

1. INTERNATIONAL ACTIVITIES

A. International Maritime Organization (IMO), Subcommittee on Bulk Liquids and Gases

The 5th session of the Subcommittee on Bulk Liquids and Gases (BLG 5) was held at IMO Headquarters in London from June 26-30, 2000. Delegations from 44 national governments, 1 associate member, 1 intergovernmental organization, and 19 nongovernmental organizations attended the meeting. The United States was represented by the Coast Guard with assistance from two private sector advisers.

BLG 5 agenda items included the following: (1) additional safety measures for tankers; (2) tanker pump-room safety; (3) matters related to the probabilistic methodology for oil outflow analysis; (4) review of Annex I (oil) of the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, as amended, (MARPOL 73/78); (5) review of Annex II (noxious liquid substances in bulk) of MARPOL 73/78; (6) evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments; (7) development of guidelines for ships operating in ice-covered waters; and (8) application of MARPOL requirements to floating production storage and offloading units (FPSOs) and floating storage units (FSUs).

Among significant actions taken at BLG 5 are the following:

1. Concerning tanker pump-room safety, the Subcommittee noted that the Maritime Safety Committee at its 72nd session (MSC 72) had approved the amendments to regulation II-2/63 of the International Convention for the Safety of Life at Sea (SOLAS Convention), which were then incorporated into the revised SOLAS chapter II-2 and sent to MSC 73 for adoption. The BLG decided to delete this agenda item from its work program and invited the MSC to concur.
2. The working group tasked with developing probabilistic based accidental oil outflow standards for tankers met from June 26-29, and made considerable progress towards completion of the draft regulation. It was decided to continue work through establishment of a correspondence group, with the goal that the development of a revised regulation will be finished at BLG 6. During BLG 5, efforts were made to: (a) further simplify the calculation method; (b) establish a mean outflow standard for smaller tankers; and (c) assess whether the outflow analysis approach should be applied to oil/bulk/ore carriers (OBOs). Tentative oil outflow standards were established, subject to further validation through calculations of existing ships. It was decided that OBOs should be treated the same as other tankers, and should not be exempted from this regulation.
3. The MARPOL Annex I working group was requested by the BLG to deliberate the pros and cons of the three options available for completing the work on the revision of Annex I. The working group provided the listing of pros and cons to the Subcommittee as requested. In lieu of forwarding a recommended option to the

Marine Environment Protection Committee (MEPC), the BLG decided to provide a list of the pros and cons for the three options, and invited the MEPC at its 45th session to decide which option the Subcommittee should utilize.

4. A working group was convened to consider ongoing work and new proposals related to the evaluation of liquid chemicals transported in bulk. The working group evaluated three submissions on new products proposed for inclusion in the Bulk Chemical Codes. The working group also evaluated one U.S. proposal regarding MARPOL Annex II tank cleaning additives. This additive was accepted.
5. Work on the revisions of MARPOL Annex II continued. The revisions align the format of Annex II with Annex I and also contain three non-binding scenarios for limitations on discharges to the sea of noxious liquid substances. The three scenarios consist of two formats for the current 5-category classification system and one for a 3-category classification system. Other scenarios, which may be developed based on final cargo reclassifications, are not excluded from consideration.
6. The BLG considered a paper from the International Association of Classification Societies (IACS) that attempted to address which regulations in MARPOL Annex I should be applied to FPSOs and FSUs. After considerable discussion in plenary, the Subcommittee recognized that this is a very complex issue and would require further research and discussion. In order to properly respond to the terms of reference provided by the MEPC, the BLG set up a correspondence group to study this issue and to report its findings to the next session of the BLG.

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B. International Maritime Organization (IMO), Subcommittee on Safety of Navigation

The 46th session of the Subcommittee on Safety of Navigation (NAV 46) was held at IMO Headquarters in London from July 10-14, 2000. The meeting was attended by 53 member national governments, 1 associate member government, and 27 United Nations, intergovernmental, and nongovernmental organizations. The United States was represented by the Coast Guard with assistance from the Department of State, Federal Communications Commission, National Oceanic and Atmospheric Administration, and several private sector advisers.

