

IMO NEWS

The magazine of the International Maritime Organization

COVER STORY

The Sustainable Maritime Transportation System



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launched

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E-Navigation
steps closer to fruition

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IMO's contribution
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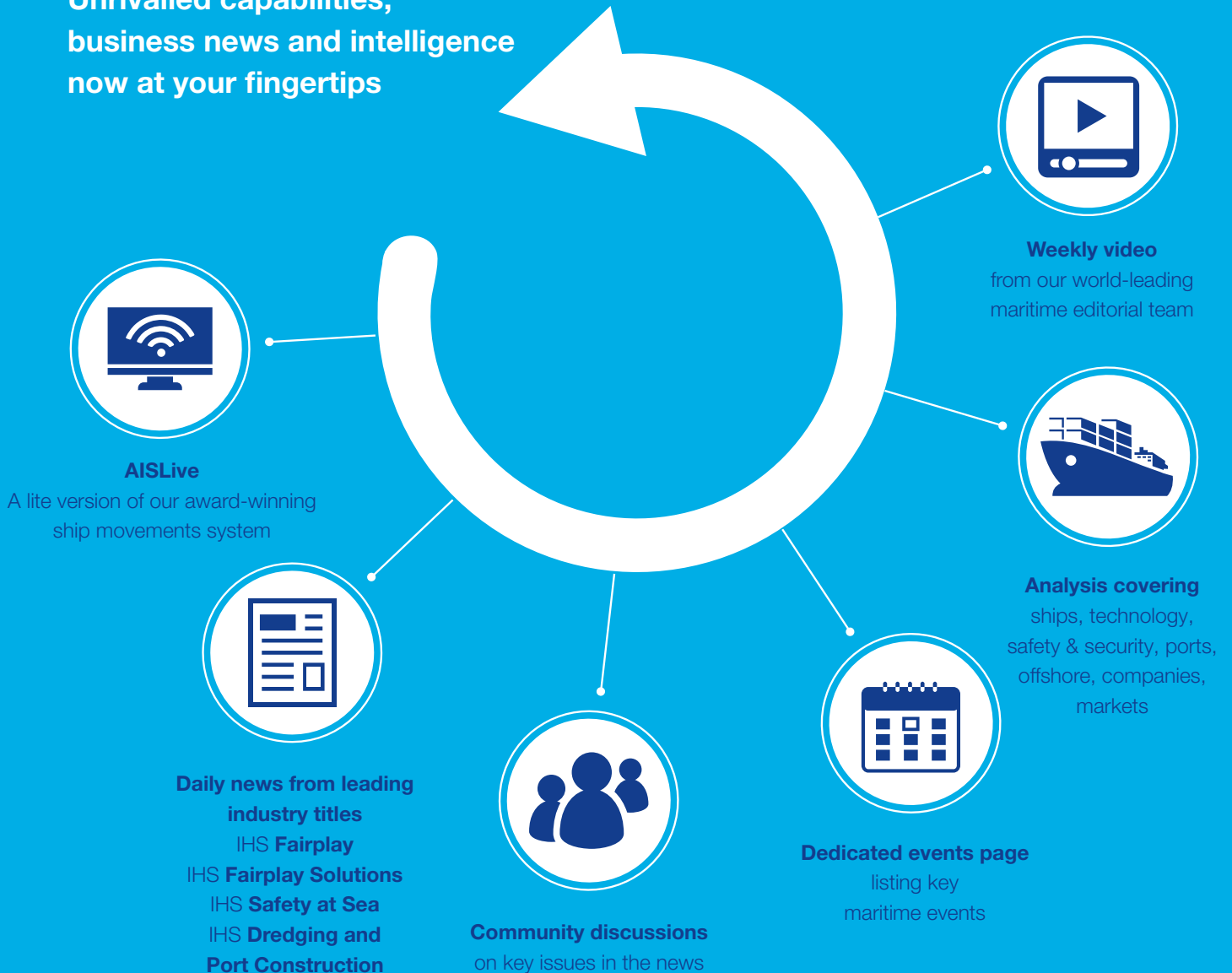
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Shipping today must be seen as part of an integrated transport system linking producers to consumers. Learn how IMO is contributing to its sustainability on p.6 and p.18.



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Maintaining the chain



A message from Secretary-General Mr Koji Sekimizu

The focus for the 2013 World Maritime Day is IMO and shipping's contribution to sustainability, a choice prompted by IMO's participation in the 2012 United Nations Conference on Sustainability, in Rio de Janeiro, which became known as Rio+20 in recognition of the first such conference held 20 years previously in the same city.

In selecting the specific theme for World Maritime Day 2013, it was important to place special emphasis on the 'long term' aspect of sustainability, as this is the very essence of the concept. Accordingly, the actual theme chosen was not "Sustainable Development: IMO's contribution to Rio+20", but "Sustainable Development: IMO's contribution *beyond* Rio+20".

At the World Maritime Day symposium in London in September 2013, we introduced a new concept for a Sustainable Maritime Transport System, something we have been working on since the theme was adopted.

A Sustainable Maritime Transportation System must include not just the operation of ships, but all the activities that are vital to support shipping. All the many and varied groups that currently participate so effectively in the regulatory process at IMO, and more, will have to actively engage if the future development of the maritime transport system is to be sustainable.

Shipbuilding and classification, ship registry and administration, ship finance, ship repairing, ship recycling, the education and training of seafarers, are all part of the system – as, indeed, are search and rescue services, maritime security agencies, coast guards and maritime law enforcement agencies. Activities such as the operation of maritime traffic management systems and global communication systems, ports and multi-modal connections are all components of this multi-faceted sector. They all have a part to play in defining and achieving a Sustainable Maritime Transportation System.

Such a system also requires well-organized maritime administrations that co-operate internationally and promote compliance with global standards, supported by institutions with relevant technical expertise, such as classification societies.

Ports and ships exist together at the core of the global maritime transportation system and, therefore, the ship-port interface is an issue that must be addressed in this context. Harmonization of regulations and policies between ports, including cargo handling and logistics systems, and shipping is required. Both shipping and ports must be thought of, not as separate entities, but as interlocking components.

Academic institutions and other research and development entities must also be actively engaged, in order to embrace new technologies and new operational practices. In addition, continuous training across the system is needed to ensure that operations can be

carried out seamlessly, even when new technology and operational practices are introduced.

Maritime security is also essential for a Sustainable Maritime Transportation System. For this, shipping needs external assistance, such as naval patrols. However, the shipping industry must also take its own preventative measures to address security threats arising at sea or in port, which endanger both cargo and crew.

