



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

Happy New Year and welcome to 2015!

Since our last edition, the IMO concluded all of the initial sessions of the newly established sub-committees, the final one of the set being the Sub-Committee on Carriage of Cargoes and Containers (CCC) in September of 2014. As intended, these meetings have had very full agendas, but we are confident that the IMO participants will be able to observe the added efficiencies at future meetings, if not already.

Discussed in further detail on the following pages is the work of the IMO on the Polar Code. This important effort is expected to conclude with its adoption in 2015 by the Maritime Safety Committee and Marine Environment Protection Committee.

It is also important to mention the work of CCC 1 on the draft International International Code of safety for ships using gases or other low-flashpoint fuels (IGF Code), and the further work of MSC 94

carried out later in the year. This June, MSC 95 plans to adopt the IGF Code, which is the result of the excellent work of the various sub-committees and working groups involved with this issue.

The IMO Secretary-General, Mr. Koji Sekimizu also informed the IMO membership that he does not intend to seek re-election this summer as the IMO Secretary General. With that in mind, the IMO Council will have the task of considering at least two distinguished candidates for the position at the next Council this summer at the 114th Council. Our next issue will provide an update on this.

I once again thank you for your interest in the IMO e-Newsletter and welcome any comments or suggestions for future editions.

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



Ist session of the Sub-Committee on Implementation of IMO Instruments

(III I)

The Sub-Committee on Implementation of IMO Instruments, held its first session from 14-18 July, 2014, under the chairmanship of Mr. D. Hutchinson (Bahamas).

This was the first meeting of the subcommittee formerly known as the Flag State Implementation Subcommittee (FSI). This Subcommittee's focus is on effective implementation and enforcement of the IMO Mandatory Instruments. Traditional focus areas of this subcommittee are Casualty Investigation, flag state survey, certification processes (including management of delegated work to recognized organizations) and port state control. A new focus area for the subcommittee is review of the results of the IMO voluntary and mandatory member state audits with the purpose of identifying IMO mandatory instruments that need improvement in their implementation.

Electronic certificates

In the plenary session a discussion was held regarding the use of electronic certificates in lieu of paper certificates. The U.S. has been supportive of the use of electronic certificates as a way to increase efficiency for transmission and receipt of certificates in a timely manner but also sees the value in having printed copy be available onboard for the examination of authorities. Also, some records that are created and maintained onboard ship such as logs and oil record book entries should continue to bear original signatures for the sake of accountability.

The Sub-Committee encouraged port States and PSC regimes to

work toward acceptance of printed versions of electronic certificates as recommended in FAL.5/Circ.39

Casualty investigation

In the area of Casualty investigation the group reviewed several casualty investigation reports including one on the sinking of the Costa Concordia. The US supports many of the issues highlighted in this casualty, including: the need for comprehensive risk assessments, passage planning and position monitoring; effective bridge resource management; and the need to remove distractions among watch standers in the pilothouse. The US also supported consideration be given for the protection of propulsion and electrical production compartments; functional integrity of essential systems, (improvement and redundancy of emergency power generation); detection and monitoring system interfacing with onboard stability computer (inclusion of inclinometer measurements within VDR); more detailed assessment criteria for recognizing manning agencies; and the need to assign appropriately trained crew to emergency duties.

Port state control

In the area of port state control (PSC) the US supported sending the guideline on the ISM Code for Port State Control Officers to the HTW subcommittee for their review and consideration. The use of such circulars can be an effective tool to ensure that port states and PSC regimes act in a fair and consistent manner. IMO member Administrations and PSC regimes should actively promote the implementation of

such circulars within the procedures or advisory material produced by the PSC regime.

Audit scheme

The working group for the Member State Audit Scheme analyzed audit findings and a statistical analysis of those findings provided by the secretariat. Although there were numerous findings from the voluntary audits which have been conducted since 2006 it was difficult to detect a strong trend that would clearly identify that the root cause was an inherent defect in one of the mandatory IMO instruments. Although many IMO Member States had similar difficulty in implementing particular IMO requirements it was difficult to discern that this failure stemmed from the construct of the IMO instrument itself or simply a lack of effectiveness in the procedures of the member state. The group decided to draft a framework that could be used by auditors under the mandatory scheme that would require them to identify if the root cause of a finding was associated with the construct of the IMO instrument itself and, if so, what corrective action is recommended.

