

IMO Sub-Committee restructuring agreed by MSC and MEPC

IMO's Maritime Safety Committee (MSC) has agreed to a restructuring of IMO's Sub-Committees, in order to deal more effectively with the technical and operational issues covered by IMO regulations, as part of the Organization's review and reform process

The restructuring proposals had already been considered and approved by the Marine Environment Protection Committee (MEPC) at its sixty-fifth session.

The restructuring will see the number of Sub-Committees reduced from nine to seven, with their terms of reference amended to cover the following issues:

Sub-Committee on Human Element, Training and Watchkeeping (HTW): to address issues relating to human element training and watchkeeping, including minimum international standards for training and certification of seafarers and fishing vessel personnel; and technical and operational issues related to maritime safety, security, and environmental protection, to encourage a safety culture in all ship operations; safe manning; the review, updating and revision of IMO model courses; and promotion and

implementation of the Organization's human element strategy.

Sub-Committee on Implementation of IMO Instruments (III): to address the effective and consistent global implementation and enforcement of IMO instruments concerning maritime safety and security and the protection of the marine environment, including: comprehensive review of the rights and obligations of States emanating from the IMO treaty instruments; assessment, monitoring and review of the current level of implementation of IMO instruments by States in their capacity as flag, port and coastal States and countries training and certifying officers and crews; identification of the reasons for the difficulties in implementing provisions of relevant IMO instruments; consideration of proposals to assist States in implementing and complying with

The number of IMO Sub-Committees is to be reduced to help streamline the Organization



IMO instruments; analyses of investigation reports into marine casualties and incidents; review of IMO standards on maritime safety and security and the protection of the marine environment, to maintain an updated and harmonized guidance on survey and certification-related requirements; and promotion of global harmonization of port State control activities.

Sub-Committee on Navigation, Communications and Search and Rescue (NCSR): to consider technical and operational matters related to the obligations of Governments and operational measures related to safety of navigation, including hydrographic and meteorological services, ships' routing, ship reporting systems, aids to navigation, radio-navigation systems, vessel traffic services, and pilotage; operational requirements and guidelines relating to navigational safety and associated issues, such as regulations for the prevention of collisions and groundings, bridge procedures, voyage planning, avoidance of dangerous situations, places of refuge including maritime assistance services and relevant aspects of maritime security; carriage requirements, performance standards and operational guidelines for the use of shipborne navigational equipment and other navigational requirements; obligations of Governments and operational measures related to the Global Maritime Distress and Safety System (GMDSS), development and maintenance of the global search and rescue (SAR) Plan and the Long Range Identification and Tracking (LRIT) system; operational requirements and guidelines relating to radiocommunications and search and rescue, and, in co-operation with the International Civil Aviation Organization (ICAO), the harmonization of aeronautical and maritime search and

rescue procedures; carriage requirements, performance standards and operational guidelines for the use of ship-borne radiocommunications and search and rescue equipment; and liaison with the International Telecommunication Union (ITU) on maritime mobile radio communication matters.

Sub-Committee on Pollution Prevention and Response (PPR): to consider technical and operational matters related to: prevention and control of pollution of the marine environment from ships and other related maritime operations; safe and environmentally sound recycling of ships; evaluation of safety and pollution hazards of liquid substances in bulk transported by ships; control and management of harmful aquatic organisms in ships' ballast water and sediments, and biofouling; and pollution preparedness, response and co-operation for oil and hazardous and noxious substances.

Sub-Committee on Ship Design and Construction (SDC): to consider technical and operational matters related to: design, construction, subdivision and stability, buoyancy, sea-keeping and arrangements, including evacuation matters, of all types of ships, vessels, craft and mobile units covered by IMO instruments; testing and approval of construction and materials; load line matters; tonnage measurement matters; safety of fishing vessels and fishermen; and survey and certification.

Sub-Committee on Ship Systems and Equipment (SSE): to consider technical and operational matters related to: systems and equipment, including machinery and electrical installations, of all types of ships, vessels, craft and mobile units covered by IMO instruments; testing and approval of systems and equipment; life-saving

equipment, appliances and arrangements; fire protection systems; and analyses of casualty and incident records relating to ship systems and equipment.