A qualified and flexible work force is a prerequisite, as is a sound financial system to support the construction of new ships or conversion or modification of existing ships, in order to meet safety and environmental requirements, especially bearing in mind the cyclical nature of the shipping sector.

A further, obvious, requirement for a Sustainable Maritime Transportation System is the global distribution, and availability, of marine fuels. And, as modern society increasingly demands clean air, so will such a system need to have access to an ample amount of clean energy, such as LNG and low-sulphur fuel oils.

Because the shipping and port industries are vital links in the global supply chain, shipping will have a central part to play if the world is to achieve sustainable development.

Shipping has always provided the only truly cost-effective method of bulk transport over any great distance, and the development of shipping and the establishment of a global system of trade are intrinsically linked.

It operates within a maritime transportation system, which is a chain of actors all of whom must share and distribute values. If all the actors in the shipping sector, while fulfilling their different functions, work together, the maritime transportation system will not only function well for all stakeholders concerned, including civil society, it will also have a sustainable future.

The movement of goods by the maritime transportation system is subject to economic, social and environmental responsibilities and requirements on many levels. The challenge lies in how these can be translated equitably and fairly across the chain of actors in order to make the whole system sustainable.

While work is ongoing at the United Nations in New York on the development of Sustainable Development Goals, I would invite everyone interested to consider the concept of a Sustainable Maritime Transportation System, which is available on IMO's website, and to discuss how shipping and its associated industries can contribute to global social development.

A handwritten signature in white ink, appearing to be 'Koji Sekimizu', written over a dark blue background.

“A Sustainable Maritime Transportation System must include not just the operation of ships, but all the activities that are vital to support shipping”

IMO Symposium debates a Sustainable Maritime Transportation System

An IMO symposium on a Sustainable Maritime Transportation System, held on World Maritime Day (26 September 2013), provided an opportunity for a discussion on a global agenda for a sustainable maritime transportation system

The symposium reflected the World Maritime Day theme: “*Sustainable Development: IMO’s contribution beyond Rio+20*”.

IMO Secretary-General Koji Sekimizu told the symposium that shipping, and port industries were vital links in the global supply chain, the complex mechanism without which today’s inter-dependent, global economy would be simply unable to function.

“It seems inevitable that shipping must be at the heart of sustainable development, and that shipping itself must, therefore, ensure that its own development is also sustainable. The sustainable development and growth of the world’s economy will not be possible without similar sustainable growth in shipping and, therefore, in the entire maritime sector,” Mr Sekimizu said.

The keynote speaker was Mr Lam Yi Young, Chief Executive, Maritime and Port Authority of Singapore (MPA), who outlined Singapore’s commitment to sustainable maritime development.

Other speakers included: Mr Achim Steiner, Executive Director, UNEP, who spoke via videolink; Mr Gunnar Eskeland, Professor, Norwegian School of Economics; Mr John Denholm, President, BIMCO; and Mr Eelco Leemans, President, Clean Shipping Coalition.

Panel discussions covered The Human Component of Sustainable Maritime Development; The Role of New Technology and Innovation in Sustainable Maritime Development; and Supporting a Sustainable Maritime Transportation System.

Speaking at the close of the symposium, IMO

The sustainability of shipping in the context of global trade was the focus of IMO’s inaugural World Maritime Day symposium



Secretary-General Sekimizu said the symposium had provided a high-level debate and discussion.

“We began with the launch of a concept – a concept that is, by definition, complex and multi-faceted. The idea of a sustainable maritime transport system is one that cuts across a great multitude of business sectors, professional disciplines, policy and governance concerns and many more,” he said.

“Co-operation among all parties is essential for the Sustainable Maritime Transportation System,” Mr Sekimizu said.

The symposium was attended by some 200 delegates (including remote participants).



A Concept of a Sustainable Maritime Transportation System

The IMO Secretariat and industry partners have developed a concept document expanding on the idea of a Sustainable Maritime Transportation System, intended to:

- raise the profile of maritime transport and highlight why maritime transport is a fundamental element in achieving a more sustainable world;
- discuss a concept of a Sustainable Maritime Transportation System (SMTS); and
- identify the various ‘imperatives’ or goals that must be met to implement an SMTS, and the activities that will need to be undertaken to achieve them – possibly requiring actions by the relevant bodies and the various maritime stakeholders. It should be borne in mind that the goals are not to be conceived as measurable results, but rather an expression of a desirable state.

The concept lists a number of ‘imperatives’ or overall goals that IMO, in partnership with others, must aspire to in order to establish a Sustainable Maritime Transportation System, including those related to:

1. Safety culture and environmental stewardship;
2. Education and training in maritime professions, and support for seafarers;
3. Energy efficiency and ship-port interface;
4. Energy supply for ships;
5. Maritime traffic support and advisory systems;
6. Maritime security;
7. Technical co-operation;
8. New technology and innovation;
9. Finance, liability and insurance mechanisms; and
10. Ocean governance.

Marine geoengineering to be regulated following international treaty amendments

Marine geoengineering, including ocean fertilization, will be regulated under amendments to the 1996 Protocol to the international treaty which regulates the dumping of wastes and other matter at sea.

The amendments, adopted by Parties to the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, on 18 October, add a new article 6bis which states that “Contracting Parties shall not allow the placement of matter into the sea from vessels, aircraft, platforms or other man-made structures at sea for marine geoengineering activities listed in Annex 4, unless the listing provides that the activity or the sub-category of an activity may be authorized under a permit”.

Marine geoengineering is defined as “a deliberate intervention in the marine environment to manipulate natural processes, including to counteract anthropogenic climate change and/or its impacts, and that has the potential to result in deleterious effects, especially where those effects may be widespread, long-lasting or severe.”

A new Annex 4 on “Marine geoengineering” lists “Ocean fertilization”, defined as “any activity undertaken by humans with the principal intention of stimulating primary productivity in the oceans. Ocean fertilization does not include conventional aquaculture, or mariculture, or the creation of artificial reefs.”

The Annex provides that all ocean fertilization activities other than those referred to above shall not be permitted.

An ocean fertilization activity may only be considered for a permit if it is assessed as constituting legitimate scientific research taking into account any specific placement assessment framework.

A new annex V adds the assessment framework for matter that may be considered for placement under Annex 4. The assessment framework provides that Contracting Parties should consider any advice on proposals for activities listed from independent international experts or an independent international advisory group of experts.