Next session

III 2 is due to meet from 13-17 July, 2015.

1st session of the Sub-Committee on Carriage of Cargoes and Containers (CCC 1)

The Sub-Committee on Carriage of Cargoes and Containers, held its first session from 8-12 September, 2014, under the chairmanship of Mr. Xie Hui (China).

Draft IGF Code

The Sub-Committee finalized the draft International Code of safety for ships using gases or other low-flashpoint fuels (IGF Code). Draft amendments to SOLAS were also prepared that are necessary to make the IGF Code mandatory. Both sets of draft text were sent to MSC 94 for approval and subsequent adoption. The group also prepared, on a trial basis, the checking/monitoring sheet and records in accordance with MSC.1/Circ.1483 to be sent to MSC 94 for approval.

Informative Material (IM) 1-10

It also finalized the editorial revisions to Informative Material (IM) 1-10 regarding the approved IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code). The Sub-Committee forwarded IM 1-10 to MSC 94 for approval. The Sub-Committee also invited MSC 94 to request the Secretariat make the IM available on the public IMO website, to request the Secretariat forward the IM to UNECE in order to have the material available on the UNECE website, and to request the Secretariat to forward the IM to UNECE and ILO for information.

Draft amendments to ISMBC Code

CCC 1 and the 22nd Editorial and

Technical Group (E&T 22) finalized draft amendment 03-15 of the International Maritime Solid Bulk Cargoes (IMSBC) Code. Separate amendments to the IMSBC Code related to Harmful to the Marine Environment (HME) issues were prepared separately, due to extensive discussion on the topic. Draft amendment 03-14 will be circulated and submitted to MSC 95 with a view for adoption. The separate, HME related amendments will be submitted to MEPC 68 for advice and for submission to MSC 95 with a view to adoption, if appropriate, taking into account the outcome of MEPC 68.

Next session

CCC 2 is due to meet from 14-18 September, 2015.

1st session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 1)

The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 1) held its 1st session 30 June to 4 July, 2014, under the Chairmanship of Commander Carlos Salgado (Chile)

The Sub-Committee's extensive agenda covered a wide range of topics.

Amendments to routing measures

The Sub-Committee approved amendments to several existing routing measures which included the Traffic Separation Scheme (TSS) "In the Strait of Gibraltar"; the TSS "In the waters off the Chengshan Jiao Promontory" in China; the

routing system "Off Friesland" and associated measures; and, the existing two-way route in the Great North-East Channel.

The Sub-Committee also approved the establishment of two-way routes and a precautionary area at Jomard Entrance, Papua New Guinea; and approved the revocation of the area to be avoided in the region of the Great Barrier Reef. Further the Sub-Committee approved the amendments to the existing mandatory ship reporting system off Chengshan Jiao Promontory, China. The Sub-Committee did not agree to the establish a new mandatory ship reporting system in the Izmit Bay (IZMITRAP).

ECDIS

There were three agenda items dealing with ECDIS. The Sub-Committee determined that no further work was identified therefore, NCSR recommended deletion of the planned output "Consideration of ECDIS matters related to the implementation of the carriage requirements in SOLAS regulations V/19.2.10 and V/19.2.11" from its biennial agenda. In addition, NCSR agreed that progress in resolving the outstanding issues with ECDIS operating anomalies and other matters related to ECDIS implementation could be reported to the Sub-Committee under Any Other Business.

The Sub-Committee further discussed the development of explanatory footnotes to SOLAS regulations V/15, V/18, V/19 and V/27. In lieu of creating footnotes, NCSR agreed that the best way forward would be to address the ECDIS issues related to implementation by amending the relevant SOLAS regulations. In addition, NCSR also invited interested Member Governments to submit proposals for a new unplanned output on the development of draft SOLAS amendments in order to address the ECDIS-related issues to the Committee.

World Wide Radio Navigation System (WWRNS)

The Sub-Committee agreed that China had provided the necessary information in order to advise the MSC to recognize the satellite system "Beidou" as a future component of the World Wide Radio Navigation System (WWRNS). It was also noted that India was developing a satellite based navigation system called "GAGAN" and that it would provide further information shortly.

E-Navigation

In the world of e-navigation, the Strategy Implementation Plan (SIP) was finalized. IALA, IHO, the Nautical Institute and others indicated their continued support of e-navigation. The Sub-Committee agreed to establish a Correspondence Group (CG) on Harmonization of guidelines. The CG will be under the coordination of Australia.