Sub-Committee on Carriage of Cargoes and Containers (CCC): to consider technical and operational matters related to: effective implementation of the relevant conventions, codes and other instruments, mandatory or recommendatory, as appropriate, dealing with cargo operations, which include packaged dangerous goods, solid bulk cargoes, bulk gas cargoes, and containers; evaluation of safety and pollution hazards of packaged dangerous goods, solid bulk cargoes and gas cargoes; survey and certification of ships carrying hazardous cargoes; further enhancement of the safety and security culture, and environmental consciousness in all cargo and container operations; and co-operation with other relevant UN bodies, IGOs and NGOs on international standards related to containers and to cargo operations.

Previous review

The last review of the sub-committee structure was in the 1996-1997 biennium when the number of Sub-Committees was reduced from 11 to 9: the Sub-Committee on Bulk Liquids and Gases (BLG); Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC); Sub-Committee on Radiocommunications, Search and Rescue (COMSAR); Sub-Committee on Navigation (NAV); Sub-Committee on Ship Design and Equipment (DE), Sub-Committee on Fire Protection (FP), Sub-Committee on Stability, Load Lines and Fishing Vessels Safety (SLF); Sub-Committee on Flag State Implementation (FSI); and Sub-Committee on Standards of Training and Watchkeeping.



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Day of the Seafarer 2013: Faces of the Sea



June 25th, 2013, marked the third International Day of the Seafarer, an official United Nations observance day. This year, IMO celebrated the occasion with a social media campaign calling on all supply-chain partners, including those beyond the maritime sector, to help highlight the sheer diversity and scale of products used

in everyday life that travel by sea, and to recognize the importance of the people that deliver them; more than 1.5 million seafarers.

In his annual Day of the Seafarer message, IMO Secretary-General Koji Sekimizu said, "Seafarers operate on the 'front line' of the shipping industry, and

this year's campaign theme, Faces of the Sea, aims to highlight the individuals that are often unseen, but who work to deliver more than 90% of the world's goods. We will ask the seafarers themselves to show us snapshots of their daily life at sea, to give them a voice and share their story on a global stage, via social media".

Mr. Sekimizu noted that 2013 is a landmark year for the seafaring community, as the Maritime Labour Convention (MLC 2006) entered into force in August. "This marks significant progress in the recognition of seafarers' roles and the need to safeguard their well-being and working conditions," he said.

UN Secretary-General Ban Ki-moon also highlighted the Day of the Seafarer, with a special message urging everyone to remember the contribution of seafarers to world trade and development.

"On the Day of the Seafarer, I urge everyone to spare a thought for those courageous seafarers, men and women from all corners of the world, who face danger and tough working conditions to operate today's complex, highly technical ships, every hour of every day of the year – and on whom we all depend," he said.

Ghanaian lawyer wins 2012 international prize

The prestigious International Maritime Prize for 2012 will go to Dr. Thomas A. Mensah of Ghana, former President of the International Tribunal for the Law of the Sea and Assistant Secretary-General and Director of the Legal Affairs and External Relations Division at IMO, for his significant contribution to the work and objectives of the Organization.

In nominating his candidature, the Government of Ghana drew attention to Dr. Mensah's distinguished career in international maritime affairs, as a specialist

in public international law, the law of treaties, shipping law, the international law of the sea and in international environmental law.

The nomination highlighted Dr. Mensah's long career at IMO (initially in the Organization's Legal Office and then as Assistant Secretary-General and Director of the Legal Affairs and External Relations Division) followed by his appointment as a Judge at the newly-established International Tribunal for the Law of the Sea (ITLOS), from 1996 to 2005. He was also elected as

the first President of the Tribunal, from 1996 to 1999.

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of the Organization. It consists of a sculpture in the form of a dolphin and includes a financial award, upon submission of a paper written on a subject relevant to IMO.

The prize will be presented to Dr. Mensah at a special ceremony, on a date to be arranged.

2013 IMO Award for Exceptional Bravery at Sea

The 2013 IMO Award for Exceptional Bravery at Sea will be awarded to two rescue swimmers from the United States of America, for saving the lives of 14 crew members from the tall ship **HMS Bounty**, and, posthumously, to a seafarer from China who died trying to save the life of a ferry passenger.