The amendments will enter into force 60 days after two thirds of the Contracting

Parties have deposited an instrument of acceptance of the amendment with IMO. (The London Protocol currently has 43 Parties.)

Representatives of the Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Convention) and to the 1996 Protocol thereto (London Protocol), were in London for their 35th/8th meeting, held from 14 to 18 October at the Headquarters of IMO, which hosts the Office for the London Convention and Protocol.

The London Protocol prohibits the dumping of wastes and other matter at sea except for those on a short permitted list, for which permits must be sought.

The adoption of amendments relating to marine geoengineering follows discussion on the matter in previous LC/LP meetings. An agreement issued in 2008 stated that ocean fertilization activities, other than legitimate scientific research, should not be allowed. In 2010, the Parties approved an “Assessment Framework for Scientific Research Involving Ocean Fertilization”.

Ballast water treatment organizations launch GloBal TestNet group

A new formal group of organizations involved in testing for the certification of ballast water treatment systems has been set up, known as the “GloBal TestNet”, to facilitate increased standardization and harmonization of test procedures and information exchange.

The move is expected to benefit test facility clients as well as the end-users of ballast water treatment technologies: the ship owners who need cost-effective and environmentally-friendly systems to meet the requirements of the International Convention for the Control and Management of Ships’ Ballast Water and Sediments (BWM Convention), 2004.

A Memorandum of Understanding (MoU) establishing the GloBal TestNet was signed on 21 October 2013 by representatives of 16 ballast water treatment system testing organizations, during a pre-conference event held as part of the 5th Global Ballast Water Management R&D Forum and Exhibition, being held in Busan, Republic of Korea, from 23 to 25 October 2013.

The R&D Forum, with a theme of “Meeting the demands of the BWM Convention: R&D in the context of catalysing innovative technologies”, was jointly organized by the Global Environment Facility (GEF)-United Nations Development Programme (UNDP)-International Maritime Organization (IMO) GloBallast Partnerships Programme and the Government of the Republic of Korea.

The signing of the GloBal TestNet MoU follows four years of discussion among testing organizations, which have met several times under the auspices of the Global Industry Alliance (GIA), established within the framework of the GloBallast Partnerships Programme.

It is expected that other testing organizations worldwide may join the GloBal TestNet in the future. The GloBal TestNet is open to any organization involved in the generation of data from land-based and/or shipboard testing for the certification of ballast water management systems, under the 2004 BWM Convention and relevant Guidelines or other test protocols.

The GloBal TestNet aims to achieve greater levels of standardization, transparency and openness in the process of technology approvals and thus raise the standards of quality control and quality assurance, in what can be a complex testing process. The signing marks an important milestone in the global effort to address the problem of invasive species transferred through ships’ ballast water and addresses concerns within the shipping industry about a perceived lack of standardisation and harmonization among ballast water treatment technology test organizations.

Guidelines on approval of ballast water management systems have been adopted

by IMO. Reliability and consistency of the test methodologies used is seen as extremely important, in order to meet ship owners’ expectations that technologies approved and installed on ships have global acceptance, irrespective of the testing organizations used to test and approve them.

The GloBal TestNet will provide a neutral platform for information sharing and help ensure that all testing is comparable and in conformity, while delivering to the end users of the treatment technologies a greater level of transparency and provide tools for meaningful assessment and comparison of the different systems available on the market.

This is also expected to contribute to the timely implementation and ratification of the Ballast Water Management Convention, which has, to date, been ratified by 38 Parties, representing 30.38 per cent of world merchant shipping tonnage. It will enter into force 12 months after ratification by at least 30 States, representing 35 per cent of world merchant shipping tonnage.

Founder members celebrate the formation of GloBal TestNet



IMO head expresses deep sympathy over Lampedusa tragedy

Koji Sekimizu, Secretary-General of the International Maritime Organization, expressed his deep shock at the heavy loss of life in the incident off the Italian island of Lampedusa in October.

Mr Sekimizu said “Any loss of life at sea is a matter for regret and concern; but

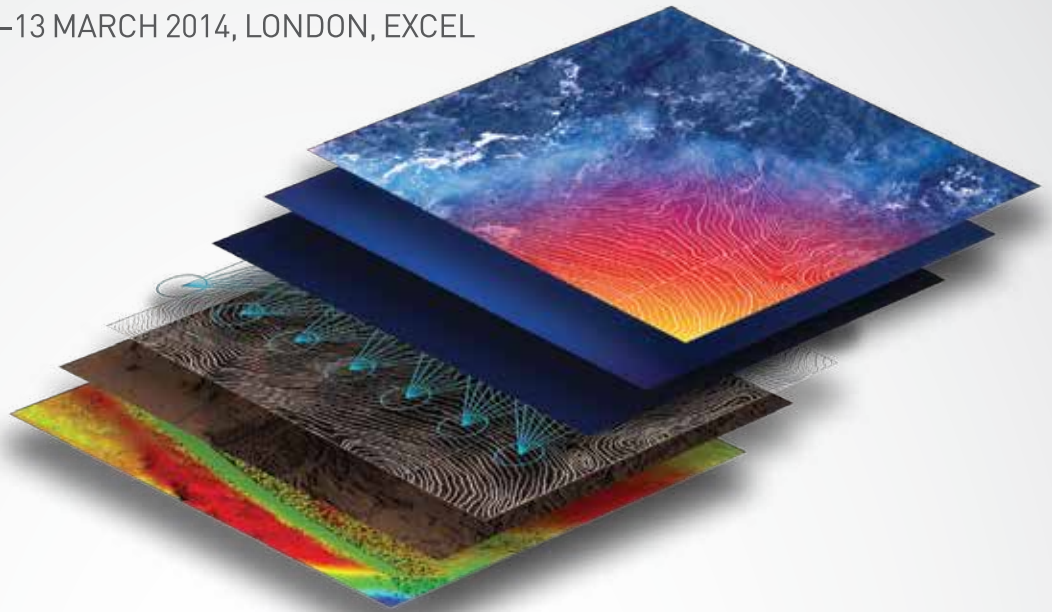
for so many unfortunate souls to perish in this way is a great shock and a genuine tragedy. I am sure I speak for the entire membership of IMO in sending my deep sympathy and sincere condolences to all those who have lost family, friends or loved ones in this terrible accident.”

He went on to praise the efforts of the Italian Coast Guard, which took swift action to mitigate the disaster and save lives, and to express solidarity with the people of Lampedusa, who are once again coping with the aftermath of a disaster at sea.

