



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

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From the Director's Desk

At IMO, the second half of 2012 was quieter than the first, due mostly to London's hosting of the 2012 Olympic Games and resulting hiatus for IMO meetings. Even so, those sessions which did take place addressed many important issues.

Among these are continued efforts to learn and apply lessons from the COSTA CONCORDIA tragedy, which occurred in January, 2012. Fortunately, Italy was able to report significant progress on its investigations into this incident. They provide many valuable lessons in their report. Passenger vessel safety promises to remain a high priority issue and is expected to stay at the forefront of the work of the Maritime Safety Committee.

Rear Admiral Joseph Servidio attended the IMO for the first time, serving as the Head of Delegation to the Maritime Safety Committee meeting. There, Admiral Servidio addressed the Committee on a wide range of technical issues and also championed the Member State Audit scheme which will soon be mandatory. He also met with his counterparts from other maritime administrations as well as leaders from industry.

In a welcome reversal to recent trends, the IMO Council and Maritime Safety Committee saw acts of piracy and armed robbery in decline.

Budgetary matters were also increasingly relevant as the IMO membership recognized the longevity of global economic uncertainty. The IMO leadership is undoubtedly committed to using its resources wisely. The IMO Secretary General has proposed some decisive measures to prioritize its work and cut unnecessary costs.

One proposal by the Secretary General, still under consideration, has generated significant discussion. This proposal aims to reorganize and amalgamate several of

the Sub-Committees so that there are fewer overall Sub-Committee sessions each year. The details will require some careful consideration by future sessions of the full Committees.

The Council is moving quickly to develop a methodology to prioritize IMO work, so that even with budget constraints, the most relevant work of the IMO does not suffer.

As 2013 approaches, with its packed IMO meeting schedule, please be sure to enjoy the holidays safely.

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



62nd session of the Committee on Technical Co-operation (TCC 62)

The Technical Co-operation Committee held its 62nd session at IMO Headquarters on 6-8 June 2012, under the chairmanship of Ms. Nancy Karigithu (Kenya).

The IMO Secretariat provided a report of the Integrated Technical Co-operation Programme, specifically, the funds spent and the resulting activities. Total expenditure on technical co-operation activities in 2011 amounted to some US\$15.5 million, translating into a delivery rate of 87% for the year. Of the funds spent for technical co-operation activities, over US\$8 million (52%) of the funding was provided by donors from 22 sources, including the United States. This highlighted the importance of the financial support provided by member governments and the various non-governmental partners to assist other members in their efforts to further maritime safety, security, and protection of the marine environment.

The Secretariat also informed the Committee that during the past biennium, the Integrated Technical Co-

operation Program (ITCP) trained over 4300 individuals during 180 training courses and events, through the efforts of its regional and global programs. Notwithstanding these IMO led technical co-operation activities, the U.S. was able to report that in recent years, it had performed, on average, 36 technical cooperation activities per month outside of the ITCP.

The Secretariat also reported that it was establishing a new multi-donor trust fund to provide technical assistance for promotion of energy efficiency in shipping.

The Committee also discussed ways to use ITCP funds more efficiently. Many delegations recognized that reducing redundant training activities would free ITCP funds and donor resources. Several delegations, including the U.S., asserted that transparent Member States Audit results would help the ITCP shift resources to where technical assistance would be most beneficial. The Committee also considered some technology leveraging solutions including furthering e-

learning capabilities and expanding the Global Integrated Shipping Information System (GISIS) database. In addition, three independent, external consultants presented the results of an impact assessment exercise which supported the recommendation to leverage e-learning as a best value ITCP activity. The results of the exercise also favored more national training activities, vice regional ones.

The government of Sweden announced to the Committee that it was providing a new building for the World Maritime University (WMU). The Committee deeply appreciated Sweden's generous contribution to the WMU.

Finally, the Committee re-elected Ms. Karigithu of Kenya as its Chair for 2012, and Dr. Park as Vice-Chair.

The next session of the Technical Co-operation Committee will be held 10-25 July 2013 at IMO Headquarters.

