A. Chrysostomou (Cyprus).

The Committee noted that the number of contracting governments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments (2004) was 28, representing 26.4% of the world's merchant fleet tonnage, and reiterated the need for additional countries to ratify the Convention to achieve its entry into force at the earliest opportunity.

The Committee re-established a working group coordinated by Japan to further develop ship recycling documents, including guidelines for safe and environmentally sound ship recycling, ship recycling plan guidelines, and ship recycling facility authorization guidelines. Upon completion of MEPC 62 work by this group, the Committee adopted the "Guidelines for the Development of the Ship Recycling Plan," as well as updated "Guidelines for the Development of the Inventory of Hazardous Materials," which are intended to assist in the implementation of the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships, adopted in May, 2009.

The Committee adopted amendments to

MARPOL Annex V (Prevention of Pollution by Garbage from Ships) that prohibit the discharge of all garbage into the sea except as expressly permitted under certain circumstances for discharges of food wastes, cargo residues, deck wash waters, and animal carcasses.

The MEPC adopted amendments to MARPOL Annex VI which designate certain waters adjacent to the coasts of the Commonwealth of Puerto Rico and the U.S. Virgin Islands as the U.S. Caribbean Sea Emission Control Area (ECA) for NO<sub>x</sub>, SO<sub>x</sub> and PM pollutants. These MARPOL amendments are expected to enter into force on 01 January 2013, with the new U.S. Caribbean Sea ECA taking effect 01 January 2014. The Committee also adopted guidelines for reception facilities under MARPOL Annex VI and guidelines addressing additional aspects of the NO<sub>x</sub> Technical Code (2008) with regard to specific requirements related to marine diesel engines fitted with selective catalytic reduction (SCR) systems.

The Committee adopted amendments to MARPOL Annex VI which add a new Chapter 4 to this Annex covering regulations on energy efficiency for ships. These regulations make mandatory the Energy Efficiency Design Index (EEDI) for new ships, as well as the Ship Energy

Efficiency Management Plan (SEEMP) for all ships. Other amendments to Annex VI adopted by the Committee add energy efficiency related definitions and requirements for survey and certification, including the format for the new International Energy Efficiency Certificate. These regulations apply to all ships of 400 gross tons and above and are expected to enter into force on 1 January 2013.

The Committee reaffirmed the previous agreement that non-binding technical guidelines designed to reduce the incidental introduction of underwater noise from commercial shipping be developed as a means to reduce the potential adverse impacts of this noise on marine life. The Committee agreed to keep this item on its agenda while the Ship Design and Equipment (DE) Sub-Committee continued work on the subject guidelines, which are scheduled for further review by the MEPC in late 2012 (MEPC 64).

The Committee unanimously re-elected Mr. Andreas Chrysostomou (Cyprus) as Chairman for 2012. Due to Captain Manuel Nogueira's (Spain) unavailability to continue to serve as Vice-Chairman, the Committee agreed to take up the matter of the election of a new Vice-Chairman at MEPC 63 in February/March 2012.

### Oil Pollution Response Convention and Hazardous Noxious Substances Technical Working Group Meeting 12 (OPRC-HNS/TG 12)

The Oil Pollution Response Convention and Hazardous Noxious Substances Technical Working Group Meeting 12 (OPRC-HNS/TG 12) took place on 4-8 July 2012 at IMO Headquarters prior to and MEPC 62. The Technical Group continued work on several key products including: IMO Dispersant Guidelines; Operational Guidelines on Sunken and Submerged Oil Assessment and Removal Techniques; Guidelines for Oil Spill Response Offshore In Situ Burning; and Manual on Chemical Pollution to Address legal and administrative Aspects of HNS incidents. All remain in draft but moving forward on schedule. Held scoping session on strategies and priorities in contracting for revisions to OPRC Model Courses for entry level responders, response managers and strategic decision makers. Agreed to postpone further work on IMO Guidelines for Oil Spill Response in Ice and Snow pending completion of an IPIECA/API document entitled "Oil Spill Response in Arctic Offshore."

The key issues and action at MEPC 62 related to OPRC-HNS work was: that MEPC adopted US proposal to add to the OPRC-

HNS/TG work plan a project to develop Guidelines on International Offers of Assistance – proposal submitted by this office based on DWH lessons learned, the effort is intended to lead to the development of an international inventory of spill response resources and protocols for funding, mobilization and employment of those resources in a spill event. This is a potentially major DWH initiative. Additionally, the US Coast Guard will build upon a workshop held in conjunction with International Oil Spill Conference (IOSC) 2011, to be held in London, from 13—15 March 2012, to outline the relevant issues and concerns by December 2011 for presentation at OPRC-HNS/TG-13 in March 2012. If funds are available, intent is to follow up the IOSC informal working group, with a second informal session in London in mid-September in conjunction with an Inter Spill 2012 planning meeting.

OPRC also recommended to MEPC 62 that OPRC 13 convene the week following MEPC 63 instead of the week before to accommodate attendance at Inter Spill 2012.