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IMO Secretary-General welcomes Maritime Labour Convention

IMO Secretary-General Koji Sekimizu has welcomed the entry into force on 20 August 2013 of the Maritime Labour Convention (MLC 2006), adopted by the International Labour Organization (ILO), a sister UN agency to IMO.

"The entry into force of the MLC convention marks significant progress in the recognition of seafarers' roles and the need to safeguard their well-being and their working conditions. This is a truly important landmark for seafarers; and for shipping, on

which the global economy relies," Mr Sekimizu said.

The MLC treaty aims to achieve decent work for the world's seafarers and secure economic interests in fair competition for quality shipowners.

The MLC is considered the 'fourth pillar' of the most important maritime regulations covering international shipping, complementing three major conventions adopted by IMO: the *International Convention for the Safety of Life at Sea*

(SOLAS); the *International Convention for the Prevention of Pollution from Ships* (MARPOL); and the *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers* (STCW). These three IMO treaties were first adopted in the 1970s and have each been ratified by more than 150 countries, representing more than 99 per cent of world merchant shipping.

IMO and ILO have a long history of co-operating on issues which come under the remit of both Organizations, insofar as they relate to seafarers, and have established joint ILO/IMO ad-hoc expert working groups on issues such as on hours of work and rest, seafarers' medical examinations, fair treatment of seafarers in the event of a maritime accident, and liability and compensation regarding claims for death, personal injury and abandonment of seafarers.

IMO's STCW Convention was revised in 2010 and includes mirror provisions to the MLC requirements on such issues as hours of work and rest, where the two treaties overlap.

"IMO stands ready to support the implementation of MLC 2006 and looks forward to working with its Member States on issues of mutual concern, as we have successfully done in the past," Mr Sekimizu said.



Seafarers' welfare is at the heart of the ILO's Maritime Labour Convention

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Draft e-navigation implementation plan endorsed

The preliminary draft of the Strategy Implementation Plan for e-navigation was endorsed by the Sub-Committee on Safety of Navigation (NAV), when it met for its 59th session

The e-navigation strategy implementation plan aims to integrate existing and new navigational tools, in particular electronic tools, in an all-embracing transparent, user-friendly, cost-effective and compatible system that will contribute to enhanced navigational safety while simultaneously reducing the burden on the navigator.

The Sub-Committee also endorsed five prioritized potential e-navigation solutions, namely: improved, harmonized and user-friendly bridge design; means for standardized and automated reporting; improved reliability, resilience and integrity of bridge equipment and navigation information; integration and presentation of available information in graphical displays received via communication equipment; and improved communication of vessel traffic services (VTS) Service Portfolio.

The Sub-Committee noted progress in developing draft Guidelines on: human centred design (HCD) for navigational equipment and systems; usability evaluation of navigational equipment; software quality assurance (SQA); and the harmonization of test beds reporting.

The Correspondence Group on e-navigation was re-established to progress the work and report to the Sub-Committee on Human Element, Training and Watchkeeping (HTW) and the Sub-Committee on Navigation, Communication and Search and Rescue (NCSR).

Routeing of ships, ship reporting and related measures

The Sub-Committee approved the following new and amended ships' routeing measures, for submission to the Maritime Safety Committee (MSC) for adoption:

Traffic separation schemes (TSSs)

- new Traffic Separation Scheme "On the Pacific coast of Panama" (Panama); and
- new Traffic Separation Scheme "At the approaches to Puerto Cristobal" (Panama).

Routeing measures other than Traffic Separation Schemes

- new two-way route in the Prince of Wales Channel, Torres Strait (Australia);
- new two-way route in the Great Barrier Reef Inner Route (North) (Australia);
- new two-way route in the Great Barrier Reef Inner Route (South) (Australia);
- new Precautionary Area "At the approaches to Puerto Cristobal" (Panama); and
- revocation of the existing Area To Be Avoided and a Mandatory No Anchoring Area at El Paso Deep-water port in the Gulf of Mexico (United States), as the deep-water port had been decommissioned and its associated apparatus removed

Recommendations to protect whales off Panama coast

The Sub-Committee agreed *Recommendations on navigation in the Traffic Separation Scheme "On the Pacific coast of Panama"* (Gulf of Panama

The ship's bridge could be changed forever with the advent of e-navigation



Charting in polar waters is far from adequate, the Sub-Committee heard



section), which recommend that, in order to help reduce the risk of lethal strikes with cetaceans, ships, as far as it is safe and practical to do so, should proceed at a speed of not more than 10 knots. This should be applied during the period from 1 August to 30 November every year, in both traffic lanes of the Traffic Separation Scheme in the Gulf of Panama section, north of latitude 08°00'.00 N.

Draft performance standards for BeiDou Satellite Navigation

Draft performance standards for shipborne BeiDou Satellite Navigation System (BDS) receiver equipment were agreed, for submission to the MSC for adoption. The Sub-Committee also invited the International Electrotechnical Commission (IEC) to develop relevant technical standards for type-approval of shipborne BDS receiver equipment.

BDS is operated by China and came into official service with full operational capability covering most parts of the Asia-Pacific region at the end of 2012. It is expected to provide a global service by 2020.

The Sub-Committee's Technical Working Group on Navigational Aids and Related Matters conducted a preliminary assessment of BDS, and provide relevant comments with regard to the information and data needed for a full evaluation of BDS as a future component of the World-Wide Radionavigation System (WWRNS).

Revised recommendations on deep-sea pilotage

Updated draft Assembly resolutions on *Recommendation on the use of adequately qualified deep-sea pilots in the North Sea, English Channel and Skagerrak* and *Recommendation on the use of adequately*

qualified deep-sea pilots in the Baltic sea, were agreed, for forwarding to the 28th session of the IMO Assembly for adoption. The draft resolutions update the previous recommendations issued in 1981, including updated formats and details for the deep-sea pilot's identity card.

Policy and new symbols for AIS aids to navigation

The Sub-Committee endorsed a draft MSC circular on the Policy on use of AIS Aids to navigation, which aims to provide mariners and shore authorities, especially Aids to Navigation service providers, a clear policy direction on the use of AIS Aids to Navigation (AtoN) for ensuring the safety of navigation. It includes guidance on performance standards, operation, monitoring, risks and limitations, graphic portrayal and training.

The Sub-Committee also agreed a draft SN Circular on Amended Guidelines for the presentation of navigational-related symbols, terms and abbreviations, for submission to the MSC for approval, to include improved replacement symbols for portrayal of AIS AtoN.