NAV 46 agenda items included the following: (1) routing of ships, ship reporting, and related matters; (2) amendments to the 1972 Convention on the International Regulations for Preventing Collisions at Sea, as amended, (COLREGs); (3) integrated bridge systems (IBS) operational aspects; (4) guidelines on ergonomic criteria for bridge equipment and layout; (5) navigational aids and related matters; (6) IMO standard marine communication phrases; (7) guidelines relating to chapter V of the 1974 International Convention for the Safety of Life at Sea, as

amended, (SOLAS Convention); (8) comprehensive review of chapter 13 of the International Code of Safety for High-Speed Craft (HSC Code); and (9) development of guidelines for ships operating in ice-covered waters.

Significant actions taken at NAV 46 include the following:

1. The Subcommittee unanimously approved two U.S. proposals to create a new measure under international law for no anchoring areas and to establish three such areas to protect Flower Garden Banks National Marine Sanctuary (FGBNMS). Many delegations voiced their strong support for these proposals, noting that there are other areas of the world where a no anchoring area measure may be useful. The new measure, as approved, was refined to address concerns regarding proliferation. The FGBNMS proposal was approved as a mandatory measure.
2. In other actions concerning routing of ships and ship reporting, the NAV: (a) approved changes to the general provisions on ships' routing (GPSR) to take into account types and quantities of bunker fuel when considering implementation of a routing measure; (b) approved the U.S. proposal to amend the traffic separation scheme in Prince William Sound, Alaska; (c) agreed to establish new routing measures off the coast of Peru and on the east coast of England; and (d) approved the establishment of a new mandatory ship reporting system off the coast of France at Les Casquets.
3. The NAV recommended changes to the COLREGs to take into account the emergence of wing-in-ground (WIG) craft. A WIG craft is a multimodal craft that in its main operational mode is capable of high-speed flight near the surface utilizing surface-effect action. The Subcommittee remains divided on the need for amendments to the COLREGs with respect to high-speed craft (HSC), and therefore submitted no recommendations for change on this matter.
4. The Subcommittee prepared a draft Maritime Safety Committee (MSC) circular on guidelines on ergonomic criteria for bridge equipment and layout. The U.S. delegation called the NAV's attention to the International Organization for Standardization (ISO) submission of a draft standard for centralized bridge functions and periodic one-person operation. The United States, supported by other delegations, urged the NAV to invite the ISO to remove the references to one-person operations from its draft requirements and guidelines, since the meaning of the text or the value of the design concepts contained therein could be adequately presented without reference to watchstanding practices deemed unacceptable by the IMO.
5. The Subcommittee approved the revision of resolution A.860(20) detailing the maritime policy for a future Global Navigation Satellite System (GNSS) for approval by the MSC with a view to submission to the 22nd Assembly for adoption. In other significant actions concerning navigational aids, the NAV: (a) approved revisions of the performance standards for ship-borne satellite radio-navigational receivers; (b) approved performance standards for marine transmitting heading devices; (c)

considered a U.S. proposal to have its maritime Differential Global Positioning System Standard Positioning Service (DGPS-SPS) recognized as a component of the GNSS; and (d) invited member governments to submit proposals on operational aspects of integrated bridge systems to NAV 47.

6. The Subcommittee approved the amended standard marine communication phrases (SMCP) contained in MSC/Circ.794, including a draft Assembly resolution. It was agreed to forward the SMCP resolution to MSC 74 for consideration and approval before submission to the 22nd session of the Assembly for adoption.
7. Based on submissions by the International Association of Marine Aids to Navigation and Lighthouse Authorities and the International Chamber of Shipping (ICS), the NAV prepared guidelines on operational matters of automatic identification systems (AIS). The guidelines were approved in general and forwarded for consideration and approval in principle at MSC 73. The Subcommittee invited the MSC to authorize it to finalize the guidelines at NAV 47 and to report directly to the 22nd session of the Assembly.