108th and 109th sessions of Council (C108 and C109)

The 108th Council convened June 11, 2012 under the chairmanship of Mr. Jeffrey Lantz (United States).

The Council considered many items in plenary and also convened two working groups to address the reduction of administrative burdens and to consider applications for consultative status and the rules and guidelines thereof.

During plenary, the Council heard and welcomed the Secretary General's (SG's) proposals to enact cost saving measures. One in particular resulted in the Council deciding to reduce the number of interpretive sessions of most of the Committees and Subcommittees (S/C) from five, to four days. This decision came after the Secretariat reported that most sessions have not historically used all

five; and that significant and cost savings could be realized by planning for four days of interpretation for future meetings.

The Council also considered and approved the reports of the Committees that met since it last convened, along with the various amendments of instruments.

The Council vigorously discussed a proposal by France to assist the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) using the Technical Cooperation (TC) fund. After some healthy discussion, the Council agreed to provide up to 85,000 Euros to REMPEC as a loan, if needed. Fortunately, to date, REMPEC has not needed to draw on these funds.

The Council also supported the SG's proposal for the World Maritime Day's theme of Sustainable Development, and also supported the nomination of Efthimios Mitropoulos for the 2012 International Maritime Prize.

Council 109 convened on November 5, 2012, again, under the Chairmanship of Mr. Lantz. The discussions at this session revolved around review and reform of the Organization and financial sustainability.

The Council, after significant discussion, endorsed the SG's proposal in principle to reorganize several of the S/Cs, repurposing some and combining others. Prior to any final decision, however, it agreed to seek the input of the Maritime Safety Committee and the Marine Environment Protection

C 109 (continued)

Committee, which both convene prior to the next Council session.

The Council also had a robust discussion on whether the SG's budget proposal should be based on zero nominal growth or 'mixed real growth' in order to develop a plan for the financial sustainability of the IMO. The Council encouraged the SG to proceed with mixed real growth, which accounts for budget growth caused by rate changes in the salaries set by the UN common system.

The Council decided to convene a working group to discuss a method to prioritize the IMO's outputs, recognizing its necessity in the face of budgetary concerns. It also discussed the level of disclosure which should accompany the member state audit re-

sults. While the U.S. favored complete transparency, the Council decided that the level of disclosure of the results would be left to the authorization of the audited member, but acknowledged that this issue would be kept under review.

The Council heard the reports of those IMO organs which met since Council 108. In particular, the Council noted the Legal Committee's decision to begin a new agenda item on the preservation and collation of evidence following allegations of a serious crime at sea, an initiative which the U.S. supported.

A working group also convened to discuss the rules and guidelines governing the relation of organizations in consultative status. The Council en-

dorsed the working group's recommendations, which affirmed the Secretariat's role in screening applications; made changes to the text of the Rules and Guidelines to emphasize that NGOs should be truly international and remain active and relevant to the work of the IMO; and revised the application questionnaire to facilitate more detailed information being provided by applicants to the IMO when considering their applications.

Because of the extensive debate in plenary on the budget and organizational reform agenda items, a number of agenda items were deferred to future Council sessions.

The next session of the Council will be held 15-19 July, 2013 at IMO Headquarters.

58th session of the Sub-Committee on Safety of Navigation (NAV 58)

The 58th session of the Subcommittee on Safety of Navigation (NAV 58) met at IMO Headquarters from 2-6 July, 2012 and was chaired by Mr. Mike Sollosi, of the United States.

The agenda covered a wide range of topics which included routing of ships, amendments to the *General Provisions on Ships' Routeing*, International Telecommunications Union (ITU) matters, e-navigation implementation plan, AIS aids to navigation, performance standards for inclinometers, navigation bridge visibility, and anomalies within ECDIS. To address this wide span of technical matters, the US delegation included subject matter experts from the Coast Guard; the National Oceanic and Atmospheric Administration; the National Transportation Safety Board, the Department of Defense; and the State Department, along with private sector advisors from the American Pilots Association; The Massachusetts Maritime Academy; and the Radio Technical Commission for Maritime Services.