Guidance on BNWAS auto function agreed

The Sub-Committee endorsed a draft MSC circular on Guidance on the Bridge Navigational Watch Alarm System (BNWAS) Auto Function, in order to clarify the use of the automatic mode of operation, for submission to the MSC for approval. The draft circular notes that automatic interface with activation of the ship's heading or track control system is a superfluous function because SOLAS regulation V/19.2.2.3 requires the BNWAS to be in operation whenever the ship is under way at sea

Revised Guidelines for the onboard operational use of AIS developed

The Sub-Committee further developed draft revised *Guidelines for the onboard operational use of shipborne Automatic Identification systems (AIS)* (resolution A.917(22), as amended) and forwarded them to the Sub-Committee on Navigation, Communication and Search and Rescue (NCSR) for review and finalisation. The draft revised guidelines are intended to promote the safe and effective use of shipborne AIS and, in particular, to inform the mariner about the operational use, limits and potential uses of AIS.

Inadequacy of charts in polar regions highlighted

The Sub-Committee agreed that information relating to the lack of adequate hydrographic surveys in nearly 95 per cent of the polar regions and the status of nautical charting in polar waters be included in the Polar Code, which is being developed by IMO.

The International Hydrographic Organization (IHO) informed the Sub-Committee that chart coverage at appropriate scales was inadequate for coastal navigation in polar regions and therefore mariners should navigate with extreme caution and keep, wherever possible, to recognised shipping corridors.

Unified interpretation to COLREG, 1972, as amended, agreed

The Sub-Committee agreed a revised unified interpretation of COLREG 1972, as amended, with respect to Annex I, section 9(b) (Horizontal vectors), for submission to the MSC for approval.

ITU liaison statements approved

The Sub-Committee approved draft liaison statements to the International Telecommunication Union (ITU), in relation to technical characteristics for an automatic identification system using time-division multiple access in the VHF maritime mobile band (ITU-RM.1371-4) and frequency bands identified by ITU-R for future assessment of the suitability for International Mobile Telecommunications.

The Sub-Committee also invited the Joint IMO/ITU Experts Group to update the draft IMO position with regard to the concept of VHF Data Exchange System (VDES), noting that IMO should support further development of the VDES, without committing the Organization regarding future requirements on the use of the VHF frequency band.

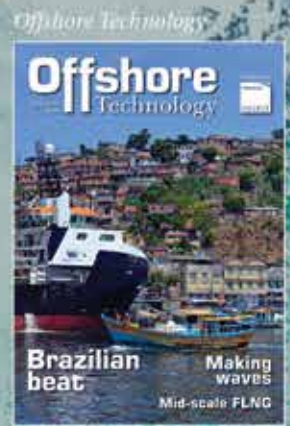
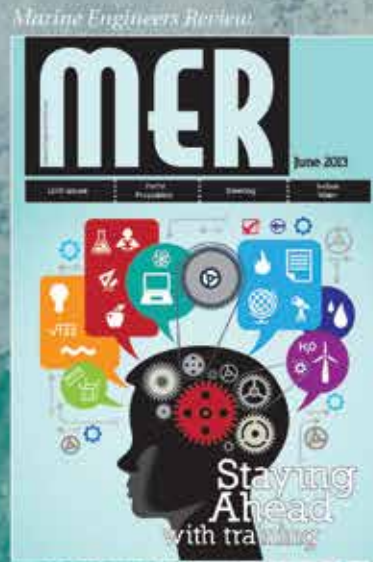
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Amendments to require verification of container weights agreed

Draft amendments to SOLAS chapter VI to require mandatory verification of the gross mass of containers were agreed by the Sub-Committee on Dangerous Goods, Solid cargoes and Containers (DSC) when it met for its 18th session, for submission to the Maritime Safety Committee (MSC) for approval with a view to subsequent adoption

The Sub-Committee also agreed related draft guidelines regarding the verified gross mass of a container carrying cargo. The draft guidelines will also be forwarded to the MSC for approval.

The draft amendments would add new paragraphs to SOLAS regulation VI/2 *Cargo information* to require the shipper of a container to verify the gross mass of containers, and to ensure that the verified gross mass is stated in the shipping document. The packed container should not be loaded onto the ship if the verified gross mass has not been provided or obtained.

The gross mass of containers shall be verified by either weighing the packed container using calibrated and certified equipment; or by weighing all packages and cargo items and adding the tare mass (mass of an empty container) to their sum.

The Sub-Committee agreed that an exemption to the requirements would apply when containers carried on a chassis or trailer are driven on or off a ro-ro ship engaged in short international voyages.

New SOLAS requirements for atmosphere-testing instruments

The Sub-Committee agreed a new draft SOLAS regulation XI-1/7 on *Atmosphere testing instrument for enclosed spaces*, to require ships to carry an appropriate portable atmosphere-testing instrument or instruments, capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide, prior to entry into enclosed spaces.

The Sub-Committee also agreed a draft MSC circular on Guidelines to facilitate the selection of portable atmosphere-testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7, for submission to MSC 93 for approval.

Draft consequential amendments to the Code for the construction and equipment of mobile offshore drilling units (1979, 1989 and 2009 MODU Codes) were also agreed.

Iron ore fines

The Sub-Committee agreed a draft individual schedule for iron ore fines, to be included in the next set of amendments (03-15) to the International Maritime Solid Bulk Cargoes (IMSBC) Code, as well as a revised schedule for iron ore, intended to address the dangers relating to liquefaction of iron ore fines.

The Sub-Committee also agreed draft amendments to Appendix 2 to the IMSBC Code for the inclusion of new test procedure for determining the transportable moisture limit (TML) for iron ore fines.

A draft DSC circular on *Early implementation of the draft amendment to the IMSBC Code relating to the draft schedule for iron ore fines* was also agreed. The draft circular invites SOLAS Contracting Governments to implement the draft individual schedule for iron ore fines, the draft amendment to the individual schedule for iron ore and the new test procedure for iron ore fines ahead of the expected date of entry into force of the IMSBC amendments (1 January 2017).

The draft amendments say that containers should not be loaded onboard without a verified gross mass





Draft amendment to IMDG Code

The Sub-Committee agreed, in principle, to draft amendment 37-14 to the International Maritime Dangerous Goods (IMDG) Code and supplements, and instructed the editorial and technical group to finalize the amendments.