The Sub-Committee considered the US proposal on performance standards for shipborne receiver equipment. After discussing some proposed amendments from other Members, the Sub-Committee decided to discuss the issue at a future session if Members choose to submit a joint proposal to NCSR 2.

GMDSS

Another topic of great importance to NCSR was the Global Maritime Distress and Safety System (GMDSS). The Sub-Committee had received a proposal by Iridium Satellite, LLC., for inclusion of Iridium in the GMDSS. The proposal was approved to go forward to the Maritime Safety Committee (MSC) for a decision on which "panel of experts" should conduct the technical evaluation.

Search and Rescue

The Sub-Committee considered developments in Inmarsat and Cospas-Sarsat and endorsed the amendments proposed by Cospas-Sarsat to MSC.1/Circ.1210 *Guidance on the Cospas-Sarsat International 406 MHz Beacon Registration Database*.

The ICAO/IMO Joint Working Group on SAR (ICAO/IMO JWG) report again dominated discussion on a wide range of SAR topics. The Sub-Committee endorsed a revision of MSC.1/Circ.1182 *Guide to recovery techniques* and several revisions to the three volumes of the IAMSAR Manual.

Polar Code

The Sub-Committee made progress on several aspects of the Polar Code. It finalized Chapter 11 - Communication. New SOLAS regulations relating to SAR include SOLAS ship requirement for data and voice communications with rescue coordination centers and equipment for voice communications with aircraft; and, for survival craft and rescue boats in certain conditions, carriage of devices for distress alerting, location, and on-scene two-way communications.

The Sub-Committee also reviewed and amended Chapter 10 (Safety of Navigation) of the Polar Code and forwarded it to MSC for approval. The Polar Code agenda item has been removed from the proposed provisional agenda for NCSR 2, but might reappear as IMO progresses to phase 2 -"non-SOLAS ships"- in the near future.

Next session

NCSR 2 is due to meet from 3-13 March, 2015.

67th session of the Marine Environment Protection Committee (MEPC 67)

The Marine Environment Protection Committee held its 67th session from 13-17 October, 2014, under the chairmanship of Mr. Arsenio Dominguez (Panama).

Ballast Water Management

Since MEPC 66, five states (Congo, Japan, Jordan, Tonga, and Turkey) have ratified the BWM Convention, bringing the number of Contracting States to 43, representing 32.54% of the world's merchant fleet gross tonnage. The Convention will enter into force 12 months after reaching 35% of the world tonnage.

The Committee granted basic approval to 1 and final approval to 3 ballast water management systems that use active chemical substances, in accordance with G9 Guidelines, bringing to 51 the number of such systems that have been approved under IMO guidelines. MEPC 67 agreed to revisit Article 9, Inspection of Ships, in the future, and deferred a proposal to exempt short-sea shipping from the D2 standard to PPR 2. The Committee also agreed that no guidance was needed on sampling during stripping operations because those samples would not be representative. Major actions included the following:

- Resolution MEPC.252(67) on Guidelines for port State control under the BWM Convention, which provides for an “indicative sampling” approach with violations confirmed by more specific testing.
- Study on the implementation of the ballast water performance standard (D2), with an interim report at MEPC 68 and final report at MEPC 69. The study will inform the review of MEPC 174(58) discussed below.

- Review of MEPC 174(58) – Guidelines for approval of BMW systems (G8), with the establishment of a correspondence group that will meet at PPR 2 and report to MEPC 68.
- Resolution MEPC.253(67) on measures to be taken to facilitate entry into force of the BWM Convention, with the aim of completing an exhaustive review of G8 guidelines, with provisions for ship owners who have installed systems in accordance with current Guidelines.

Air Pollution from Ships

Significant work was accomplished related to MARPOL Annex VI, including the NOx Technical Code, IAPP Certificate, and fuel oil quality, as follows:

- MARPOL Annex VI (regulations 2 and 13) – MEPC 65 agreed with conclusion of the Tier III NOx Review Correspondence Group that engines fueled solely by gaseous fuels (for example, LNG) should be required to comply with regulation 13. MEPC 67 revised the definition of “marine diesel engine” under regulation 2.14 to mean any reciprocating internal combustion engine operating on liquid or dual fuel, to which regulation 13 applied, including any booster or compound system. In addition, a gas-fuelled engine or a gas-fueled additional or non-identical engine installed after March 1, 2016, is also considered a marine diesel engine. These definitions will enter into force on January 1, 2016.
- Consequential amendments to the NOx Technical Code – The proposal on consequential

amendments was sent to PPR 2 for consideration.

