

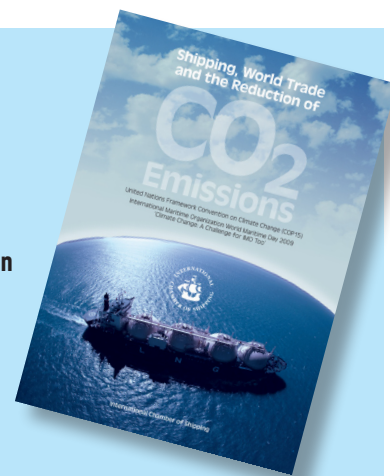


A Commitment to Reducing CO₂

In advance of the major United Nations' Climate Change Conference, in Copenhagen in December, ICS has launched a new campaign to highlight the global shipping industry's firm commitment to reducing emissions of carbon dioxide.

To coincide with the next round of pre-Conference UNFCCC negotiations (to be held in Bonn in August), ICS has also produced a new brochure – **Shipping, World Trade and the Reduction of CO₂ Emissions** – which can be downloaded at www.marisec.org/co2. The ICS brochure explains what the shipping industry and its regulator - IMO - are doing to deliver a significant reduction in shipping's emissions.

Shipping is an inherently international industry which depends on a global regulatory framework to operate efficiently. ICS members therefore believe that the achievement of meaningful reductions in CO₂ emissions will be best achieved if nations agree that the development of detailed measures for shipping should be directed by governments at IMO, but respecting the outcomes agreed for the sector under any new UN Climate Change Convention.



North American ECA

In July, IMO approved a request from the United States and Canada to establish an Emission Control Area within 200 nautical miles of their entire coastlines, within which ships will be required to burn fuel with a sulphur content of 0.1% by 2015. ICS did not oppose the request, which appears to be based on a robust scientific analysis of health benefits. However, ICS highlighted the problem for ships trying to obtain compliant fuel before entering the ECA, and the need to avoid a precedent being set by the North American ECA being aligned with the Exclusive Economic Zone (EEZ).

Seafarers' Work Hours

ISF is making an important submission to a special IMO meeting in September, in London, on the revision of the STCW Convention. This concerns seafarers' work hours and the need for any amendments to preserve the flexibility that currently allows seafarers, on occasion, such as when a ship is in port, to rest for less than 10 hours in a 24 hour period. However, ISF stresses the importance of properly enforcing the existing work hour rules, which ISF's 'Watchkeeper' computer record keeping system is already facilitating on thousands of ships worldwide (see www.marisec.org/watchkeeper).

WTO Trade Facilitation

Together with the European Community Shipowners' Associations (ECSA), ICS attended a useful consultation meeting, in Brussels in July, with the European Union's trade negotiators at the World Trade Organization. The consultation concerned the Trade Facilitation chapter of the new WTO trade agreement, covering customs procedures and trade obstacles which directly impinge on ships, with potentially billion dollar implications across the industry. However, despite the progress made on facilitation, final adoption remains linked to the successful conclusion of the WTO negotiations on trade in goods and agriculture, which remains problematic. ICS also continues to support the incorporation of maritime services in the separate WTO agreement on trade in services.

ICS CONFERENCE - LONDON 9 SEPTEMBER

ICS is hosting an International Shipping Conference, on 9 September in London. The event will be chaired by ICS Chairman, Spyros M Polemis. The IMO Secretary-General will make the key note speech. The programme will cover some of the main issues in which ICS is currently involved on behalf of the global industry; including piracy, CO₂ reduction, maritime safety and issues arising from the economic downturn.

The 'downturn price' is just £99 (or £60 for 'additional colleagues') including documentation, lunch and an evening drinks reception. For the programme and registration see www.marisec.org/icsconference



ISF Conference - 25 November

ISF is hosting its annual Manning and Training Conference on 25 November, also in London. The event will be chaired by Mark Brownrigg, Director-General of the UK Chamber of Shipping with a key note speech by the President of IMarEST - see www.marisec.org/isfconference

EC and IACS

ICS has submitted comments to the European Commission in support of the commitments made by the International Association of Classification Societies (IACS) in response to the EC investigation of its compliance with competition rules – see www.marisec.org/submissions

IMO Meetings

ICS and ISF have led industry representation at an intensive round of IMO meetings, including the Maritime Safety Committee (MSC) in June, and the Marine Environment Protection Committee (MEPC) in July. In addition to issues covered elsewhere, important decisions have been taken by MSC with regard to the future of the ISPS Code, Long Range Identification and Tracking of ships, satellite detection of AIS, the mandatory carriage of ECDIS, blending of bio fuel operations at sea, the carriage of material safety data sheets (MSDS), and lifeboat safety. The MEPC has progressed important work on ship recycling (following the adoption in May of the new IMO Convention), ballast water management (pending the entry into force of the 2004 Convention), ships' anti fouling systems, and new rules on ship-to-ship transfer operations. Detailed reports are available via national associations.