The amendments update the IMDG code, including harmonization with the latest UN Recommendations on the Transport of Dangerous Goods and amendments to reflect and harmonize with the International Atomic Energy Agency (IAEA) Regulations for the Safe Transport of Radioactive material, 2012 Edition.

Draft Code for packing cargo transport units

The Sub-Committee agreed recommendations relating to the draft non-mandatory IMO/ILO/UNECE Code of

Practice for packing of cargo transport units (CTU Code), for forwarding to the IMO/ILO/UNECE Group of Experts, which meets in November in Geneva (Switzerland).

It is anticipated that the the draft CTU Code, as finalized by the Group of Experts, would then be submitted to MSC 93 for approval.

ACEP database developed by BIC

The Sub-Committee noted that the Bureau International des Containers et du Transport Intermodal (BIC) had developed a pilot database (www.bic-acep.org) for tracking Approved Continuous Examination Programmes (ACEP). It was agreed, in general, that the pilot BIC database should be developed as a global ACEP database. The Sub-Committee noted that BIC members would bear the associated costs.

Carriage of iron ore was under scrutiny by the DSC Sub-Committee



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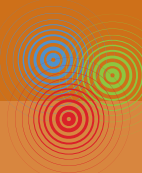
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“Sustainable Development: IMO’s contribution beyond Rio+20”

26 September 2013 marked the 36th celebration of World Maritime Day, the annual occasion when the IMO leads the world in highlighting a key issue facing the maritime community. This year the theme for World Maritime Day was “Sustainable Development: IMO’s contribution beyond Rio+20”. Following the inaugural World Maritime Day Symposium (see p.6), IMO Secretary-General Koji Sekimizu welcomed dignitaries from the shipping and diplomatic communities to the annual reception at IMO’s Headquarters on London’s Albert Embankment

In his World Maritime Day message, IMO Secretary-General Koji Sekimizu said that maritime transport was central to sustainable development, as the world’s only really reliable, global, cost-effective and energy-efficient mass transportation method for energy, materials, foods and industrial products.

“The maritime transportation system itself must, therefore, ensure that its development is also sustainable,” Mr Sekimizu said, adding that this blanket term included not just the operation of ships, but all the activities that are vital to support shipping, such as the operation of maritime traffic management systems and global communication systems, ports and multi-modal connections are all components of this multi-faceted sector.

“Shipbuilding and classification, ship registry and administration, ship finance, ship repairing, ship recycling, the education and training of seafarers, are all part of the system – as, indeed, are search and rescue services, maritime security agencies, coast guards and maritime law enforcement agencies and many others, too. They all have a part to play in defining and achieving a Sustainable Maritime Transportation System,” Mr Sekimizu said.

“Because the Maritime Transportation System is so essential to the continued development and future growth of the world economy, IMO will continue to take the lead in supporting it with the appropriate global standards and by helping to promote, through technical co-operation, the necessary national maritime transportation policies and institutional frameworks for a Sustainable Maritime Transportation System,” Mr Sekimizu said.

United Nations Secretary-General Ban Ki-moon also issued a message for World Maritime Day, in which he noted that this year’s World Maritime Day fell at an important time, as the United Nations was leading the final stretch of its global campaign to address human suffering through the Millennium Development Goals while shaping a vision for the post-2015 period.

“In this effort, we value maritime transport as a cost-effective and energy-efficient link in the global supply chain. Let us use this occasion to reaffirm our commitment to optimize the management of maritime transport to support sustainable development,” Mr Ban said.





1. Mr Sekimizu, (2nd left) was joined by the toastmaster, Mrs Sekimizu and IMO Assistant Secretaries-General Dr Rosalie Balkin and Andrew Winbow to welcome guests at the 2013 World Maritime Day reception
2. Mr C. Gray (United Kingdom Foreign and Commonwealth Office and Mrs Grey
3. The Ambassador of Croatia
4. The Ambassador of Peru
5. Rear Admiral C. Aliperta (Italy)
6. Mr A. Domínguez (Panama)
7. Mr R. Cazzulo and Ms L. Scuteri (IACS)
8. The Ambassador of Honduras
9. Chargé d'Affaires, a.i. of Germany
10. Mr P. Hinchliffe (ICS) and Mrs Hinchliffe

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- 11. The Ambassador of Mongolia
- 12. The Ambassador of Uruguay
- 13. The Ambassador of Latvia
- 14. The Ambassador of the Philippines
- 15. The Ambassador of Morocco
- 16. The Ambassador of Switzerland
- 17. The Ambassador of Austria and his wife
- 18. The Ambassador of Egypt
- 19. The Ambassador of El Salvador
- 20. The Ambassador of Greece



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- 21. Mr S. Hammond, Minister for shipping of the United Kingdom
- 22. The Ambassador of Albania
- 23. The Ambassador of Montenegro
- 24. H.E. M.V. Pinta Gama (Permanent representative of Brazil to IMO)
- 25. The Ambassador of Saudi Arabia
- 26. Captain I. Finlay (Cook Islands) with his daughter
- 27. The Ambassador of Guatemala
- 28. Ambassador of Luxembourg and his wife

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38

- 29. The Mayor of Lambeth with Dr Balkin and Mr Winbow (IMO)
- 30. The High Commissioner of the Bahamas and his wife
- 31. The Ambassador of Algeria
- 32. Mr Guangling Li (China)
- 33. The High Commissioner of Cameroon
- 34. The Ambassador of Portugal
- 35. Ambassador of Azerbaijan
- 36. The Ambassador of Kuwait
- 37. The High Commissioner of Malawi
- 38. Prince M. Ali Khan and Lady Mayor F. Stainton



- 39 IMO Secretary-General Emeritus Mr W.A. O'Neil and Mrs O'Neil
- 40. The Ambassador of Angola
- 41. Ambassador of Oman
- 42. The High Commissioner of Dominica
- 43. The Ambassador of Panama and Deputy Mr Hernan Delgado
- 44. The High Commissioner of Rwanda
- 45. The Ambassador of Ukraine

Peru hosts World Maritime Day Parallel Event

Peru hosted the 2013 IMO World Maritime Day Parallel Event, on 2 and 3 October 2013, with a seminar and other activities, focusing on this year's World Maritime Day theme: "Sustainable Development: IMO's contribution beyond Rio+20".

The parallel event was attended by representatives from the maritime community in Peru, South America and the rest of the world.

In his opening speech, IMO Secretary-General Sekimizu told the seminar that shipping would have a

central part to play if the world is to achieve sustainable development.