The 2013 award will go to Aviation Survival Technician Second Class Randy

J. Habu and Aviation Survival Technician Third Class Daniel J. Todd of the United States Coast Guard Air Station Elizabeth City, North Carolina, nominated by the Government of the United States, for saving the lives of 14 crew members from the tall ship **HMS Bounty**, during Hurricane Sandy; and, posthumously, to Mr. Jinguo Yang, a crewmember on the

ferry **Tong Chang Qi Du 11**, nominated by the Government of China, who lost his own life whilst trying to rescue a person in distress on the ferry, after it had collided with the cargo ship **Shun Qiang 28**.

The Awards ceremony will take place at IMO Headquarters, on Monday, 25 November 2013, at the end of the first day of the 28th Assembly of IMO.

Norway sets ball rolling for two major instruments

The Kingdom of Norway has recently become the first state to ratify two important IMO instruments.

On Wednesday, 26 June, 2013, Norway became the first contracting State to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009.

The Hong Kong Convention is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risk to human health and safety or to the environment.

First Secretary Kristin Stockman, of the Royal Norwegian Embassy to the United Kingdom, deposited Norway's instrument of accession at IMO headquarters.

The Hong Kong treaty will enter into force 24 months after ratification by no fewer than 15 States, representing 40 per cent of world merchant shipping by gross tonnage, with a combined maximum annual ship recycling volume not less than 3 per cent of their combined tonnage.

Then, on 15 July, Norway became the first State to sign the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, when Ms. Ida Skard, Director General, Maritime Department, Ministry of Trade and Industry, Norway, signed the Agreement, at IMO Headquarters.

As Norway is already a Contracting State to the 1993 Protocol, the signature of Norway expresses that country's consent to be bound by the Cape Town Agreement

(under a simplified procedure set out in Article 3(4) of the Agreement).

The Cape Town Agreement of 2012 updates and amends a number of provisions of the Torremolinos Protocol. In ratifying the Cape Town agreement, Parties agree to amendments to the provisions of the 1993 Protocol, so that they can come into force as soon as possible thereafter.

The safety of fishermen and fishing vessels forms an integral part of IMO's mandate but technical and legal problems had prevented the Torremolinos Protocol, which was adopted in 1993 to revise the earlier 1977 treaty, from entering into force. The aim of the new Agreement is to address those issues. Fishing at sea remains a hazardous occupation and

the sector experiences a large number of fatalities every year and bringing into force a binding international safety regime is expected to play a part in helping to improve safety standards and reduce the loss of life.

The Cape Town Agreement of 2012 is currently open for signature at IMO Headquarters, until 10 February 2014, and thereafter will remain open for accession. It will enter into force 12 months after the date on which no fewer than 22 States the aggregate number of whose fishing vessels of 24m in length and over operating on the high seas is not less than 3,600 have expressed their consent to be bound by it. Norway has 242 fishing vessels of 24m in length and over operating on the high seas.



Ms Ida Skard signs the Cape Town Agreement on behalf of Norway

“IMO Conventions: Effective Implementation” selected as World Maritime Day theme for 2014

The IMO Council has endorsed a proposal by IMO Secretary-General Koji Sekimizu to adopt “**IMO Conventions: Effective Implementation**” as the World Maritime Day theme for 2014.

Addressing the IMO Council, meeting for its 110th session in London, Mr. Sekimizu said that IMO has, over the years, built up an enviable track record for developing and adopting new international conventions.

There have been 53 in all, addressing safety, environmental issues, liability and compensation, and other topics.

“Nevertheless,” he added, “adoption alone is only the first step of the treaty-making process; to be effective, adoption must be followed by entry into force and, subsequently, widespread implementation.” He added that he was particularly concerned at the slow pace of ratification

and implementation of several of the environmental conventions adopted by IMO.

World Maritime Day is celebrated at IMO Headquarters and around the world in the last week of September. Since 2005, a formal parallel event has been held, hosted by an IMO Member State.

In 2014, the World Maritime Day Parallel Event will be held in Morocco and, in 2015, in Japan.

IMO Secretary-General Emeritus Dr. C.P. Srivastava, KCMG

Dr. C.P. Srivastava, KCMG, Secretary-General Emeritus of the International Maritime Organization (IMO), has died in Italy, aged 93

Dr. C.P. Srivastava, KCMG, Secretary-General Emeritus of the International Maritime Organization (IMO), has died in Italy, aged 93, on 22nd July, 2013.