The S/C considered and approved 17 proposed new or amended routing

measures, a typical workload for the week. Three of these were from the United States. They addressed changes to the Traffic Separation Schemes (TSS) in the Santa Barbara Channel, off San Francisco, and in the approaches to Los Angeles-Long Beach. These amendments will maintain and improve maritime safety, as well as protect the marine environment. The changes will move traffic away from areas of rich marine biodiversity and decrease the likelihood of ships encountering endangered blue, fin and humpback whales.

The Subcommittee also approved an interesting proposal by Indonesia, Malaysia and Singapore on the use of night signals, consisting of three all around green lights in a vertical line, to be displayed by vessels crossing the TSS in the Singapore Strait. This additional safety measure had been tested for more than a year in this heavily trafficked area.

Turning to more technical matters, the Subcommittee considered proposed amendments to the Automatic Identification System (AIS) technical stan-

dard regarding the use of navigational status parameters and agreed to assign a new navigational status indicator for "power-driven vessel towing astern" and "power-driven vessel pushing ahead or towing alongside." These changes are intended for regional use, and are welcome additions to AIS in the United States where these types of tow configurations are widely used. Also with regard to AIS, the Subcommittee agreed on AIS message text for man overboard devices and agreed that diver locating devices should not operate on AIS frequencies for routine diver locating and that AIS frequencies should only be used when a diver was in a non-routine, i.e. emergency, situation.

With regard to its ongoing work on e-navigation, the Subcommittee completed and approved the final list of e-navigation gaps and endorsed a preliminary list of potential e-navigation solutions. This list will serve as the basis for determining Risk Control. They also agreed to develop

NAV 58 (continued)

guidelines for usability evaluations of navigation equipment and guidelines for the harmonization of e-navigation test beds.

For the past two sessions, and as reinforced by a correspondence group coordinated by the Japanese Coast Guard, NAV has examined the use of AIS as an aid to navigation. At the 58th session, the Subcommittee developed text on a policy for the use of AIS on aids to navigation and considered appropriate chart symbols for these “virtual” aids. The policy explicitly states that AIS ATON should not be seen as a means to reduce the number of physical aids in the waterway.

The Subcommittee completed its work on developing performance standards for electronic inclinometers, thus finding a 21st century replacement for the glass tube and/or brass needle dangling somewhere over the centerline.

The obvious advantage of the electronic inclinometer is that its readings can be recorded. However, although installation of an electronic inclinometer is not mandatory, if one is fitted, it should be connected to the ship's Voyage Data Recorder.

For several sessions now, NAV has struggled in its attempts to correct vague expressions in SOLAS Regulation V/22, Navigation Bridge Visibility. The debate has focused on whether it is possible to address the four individual vague expressions in isolation or whether it was necessary to completely revise the regulation. Some delegations thought that the regulation should be reviewed comprehensively to solve the issue from the root level while others support a more focused revision, still others are not convinced the regulation needs revising at all. The S/C is at an unfortunate stalemate. Nevertheless, the need to rectify this situation remains. The chair-

man requested member governments to submit a proposal for a new planned output to address this critical issue.

The International Hydrographic Organization provided an update on the activities being undertaken to identify, report and correct operating anomalies in Electronic Chart Display and Information Systems (ECDIS). Thankfully, progress in resolving the outstanding issues with ECDIS operating anomalies was ongoing and positive, with all key stakeholders engaged. Operating anomalies in ECDIS are a serious matter, and IMO cannot afford any delay in addressing them given the regulation for mandatory carriage of ECDIS is upon us. The Subcommittee developed a Safety of Navigation Circular to bring this issue to the attention of seafarers.

NAV will meet again from 2-6 September 2013.

17th session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 17)

The 17th session of the Subcommittee on Dangerous Goods, Solid Cargoes and Containers was held September 17-21 2012, under the chairmanship of Mr. Xie Hui of China.