Fair Treatment of Crew

Consistent with the need to promote adherence by all parties to the IMO/ILO Guidelines on the Fair Treatment of Seafarers in the Event of a Maritime Accident, the ICS Chairman/ISF President, has written to express concern to the authorities in Taipei about the prolonged detention, without charge, of officers on board the tanker 'Tosa' following a fatal capsizing and loss of a fishing vessel in its vicinity. The seafarers have since been formally charged.

Global Based Standards

ICS remains closely involved in IMO discussions related to the implementation of new Goal-based Standards (GBS) for new ship construction as applied to bulk carriers and oil tankers of 150m or more in length. The IMO Maritime Safety Committee has recently made considerable progress in determining an appropriate framework for the verification of classification society rules for compliance with GBS. However, the financial implications of implementing GBS remain a sensitive issue which still needs to be resolved.

IMO Audit Scheme

The July IMO Council meeting has decided in principle that the IMO Member State Audit Scheme – by which maritime administrations are subjected to external audits of their implementation of IMO Conventions – should eventually become mandatory once the first cycle of voluntary audits is complete, probably around 2013. Nearly 50 administrations, covering 85% of world tonnage, have already put themselves forward for audits, about 30 of which have already been completed. The move towards mandatory audits is very welcome and has been encouraged by ICS/ISF since the adoption of the IMO Scheme. As well as improving standards, the audits help to ensure that IMO technical co-operation programmes are targeted where most needed.

United Nations

ICS/ISF represented the global shipping industry at the United Nations, in New York, for its annual consultation meeting with governments on the UN Convention on the Law of the Sea. ICS/ISF expressed appreciation to governments for the naval protection provided in the Gulf of Aden, emphasised the commitment of the industry to delivering meaningful CO₂ emissions reduction via IMO, and encouraged support for the early ratification of the new UN Convention on cargo liability ('the Rotterdam Rules').

Reminders

The new ISF 'Careers in International Shipping' film is available on YouTube and can be seen at www.marisec.org/isfcareersfilm. DVD copies, in several languages, are available free of charge via ISF national associations.

A special ISF centenary book ('Representing Maritime Employers for 100 Years') is available free of charge, via national associations – see also www.marisec.org/isf100

IMO Agrees CO₂ Package

In July, at the meeting of the IMO Marine Environment Protection Committee (MEPC), ICS led industry representation at the latest round of discussions on CO₂ emissions reduction by ships. With the full support of ICS, IMO Member States agreed a comprehensive package of measures, with a timetable for adoption. These include:

- Energy efficiency design indexing for new ships (similar in concept to the ratings applied to cars and electrical appliances).
- A template for a (renamed) Ship Energy Efficiency Management Plan (SEEMP) for use by all ships. The SEEMP allows companies and ships to monitor and improve performance with regard to various factors that may contribute to CO₂ emissions. These include improved voyage planning, speed management and weather routing; optimising engine power; use of rudders and propellers; hull maintenance; and the use of different fuel types.

Governments also agreed on the ingredients for possible economic measures that could be applied globally to shipping, in order to encourage further emission reductions.

The IMO package will be presented to the UN Climate Change Conference in Copenhagen in December, where it is hoped that IMO will be given a clear mandate so that it can finalise its important work.

Fuel Availability Study

ICS is disappointed that IMO was unable to agree to a request from the industry to begin work on a review of fuel availability that will be required by the implementation of MARPOL Annex VI (for political reasons there was strong opposition at the recent MEPC meeting from the EU and the United States). However, it has been agreed that the issue may be revisited by IMO next year.

Swine Flu

ISF is a partner in an initiative jointly led by the World Health Organization (WHO) and the World Tourism Council, called TERN, which aims to communicate accurate information about the spread of swine flu and appropriate actions required around the world. Regular updates are available via ISF national associations. WHO guidelines are also being drawn up for ships in the event seafarers become ill, and shipowners are urged to ensure that there is adequate medication to treat everyone on board.

Piracy

ICS/ISF Chairman/President, Spyros M Polemis, has written to the Japanese government expressing appreciation for the changes to its laws permitting Japanese defence forces to provide protection to foreign shipping against pirate attacks in the Gulf of Aden.

Members are reminded of the utmost importance of all ships approaching the piracy danger area to register with naval forces via www.mschoa.org and of adherence to the industry best management practices – see www.marisec.org

Ship Safety Representatives

ISF represented employers at IMO discussions in July on how account should be taken, when implementing the ISM Code, of the role of the Ship Safety Representative as required by the new ILO Maritime Labour Convention.

Any of the items above may be reproduced provided mention is made of ICS/ISF.



Published by Maritime International Secretariat Services Ltd (Marisec)
12 Carthusian Street, London EC1M 6EZ
Tel +44 20 7417 8844 E-mail post@marisec.org
www.marisec.org **ICS/ISF News contact** Simon Bennett