During Dr. Srivastava's tenure as Secretary-General, from 1974 until his retirement on 31 December 1989, IMO increased its membership considerably. Dr. Srivastava was well known for his relentless efforts to make IMO known to the developing world and for encouraging developing countries to join the Organization. This shaped the structure of the Organization's membership to its present status, whereby two-thirds of the 170-strong membership (and three Associate Members) consists of developing countries.

Dr. Srivastava's leadership of IMO is associated with the success of the 1978 Tanker Safety and Pollution Prevention (TSPP) Conference, and the development and adoption of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, the International Convention on Maritime Search and Rescue (SAR), 1979, the Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA), 1988, and related Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms located on the Continental Shelf, and many other treaties and Codes.

During his tenure, a comprehensive, pragmatic and co-ordinated programme of technical co-operation was conceived and developed and effective steps were taken to promote its continuing implementation.

Dr. Srivastava will be remembered for his visionary and pioneering role and his ceaseless efforts in the establishment of IMO's global educational institutions, including the World Maritime University (WMU), in Malmö, Sweden, and the International Maritime Law Institute (IMLI), in Malta.

Earlier in July, Dr. Srivastava had sent a message of support to be read out during celebrations marking the 30th anniversary of the founding of WMU, which were held at IMO Headquarters in London. Reading out his message, IMO Secretary-General Koji Sekimizu described him as the "founding

father" of WMU, which has become IMO's centre of excellence for postgraduate maritime education.

C.P. Srivastava was born on 8 July 1920 and was educated in Lucknow, India (obtaining BA, MA and LLB degrees).

He started his career as a civil servant in the Indian Administrative Service in India, serving as the district administrator in Meerut and Lucknow, and then went on to the post of Joint Secretary to office of the then Indian Prime Minister, Lal Bahadur Shastri, from 1964 to 1966.

Early in his career, he found his forte in the field of seafarer training and welfare. During 1947 to 1948, he was the prime mover in the establishment of a network of new maritime training institutions, which have since produced world class maritime personnel, greatly facilitating the growth of Indian shipping in the years following Independence.

Dr. Srivastava will be remembered for his visionary and pioneering role

After a stint at the Directorate General of Shipping, he was appointed as the Founder Chief Executive of the Shipping Corporation of India, a Government of India enterprise, which he built up to the largest shipping company of India and one of the biggest and most successful shipping companies of the world, with a diversified fleet of cargo liners, tankers, bulk carriers and passenger ships. For his exceptionally outstanding work as Chairman & Managing Director of the Shipping Corporation of India, he received the Padma Bhusan (one of the highest civilian awards in the Republic of India).

In 1974 he was elected to serve as the Secretary-General of the International Maritime Organization (IMO), and was re-elected unanimously for three successive four-year terms, serving until his retirement in 1989.



Just before his retirement from his post as IMO Secretary-General in 1989, the IMO Assembly, meeting for its 16th session, unanimously adopted a resolution (A.679(16)), noting his retirement with regret and recording his services to IMO Member States. The resolution noted that, throughout his tenure, which comprised four successive terms and lasted 16 years, Dr. Srivastava rendered exceptionally meritorious services to the Organization with total commitment to its ideals and objectives.

As a result of his leadership, integrity, dedicated endeavour and initiative, it said, the membership of the Organization stood greatly enhanced and its universality well established; many conventions and protocols had received wide acceptance and were now in force, promoting the objectives for the Organization of safer shipping and cleaner oceans and the IMO spirit of goodwill and co-operation has been sustained and enhanced.

It was during Dr. Srivastava's tenure that a comprehensive, pragmatic and co-ordinated programme of technical co-operation was conceived and developed and effective steps were taken to promote its continuing implementation.

The resolution went on to recognise the visionary and pioneering role of Mr. Srivastava, and his ceaseless efforts in the establishment of IMO's educational institutions, including the World Maritime University and the International Maritime Law Institute.

In 1990, in recognition of his service and contribution to world shipping, Dr. C. P. Srivastava was conferred, by Queen Elizabeth II of the United Kingdom, the title of Honorary Knight Commander of the Most Distinguished Order of Saint Michael and Saint George (KCMG).

Dr. C.P. Srivastava was married to Nirmala Srivastava, the founder of Sahaja Yoga, a unique method of meditation, based on an experience called self-realization. He is survived by two daughters.