The S/C completed work on Amendment 02-13 to the International Maritime Solid Bulk Cargoes (IMSBC) Code and in particular, developed new transport provisions for the carriage of beet pulp pellets, nickel ore, torriified wood, and other cargoes. Amendment 02-13 is the first set of amendments to contain Materials Hazardous in Bulk (MHB) classification criteria and will attain voluntary status on 1 January 2014 and mandatory status on 1 January 2015.

The S/C considered and agreed in principle to a proposal from the United States on new training provisions and a notational listing system for materi-

als hazardous only in Bulk (MHB) cargoes in the IMSBC Code. However, due to the lack of time, work will continue on these matters at DSC 18. The S/C also considered numerous proposals related to iron ore fines and liquefaction and established a correspondence group to consider the matter further intersessionally.

The Subcommittee considered a joint proposal led by the United States on clarification amendments to the transport provisions for motor vehicles, hybrid vehicles, battery powered vehicles, and related equipment. After considering the issue, the S/C agreed that clarifications were necessary and forwarded the issue to the Editorial and Technical (E&T) Group for finalization in the Spring 2013. It also took a significant decision on the use of one single term for environmentally hazardous substances which will

eventually lead to greater harmonization between modes of transport on dangerous goods documentation.

The S/C also completed work on new Guidelines for the development of an Approved Continuous Examination Program (ACEP) and made significant progress on developing SOLAS amendments to mandate the verification of Cargo Transport Unit (CTU) weight before they are loaded on the vessel. The S/C was unable to reach a final decision on the matter so a correspondence group was established under the chairmanship of the United States in order to advance the work intersessionally.

Work on these items will continue at the Subcommittee's 18th session which is scheduled for September 16-20, 2013.

64th Session of the Marine Environment Protection Committee (MEPC 64)

The 64th session of the Marine Environment Protection Committee met on October 1-5 2012 at IMO headquarters in London under the chairmanship of Mr. Andreas Chrysostomou of the republic of Cyprus. The Committee addressed several important agenda items including ballast water management (BWM), ship recycling, prevention of air pollution from ships and energy efficiency, amendments to MARPOL annexes and related guidelines, and the identification and protection of particularly sensitive sea areas (PSSAs).

At MEPC 64, the Committee formally designated the Saba Bank, located in the north eastern Caribbean Sea area of the Kingdom of the Netherlands, as a PSSA due to its significant and unique ecological qualities. The Saba Bank includes the largest submarine atoll in the Atlantic Ocean and its coral reefs harbor the richest diversity of marine life in the Caribbean Sea.

The Committee granted basic approval to five, and final approval to three, BWM systems, bringing the total number of such systems approved under IMO guidelines to 28. The Committee reaffirmed that sufficient ballast water treatment technologies were available to meet the Ballast Water Management Convention's discharge standard and therefore concluded that no changes to the BWM Convention compliance dates were needed. However, in order to address concerns relating to the implementation schedule of the BWM Convention, the Committee initiated the drafting of an IMO Assembly resolution that would facilitate industry's ability to comply with the implementation schedule without changing the actual compliance dates found in this schedule. The Committee also determined that the IMO Guidelines for Approval of Ballast Water Systems (the G-8 Guidelines) should not be amended at this time, as any concerns expressed relating to these Guidelines could be addressed through clearer interpretive

guidance in supporting circulars and resolutions.

The Committee approved two ship recycling guidelines developed in support of the Hong Kong Convention with one focused on survey and certification and the other on port state inspection of ships. The Committee has now completed all six guidelines mandated by the Convention – an important milestone in the effort to implement this international accord. In a related move, the U.S. will coordinate a correspondence group established to develop threshold values for materials listed on the Inventory of Hazardous Materials required to be carried by each ship. The Committee's view is that such values must be established before ships can be recycled internationally under this Convention.