- IAPP Certificate – Section 2.2.1 of the supplement was revised to correctly record the NOx certification status of an engine and to note why a particular certification has been applied. The amendment also addresses shipboard incinerators. MEPC approved the Circular on Guidance on the supplement to the IAPP Certificate noting that NOx reducing devices are not certified separately but are an integral part of engine certification.
- Fuel Oil Quality – An interim report of the Correspondence Group on fuel oil quality was presented, with the full report expected at MEPC 68. MEPC 67 agreed to establish a correspondence group to develop draft guidance for assuring fuel oil quality and to consider the legal framework in MARPOL Annex VI for assuring the quality of fuels delivered, taking into account the outcome of related discussions at MSC 94.

Other issues were referred to PPR 2 or MEPC 68 for further discussion and resolution. Issues related to the impact on the Arctic from emissions of black carbon from international shipping, specifically how to measure emissions with the filter smoke test or another method, were referred to PPR 2. Likewise, the proposal to clarify pH measurements of discharges from exhaust gas cleaning systems (EGCS) and a review of the bunker delivery note to clarify that a vessel with an EGCS can burn non-compliant fuel were referred to PPR 2. Guidelines pertaining to equivalents under regulation 4 of MARPOL Annex VI will be further discussed at MEPC 68.

Energy Efficiency of Ships

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. MEPC 67 adopted the Resolution on Guidelines on surveys and certification of EEDI, after addressing issues related to dual-fueled engines, LNG carriers, and speed trials and model tests. MEPC 67 postponed the discussion of Guidelines for the calculation of EEDI for new ships to MEPC 68. The Committee also agreed to revise the current Guideline (MEPC.232(65)) for determining the minimum propulsion power for ship maneuverability in adverse conditions. For EEDI reviews required under regulation 21.6, MEPC 67 established a correspondence group to review the status of technological developments. In addition, the Committee agreed to the interpretation of Regulations 18.5 and 18.6 (IACS UI MPC29) as applicable to all ships greater than 400 gt, and at the Administration's discretion, ships less than 400 gt.

Polar Code

The draft Polar Code covers a full range of vessel design, construction, equipment, operational training, search and rescue, and environmental protection measures relevant to ships operating in Arctic or Antarctic waters. MEPC 67 finalized the text of the Polar Code and amendments to MARPOL for adoption at MEPC 68, including amendments to Annexes I, II, IV, and V. Entry into force is expected January 1, 2017. Annexes of the Polar Code mirror the MARPOL annexes and include the following: Annex I, discharge of oily mixtures is prohibited and tanks holding oily water must be separated from the outer shell of the vessel; Annex II, discharge of noxious liquid substances is prohibited and cargo

tanks must be separated from the outer shell; Annex III, no additional provisions; Annex IV, limitations on discharge of sewage; Annex V, limitations on discharges of food waste and cargo residues; and Annex VI, no additional requirements.

Ship Recycling

The Committee, having a full session, did not have availability for a ship recycling working group. As such, the committee instructed the Pollution Prevention and Response (PPR) subcommittee to form a ship recycling working group having the terms of reference to finalize the development of threshold values and exemptions applicable to the materials listed in the vessel Inventory of Hazardous Materials required under the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships (2009), with a view to adopting amended IHM Guidelines at MEPC 68.

Miscellaneous

Other noteworthy actions completed at MEPC 67 include the following:

- MARPOL Annex I – Amendments to regulation 43 (Special requirements of the use or carriage of Heavy Grade Oils (HGO) in the Antarctic Area) was clarified to prohibit the carriage of HGO as ballast.
- MARPOL Annex III amendments to the appendix on criteria for the identification of harmful substances in packaged form was revised to exclude class 7 radioactive materials because it is difficult to differentiate effects from chemical hazards and those related to radioactivity.
- The proposed amendment to MARPOL Annex V (Record of Garbage Discharge) was not agreed to because additional refinement is needed for cargo residues and other discharges.
- MEPC 67 decided not to lower

nitrogen and phosphorous standards in the 2012 Guidelines (Resolution MEPC.227(64)) for sewage treatment plants because the majority view indicated that compliant treatment plants will be available.

