

New ISF Training Book for Deck Ratings

The 2010 amendments to the IMO STCW Convention enter into force in January 2012 and will make it mandatory for trainee deck ratings to use an approved training record book. This includes existing ratings seeking to qualify for the new STCW grade of Able Seafarer Deck, which many flag states will require as part of their safe manning requirements.

ISF is therefore launching an updated version of its widely used On Board Training Record Book for Deck Ratings which takes full account of STCW 2010, including the additional competence standards for Able Seafarer Deck. The ISF Book includes structured training tasks developed to ensure that trainees make the best use of their seagoing service, and to help supervising officers make an objective evaluation of whether trainees are competent. A similar book for Engine Ratings (including Able Seafarer Engine) will follow shortly.

The Books can be ordered from Marisec Publications or maritime booksellers for £25 each or £18 for five or more copies. See www.ics-shipping.org/publications.



New Seafarers' Rest Hours

Compliance with the new rest hour requirements under STCW 2010 will be mandatory from January 2012, and individual records of seafarers' rest must be maintained in accordance with an agreed international format. ISF has now fully updated its popular Watchkeeper 3 work/rest hour record software to check compliance with STCW 2010 and generate the required records that will be requested by Port State Control. The program is also faster and incorporates new and improved features based on feedback from customers. The update is free for all existing Watchkeeper 3 subscribers. See www.isfwatchkeeper.com for a free trial.

Disembarkation Following Rescue at Sea

In November, in Djibouti, ICS represented shipowners at an expert meeting convened by the United Nations High Commissioner for Refugees (UNHCR) to explore issues surrounding rescue at sea involving refugees. ICS explained that the industry is committed to meeting its moral and legal responsibilities under the SOLAS Convention to come to the assistance of anyone in distress, but highlighted the continuing failure of port states, especially in the Mediterranean, to facilitate rapid disembarkation of potential asylum seekers at the next convenient port of call and the problems created by genuine fears that small boats in distress in the Indian Ocean and South East Asia might be pirates. ICS stressed the importance of port states adhering to the Guidelines published jointly by UNHCR and IMO (and sponsored by ICS) containing recommendations about disembarkation.

This can be found at www.ics-shipping.org/rescueatsea.pdf

Flag State Performance

In October, ICS participated at the 14th Russian Registry Seminar on Quality Shipping in St Petersburg, where it stressed the necessity of flag states meeting their international obligations such as ratification and enforcement of international maritime treaties. The importance of flag states enforcing international regulations and refusing to tolerate sub-standard ship operators was also emphasised.

Deep Sea Pilotage

ICS members are carefully considering a proposal, by EU Member States and the European Commission to the IMO Maritime Safety Committee, that flag states should actively encourage Masters, transiting the North Sea, English Channel or Skagerrak to consider the use of deep sea pilots. ICS will be seeking clarification as to whether this radical proposal is sufficiently justified, and whether the safety issues raised by European administrations have any direct relationship to the carriage or otherwise of deep sea pilots.

IOPC Fund

ICS represented shipowners at the recent meeting of the International Oil Pollution Compensation Fund (IOPCF) in London, and welcomed the formation of a working group to discuss the extent of coverage under the CLC/Fund Regime, particularly regarding whether floating storage units (FSUs) fall within the definition of 'ship' as defined in the 1992 Conventions. ICS has emphasised the importance of developing a solution which reflects trade practice and which will avoid any gaps in liability for such vessels. ICS will participate in the working group.

UN Climate Change Conference

At the end of November ICS will be representing shipowners at the next United Nations Climate Change Conference (COP 17) in Durban. The global shipping industry is committed to reducing its CO₂ emissions by 20% by 2020, with significant further reductions thereafter. ICS national associations are therefore lobbying their governments hard to ensure that UNFCCC gives IMO a clear mandate to continue its vital work to help deliver CO₂ emissions reductions from shipping, including the development of Market Based Measures.

ICS hopes that governments at UNFCCC will respond positively to the significant IMO agreement in July to adopt a package of technical measures to reduce shipping's emissions.

It is important that governments understand that in the absence of a global regulatory framework agreed by IMO there is a serious risk of regional or unilateral action to regulate CO₂ emissions from shipping. This would have a seriously distorting effect on international shipping markets, and would be much less effective in delivering meaningful emission reductions by the global shipping sector as a whole.

To explain these complex issues, ICS has updated its brochure: 'Shipping, World Trade and the Reduction of CO₂ Emissions'. This can be downloaded free at www.shippingandco2.org



Climate Change Funding

At a high level meeting in Brussels, organised by the anti-poverty charity, Oxfam, ICS represented the shipping industry, alongside the EU Commissioner for Climate Action, senior climate change negotiators and the World Bank. The meeting explored funding for climate change mitigation and adaptation in developing countries. The World Bank has proposed that billions of dollars might be raised via a charge on bunker fuel from international shipping. ICS supports IMO work on developing Market Based Measures to help further reduce shipping's CO₂, which, if governments so decided, might be linked to any 'Green Fund' established as part of a new UN Climate Change Convention. However, ICS stressed that shipping is not a 'cash cow' and any funds raised should be proportionate to shipping's contribution to the world's total emissions. Figures suggested by the World Bank, amounting to US \$25 billion a year being raised from shipping, are totally unrealistic.

Cargo Transport Units

In Geneva, ICS attended the first session of a Group of Experts for the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units which are used widely throughout the liner industry. The meeting started work on transforming the current guidelines into a Code of Practice, and made significant progress in drafting an up to date set of packing standards for containers that should, when finalised, greatly improve safety throughout the supply chain.

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World Oceans Summit

ICS is an official supporter of the World Oceans Summit. In February 2012, ICS Chairman, Spyros M Polemis, will be speaking at this major conference in Singapore, organised by the Economist magazine, which will be focusing on oceans governance. Other speakers include the President of the World Bank, Robert Zoellick. For more information please see: www.economistconferences.asia/event/world-oceans-summit. To receive a discount contact your ICS national association.

Indian Shipping Summit

Speaking at the Indian Shipping Summit in Mumbai, ICS Chairman, Spyros M Polemis, expressed appreciation for the seriousness that the Indian government has afforded the Somali piracy crisis and for the willingness of the Indian Navy to act robustly. He also had discussions with the Indian government and the Board of the Indian National Shipowners' Association (INSA) on piracy related matters including the need for more robust counter-piracy action, the carriage of armed guards and the current piracy high risk area.

Safety in Malacca/Singapore Straits

In Malacca, ICS recently met with the littoral States of Indonesia, Malaysia and Singapore to present a report following a detailed investigation of incidents in the Malacca/Singapore Straits. Whilst praising existing success in managing, operating and navigating ships in this major international waterway, the ICS report suggests key improvements that could be considered to further enhance safety. ICS recommendations include consideration of speed management in the Singapore Straits, measures to address heavy traffic around pilot boarding areas and improved VTS/VTIS interaction with shipping.

GESAMP

ICS provided a consultant to GESAMP (Joint Group of Experts on the Scientific Aspects of Ballast Water Management) which recently met in London, and continues to develop recommendations concerning approval by IMO of new treatment equipment.

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