The adoption of Chapter 4 of MARPOL Annex VI at MEPC 62 mandated the development of an Energy Efficiency Design Index (EEDI) for each new ship and a Ship Energy Efficiency Management Plan (SEEMP) for all ships. At MEPC 64, the Committee approved a number of operational and technical guidelines and unified interpretations that will assist ship owners and operators with the implementation of these EEDI and SEEMP energy efficiency measures prior to their entry into force on January 1 2013. The U.S. is a leading advocate of these EEDI and SEEMP initiatives, as these energy efficiency measures will substantially reduce fuel oil consumption by ships and NO_x, SO_x, and CO₂ emissions from ships.

The Committee decided, due to session time constraints, to postpone until MEPC 65 discussions of market-based measures (MBMs) to reduce green house gas emissions from ships. One of the major GHG topics for discussion at this next session will be the development of a comprehensive MBM impact assessment methodology that measures the direct and

indirect socio-economic effects of these MBM strategies.

The Committee adopted amendments to Chapters 17, 18, and 19 of the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code) with these amendments scheduled to enter into force on June 1 2014.

The Committee reviewed the work completed by the BLG (BLG 16), DE (DE 56), STW (STW 43), and FSI (FSI 20) Sub-Committees. It approved a BLG-drafted guideline for minimizing the transfer of invasive aquatic species found in hull fouling on recreational craft and a DE-drafted guideline on implementation standards and performance tests for shipboard sewage treatment plants. The Committee also instructed the DE Sub-Committee to submit non-mandatory technical guidelines for reducing underwater noise from commercial ships to MEPC 65 after they are finalized by a work group to be led by the U.S. at DE 57.

The next session of MEPC (MEPC 65) is scheduled for the week of 13 – 17 May 2013.



91st session of the Maritime Safety Committee (MSC 91)

The 91st session of the Maritime Safety Committee met on November 26-30 2012 at IMO headquarters in London under the chairmanship of Mr. Christian Breinholt of Denmark.

The Committee heard from Italy regarding the casualty investigation of the COSTA CONCORDIA incident. Italy relayed preliminary observations from the investigation, provided a status and timeline for the final report, and discussed environmental and salvage issue connected with the incident. Italy also reported that they conducted a computer simulation of the grounding using information from various sources, such as witness statements, survey reports and VDR recording data available, to obtain a reconstruction of the manoeuvring before the event and the ship's behavior after the event. They reported that a program of tests simulating emergency conditions was scheduled to be carried out by the end of November 2012 on one of its sister ships.

On a related note, the Committee also approved several mandatory passenger ship safety measures, as well as updated recommendations to enhance passenger ship safety. Fur-

thermore, the Committee agreed to take up the U.S. proposal to amend the STCW Convention to develop minimum requirements for training and qualifications of mariners.

The Committee continued its work on Goal Based Standards (GBS), specifically the Committee made progress on the development on the guidelines, developing a base document. The Committee also developed the elements that should be considered in developing any guidelines for the Safety Level Approach. The GBS working group was chaired by the United States, and a GBS intersessional correspondence group, under the coordination of the United States, was established to further the work in these areas.

In regards to the Committee's work on the Polar Code, it instructed the DE Sub-Committee to structure the draft Polar Code into a general part, a part on safety measures and a part on pollution prevention measures, so that the Code could be adopted under the relevant applicable IMO instruments and specific maritime safety and pollution prevention requirements could be amended independently.

The Committee noted and welcomed the downward trend in piracy attacks in the western Indian Ocean but expressed concern at the increase in the number of incidents of piracy and armed robbery against ships in the Gulf of Guinea and the increasing level of violence of those attacks. In this context, the Committee encouraged all relevant maritime authorities to continue to provide data on this issue to the International Maritime Bureau.

The Committee held detailed discussions on the Secretary General's review and reform initiative, specifically the proposal to amalgamate some sub-committees and reduce the number of meetings. The majority of opinions agreed in principle, but had reservations on the details of the proposal. Consequently, it requested that the Secretariat provide a more detailed proposal for further consideration by the Committee and other committees.

The Committee unanimously re-elected Mr. Christian Breinholt (Denmark) as Chairman, and Capt. M. Segar (Singapore) as Vice-Chairman, for 2013.