Mr Sekimizu also highlighted the role of the maritime transportation system in developing countries, where an efficient and well-structured system was a pre-requisite for growth and prosperity.

"The further development of maritime industries in these countries is a necessity. The benefits of the shipping sector as an enabler of world trade cannot be overstated, especially for the benefit of the developing world and its participation in new trading patterns around the world.

For the developing world, there are tremendous opportunities arising from a more complete engagement with the shipping sector," Mr Sekimizu said.

During his visit to Peru, IMO Secretary-General Sekimizu also met with Mr Ollanta Humala, President of Peru, and held a series of meetings with, among others, Mrs. Eda Rivas Franchini, Minister of Foreign Relations. They discussed the importance of the maritime sector for Peru, as well as acknowledging the country's maritime heritage.

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Arctic voyage gives first-hand insight on polar issues

IMO Secretary-General Koji Sekimizu has undertaken a 5-day Arctic sea voyage as part of a fact-finding mission to the region

Mr Sekimizu was the guest of the Government of the Russia aboard the nuclear-powered icebreaker **50 Let Pobedy** as she voyaged on the Northern Sea Route that links Europe and northern Russia.

The voyage began in the port of Dikson, in the Kara Sea, finishing 1,680 nm later in Pevek, in the East Siberian Sea. During the voyage, the vessel transited the Kara Sea, Taymyr peninsula, Shokalsky Strait, Severnaya Zemlya archipelagos, Laptev Sea, Sannikov Strait, Novosibirskie Islands and the East-Siberian Sea.

Mr Sekimizu was accompanied on the voyage by high level officials from the Russian Government and from the shipping industry, among them Mr Victor Olerskiy, Deputy Minister of Transport of the Russian Federation, Mr Vyacheslav Ruksha, Director General of the Federal State Enterprise Atomflot, and Mr Yuri Melenas, the Permanent Representative of the Russian Federation to IMO.

The trip came against a background of increasing interest within the global shipping community in utilizing the Northern Sea Route and other northern passages, as Arctic sea ice recedes and the navigation season becomes longer.

During the voyage, Mr Sekimizu saw, at first hand, the effects of climate change on the sea ice coverage, and how the facilities and infrastructure needed for Arctic navigation are being developed along the Siberian coastline of the Russian Federation.

It also provided an opportunity to discuss related matters such as the logistics and supplies required to support Arctic navigation, the need for special qualifications for ships' officers operating in the region and for the provision of adequate ice-breaking capability.

The safety of ships operating in the harsh, remote and vulnerable polar areas and the protection of the pristine environments around the two poles have always been a matter of concern for IMO and many relevant requirements, provisions and recommendations have been developed over the years.

Mr Sekimizu used the voyage to observe and experience the difficulties inherent in Arctic navigation, such as poor weather conditions and the relative lack of good charts, communication systems and other navigational aids that pose challenges for mariners. The remoteness of the area makes rescue or clean-up operations difficult and costly; cold temperatures may

reduce the effectiveness of numerous components of the ship, ranging from deck machinery and emergency equipment to sea suction and, when ice is present, it can impose additional loads on the hull, propulsion system and appendages.

IMO is currently developing a draft international code of safety for ships operating in polar waters (the Polar Code), which would cover the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in the inhospitable waters surrounding the two poles.

The voyage provided an opportunity not only to assess how existing IMO guidelines on polar navigation are applied and observed, but also to evaluate the effectiveness of requirements under consideration in development of the Polar Code.

With his Russian hosts, Mr Sekimizu discussed broader issues related to Arctic navigation, such as the degree and nature of the responsibility borne by coastal States for the maintenance and support needed for such navigation; the implementation of the relevant provisions of the United Nations Convention on the Law of the Sea (UNCLOS) and other measures, such as the Polar Code, the potential for offshore exploration and the protection of the unique marine environment in the Arctic Ocean.

For Mr Sekimizu, the mission marked the continuation of a growing first-hand involvement in the complex issues surrounding increased maritime activity in polar waters. In December 2012, he visited Antarctica as a guest of the Government of Chile, and earlier this year experienced ice navigation in northern waters aboard a Finnish icebreaker. He expressed his sincere appreciation to the Government of the Russian Federation for its co-operation and support in organizing this latest visit.

IMO Secretary General Koji Sekimizu on the bridge of the Russian icebreaker 50 Let Pobedy



Chile and the integrated technical co-operation programme

Chile has recently hosted a number of activities under the IMO Integrated Technical Co-operation Programme (ITCP). In October and November 2013, Valparaíso was the venue for:

- a national seminar on implementation of the Convention on Facilitation of International Maritime Traffic
- an international seminar on e-navigation, organized by the Norwegian Coastal Administration (NCA) and the Chilean Maritime Authority (DIRECTEMAR)
- a regional seminar on maritime security and LRIT
- a national workshop on the implementation of the London Protocol.

Similarly, Chile, through its Maritime Authority, and in partnership with the IMO, has been conducting co-operation activities in South America and other neighbouring regions under the framework of a partnership arrangement between Chile and the Central American Commission on Maritime Transport (COCATRAM), aimed at promoting human and institutional capacities within the countries of the Operative Network of Regional Co-operation on Maritime Matters in Central America

(ROCRAM-CA). This has been particularly fruitful in recent years, with 51 technical co-operation activities benefiting 1,136 individuals from seven countries.

IMO's technical co-operation programme

began more than 50 years ago to assist Governments which lack the technical knowledge and resources that are needed to operate a shipping industry safely and efficiently.



Chile hosted a well-attended seminar on the FAL Convention

Experts forge ahead in the global assessment of micro-plastics in the marine environment



Micro-plastics have even been found contaminating lakes in Canada

International experts have met in London to review the growing problems in the marine environment caused by micro-plastics – tiny pieces of plastic or fibres which may act as a pathway for persistent, bio-accumulating and toxic substances entering the food chain.

The experts form a key working group (WG-40) under the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP), an advisory body that advises the United Nations (UN) system on the scientific aspects of marine environmental protection. IMO is the Administrative Secretariat of GESAMP, which has, to date, produced more than 85 reports, including numerous in-depth technical studies contributing to the assessment on the state of the global marine environment.

The working group, which met for

its second session from 23 to 25 July, completed a draft assessment report, covering the inputs of plastics and micro-plastics into the ocean, from land- and sea-based human activities; the mechanisms and rates of particle degradation and fragmentation; the processes controlling particle transport and accumulation; the interaction of micro-plastics with organisms, and potential physical and chemical impacts; and public perceptions about marine litter in general and micro-plastics in particular.