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C. International Maritime Organization (IMO), World Maritime Day 2000

IMO Secretary-General William A. O'Neil prepared a special message for World Maritime Day 2000. According to the Secretary-General, the theme for this year is "building maritime partnerships," a topic that the IMO feels is highly appropriate for shipping because the industry is at the heart of one of mankind's oldest and most basic partnerships – partnership in trade.

The Secretary-General's message included the following significant points:

1. The responsibility of the IMO is to be the prime proponent and standard-bearer for a universal culture of safety throughout the maritime world. It is a difficult task because, while shipping is one of the few truly international industries, it is also a fragmented one, with participants coming from every conceivable part of the social, political, and economic spectrum. Finding solutions that can embrace them all and still promote the overall objectives of safer ships and cleaner oceans is a daunting task. But the record shows that the IMO has achieved considerable success and confirms that the Organization has the capacity to build on it in the future.
2. The foundation stone of this success has been partnership. Indeed, partnership is a fundamental principle in the IMO, which at its heart is a cooperative relationship between the 158 member governments who join together in framing, implementing, and policing the standards, rules, and regulations that govern international shipping. It is a partnership that has produced more than 40 conventions and several hundred

protocols and resolutions that together provide the blueprint for a safe, environmentally friendly, and cost-effective industry.

3. For many years, the IMO has recognized that the ability to implement rules and regulations is as important, if not more important, than the actual construction of the legislative regime itself. For more than 30 years, therefore, the IMO has had a very active technical cooperation program in place that has been helping those who lack the necessary resources and skills to play their full part in achieving joint objectives. Over the last few years, the focus has been on extending the partnership concept to embrace – even more so than previously – the nongovernmental organizations and private sector components that have a direct interest in the international shipping industry. Many of these have had links with the IMO since its inception.
4. Although the IMO fully acknowledges that it needs to draw on the technical competence, skills, expertise, and knowledge that exist in the commercial world, at the same time a basic principle must be accepted. That principle is that the IMO is the right and only place where issues concerning international shipping safety and environmental protection should be considered and adopted. The IMO is in a unique position to provide the necessary guidance, leadership, and focus. If the shipping industry wants to operate within a sound regulatory framework that is pragmatic, effective, and consistently applied, it must – and will – continue to support the IMO in its efforts to raise and implement standards globally.
5. The IMO's experience with the application of the partnership philosophy has been outstanding. It has enabled the IMO to undertake joint programs with governments, labor, shipping, and industry organizations that have a maritime interest. Without this form of assistance, the Organization would be unable to fulfill its technical cooperation mandate to provide guidance and support, particularly to developing countries, in order to enable them to meet the requirements for the proper implementation of international standards in shipping.
6. This year has seen a great deal of media and industry attention focused on the need to strengthen what has been termed the "safety net" that underpins the safety of international shipping. The safety net itself is nothing more, or perhaps nothing less, than a series of partnerships. It begins with the partnerships between member governments at the IMO, and it moves on to embrace the flag states, the shipbuilders and designers, the classification societies, the port state control inspectors, the charterers, the ship operators, and, ultimately, the seafarers who staff and operate the world's fleet. Hydrographers, mapmakers, educators, equipment manufacturers, insurers, and countless other groups or individuals all have their part to play as well.
7. The IMO is currently engaged in a process by which its member states can strengthen the relationships within the various infrastructures that will produce tomorrow's seafarers. Panels of experts are currently assessing submissions made by member governments detailing how they are implementing the revised International Convention on Standards of Training, Certification and Watchkeeping for Seafarers,

as amended, (STCW Convention). This is a new process that, for the first time, gives the IMO a direct involvement in the implementation of a convention. It is a breakthrough and has only been achieved through cooperation, consensus, and respect for the competence of the Organization.

8. Shipping is a modern, international, and multi-faceted industry that eventually touches just about everyone on the planet. And there is not a single individual or group involved with shipping that stands alone, outside the network of partnerships. It is fundamental that all commit to a process of continually re-examining the IMO standards that have been established and the mechanisms that have been created for ensuring their proper, uniform implementation.

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