- MEPC 66 established a correspondence group charged with developing a data collection system that could be used to track fuel consumption by the global commercial shipping fleet. MEPC 67 agreed to the working report and the general description of the data collection and agreed to reestablish the intercessional correspondence group to develop full language and report to MEPC 68.

Next Session

MEPC 68 is scheduled for the week of May 11 to 15, 2015.

94th session of the Maritime Safety Committee (MSC 94)

The IMO's Maritime Safety Committee (MSC) held its 94th session from 17 to 21 November 2014, under the chairmanship of Mr. Christian Breinholt (Denmark).

The Committee discussed various agenda items. Of particular note, are the work on the Polar Code and IGF Code, as discussed below. In addition, the Committee held discussions regarding passenger ship safety, piracy and armed robbery, cyber security, and guidance on the development of national maritime security legislation. The Committee will resume these discussions at MSC 95.

Polar Code

The Committee considered the draft International Code for Ships Operating in Polar Waters (Polar Code) and associated draft amendments to the International Convention for the Safety of Life at Sea (SOLAS). The Committee adopted the safety-related provisions of the Preamble, Introduction, and Part I of the draft Polar Code. The Committee also adopted the associated SOLAS Chapter XIV for mandatory application of the safety-related provisions of the Polar Code to ships certified

in accordance with SOLAS Chapter I operating in Arctic and/or Antarctic waters. These amendments will be deemed to have been accepted on January 1, 2016, unless, prior to that date, objections are submitted. The amendments should enter into force on January 1, 2017.

The Committee also considered proposed guidance for determining limitations for operation in ice called the Polar Operational Limit Assessment Risk Indexing System (POLARIS). The Committee noted this guidance needed further detailed consideration and agreed it should not be included in the Polar Code at this stage. However, the Committee agreed to establish an intersessional correspondence group to finalize the guidance for determining limitations for operation in ice.

IGF Code

The Committee considered the draft International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), together with the associated draft amendments to SOLAS and the Protocols of 1978 and 1988. MSC 94 also considered the papers submitted to the session and debated a

number of issues in plenary including the protective tank location requirements, application to existing ships and ships covered by other codes, application to the limited use of low-flash point fuels onboard vessels, requirements for mandatory risk assessment, and LNG bunker connections and delivery notes. These amendments will be circulated in accordance with SOLAS article VIII, with a view to adoption at MSC 95.

ESP Code

The Committee finalized text and adopted amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) by Resolution MSC.381(94). These amendments will be deemed to have been accepted on January 1, 2016, unless objections are submitted prior to that date, and will enter into force on July 1, 2016.

Next session

MSC 95 will meet from 3-12 June, 2015.

113th Council (C 113)

The 113th session of the Council met from 1-4 December, 2014 under the Chairmanship of Mr. Jeff Lantz (USA) .

Strategy, Planning, and Reform

Review of the Strategic Plan: The Council noted a report by an external consultant hired to conduct a comprehensive review of the IMO's Strategic Plan. The report made several recommendations aimed at increasing efficiency and transparency of the Secretariat's functions and prioritizing its work. The Council agreed to form a Working Group at its next session to work on the issue further and invited Member States to submit proposals to the Working Group.

2016-2017 Budget Considerations

The Secretary General presented an outline for the IMO's budget for the following biennium. The approach

follows the same path as the budget for the current biennium that entails zero nominal growth for 2016 and zero real growth for 2017. The Member State assessments are not expected to increase due to anticipated offsetting income.

IMO Member States Audit Scheme

The Council agreed to postpone the audits of Guinea Bissau, Bosnia and Herzegovina, Nepal, and Somalia. It also agreed to a fixed audit schedule and a policy to address possible shortfalls in the number of audits in any given year; instances where a Member State has informed the IMO that it is not ready for an audit; and, how to undertake short notice audits when necessary. The purpose of the policy is to ensure that audit resources are used efficiently and are not unduly delayed.

Transparency and Accountability

The Secretariat reported to the Council, that an annual summary of internal audit activities undertaken and reports issued in 2014, would be published on the IMO public website in the first quarter of 2015 and on an annual basis thereafter.

Contract of the Secretary General

The Secretary General decided not to seek reelection to his position for the 2016-2019 term, due to personal reasons. An election will be held at Council 114 to elect the Secretary General for the following term.

Council 114 will meet from 30 June to 3 July, 2015.