Further meetings were scheduled, with a view to presenting the final global assessment report on micro plastics in the ocean at the 2nd International Ocean Research Conference in Barcelona, in November 2014.

The principal audience for the assessment consists of the five UN Agencies supporting the work (IMO, United Nations Industrial Development Organization (UNIDO) and the United Nations Environment Programme (UNEP), the International Atomic Energy Agency (IAEA) and Intergovernmental

Oceanographic Commission of UNESCO (UNESCO-IOC), as the lead Agency). The group recognized that the results will also be of interest to many other stakeholders, including intergovernmental bodies, regional seas organizations, maritime and relevant land-based sectors, industry, conservation bodies, scientists and the general public.

The workshop brought together experts in chemistry, ecology, eco-toxicology, human toxicology, materials science, physical oceanography, psychology, science-policy interface, social media and waste management, from nine countries on five continents, and observers from PlasticsEurope and the American Chemistry Council.

Plastic debris comes in a wide variety of sizes and compositions and has been found throughout the world's oceans, carried by ocean currents and biological vectors, such as in the stomach contents of fish, mammals and birds. Plastics degrade extremely slowly in the open ocean, partly due to UV absorption by seawater and relatively low

temperatures. The dumping of plastics into the sea from ships is prohibited under international treaties.

The potential problems of micro-plastics in the marine environment were brought to the attention of GESAMP in 2010. Micro-plastics are one of the degradation products of all plastics and may be small to very small, including just fibres or strands, with a range of compositions. They tend to fall into one of two categories: "primary" micro-plastic resin pellets used in the plastics industry, and in certain applications such as industrial abrasives and skin-care products; and "secondary" micro-plastics resulting from the degradation and breakdown of larger items, including so-called biodegradable plastics.

While micro-plastics may not pose an obvious risk to marine life – such as entanglement – due to the small size, nonetheless they may pose chemical or physical risks, especially on micro-fauna. Micro-plastics may also contribute to the transfer of pollutants from seawater to marine life.

Seminar helps to strengthen maritime security in west and central Africa

More than 60 participants from the 20 coastal Member States of the Port Management Association of West and Central Africa (PMAWCA) joined international experts for a seminar on maritime and port security, held in Cotonou, Benin, from 22 to 25 July, organized by IMO, in conjunction with PMAWCA.

Experts from France, the United States Coast Guard, the United Nations Regional Office for Central Africa (UNOCA), the United Nations Office on Drugs and Crime (UNODC), the United Nations High Commissioner for Refugees (UNHCR) and the international police organization, Interpol, shared their knowledge and respective areas of expertise on a range of issues, including the practical implementation of security measure in ports, the facilitation of maritime traffic, the suppression of piracy and armed robbery against ships, dealing with illicit maritime trafficking and countering transnational organised crime.

IMO welcomed the opportunity to collaborate closely with PMAWCA as part of IMO's continuing technical co-operation programme in the region.

"Going forward, PMAWCA will build on the issues raised in this seminar to create a network for sharing port and maritime security information, intelligence gathering

and information sharing as the Association seeks to contribute towards the wider effort to strengthen maritime security," said Mr Michael Luguje, PMAWCA Secretary-General.

This seminar complements the maritime security assistance programme conducted by the Organization in the region, including the integrated coast guard function network project and the recent series of national table top exercises. The seminar is also an example of the spirit of co-operation outlined in the recently-signed Code of Conduct concerning the prevention of piracy, armed robbery against ships and illicit maritime activity in west and central Africa, which aims to build capacity in west and central Africa to counter piracy,

armed robbery and other illicit acts at sea.

Successful implementation of the Code of Conduct is expected to stimulate economic development in the member states, develop sustainable fisheries and promote the development of the maritime sector.

IMO Secretary-General Koji Sekimizu has announced the creation of a multi donor trust fund for west and central Africa to support maritime security capacity-building activities in the region.



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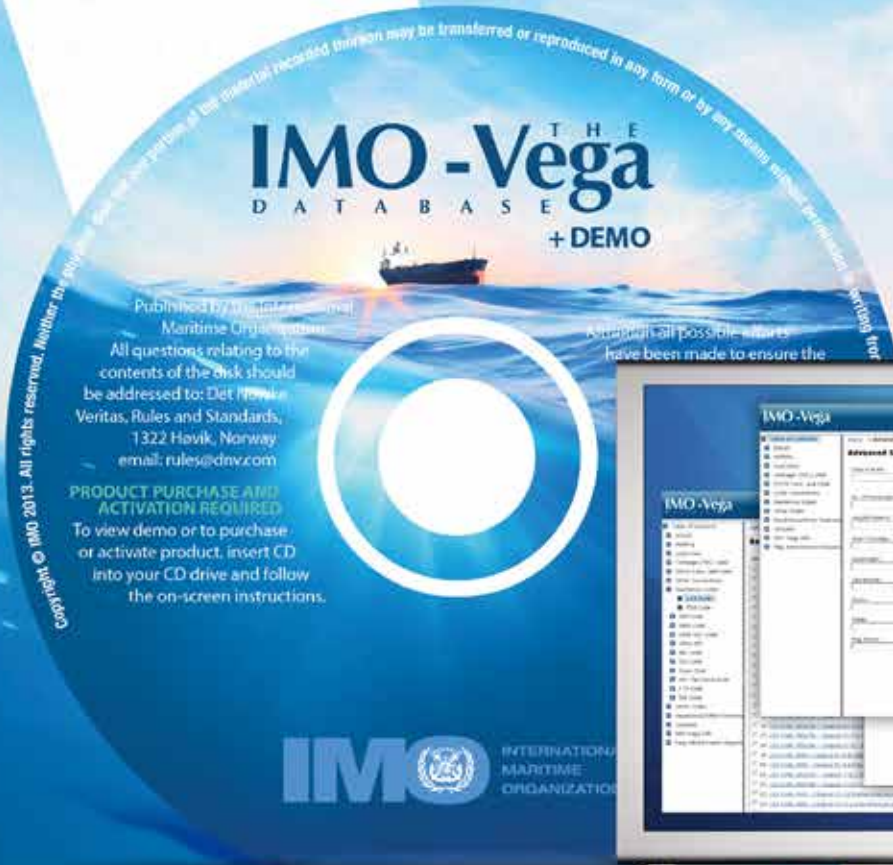
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