

1. **INTERNATIONAL ACTIVITIES**

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

The 7th session of the Subcommittee on Bulk Liquids and Gases (BLG 7) was held at IMO Headquarters in London from June 24-28, 2002. Delegations from 50 member governments, 1 associate member government, 2 intergovernmental organizations, and 18 non-governmental organizations attended the meeting. The United States was represented by the Coast Guard with assistance from two private sector advisers.

BLG 7 agenda items included the following: (1) matters related to the probabilistic methodology for oil outflow analysis; (2) 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); (3) review of Annex II (bulk noxious liquid substances) of MARPOL 73/78; (4) evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments; (5) amendments to requirements on electrical installations in the International Bulk Chemical (IBC) Code and the International Gas Carrier (IGC) Code; (6) application of MARPOL to Floating (Oil) Production, Storage, and Offloading facilities (FPSOs) and Floating (Oil) Storage Units (FSUs); (7) requirements for protection of personnel involved in the transportation of cargoes containing toxic substances in all types of tankers; (8) oil tagging systems; (9) development of guidelines for ships operating in Arctic ice-covered waters; and (10) matters related to ship recycling.

Significant actions taken at BLG 7 include the following:

1. An informal drafting group was formed to review the relevant sections of the draft guidelines on ship recycling. The BLG endorsed the group's proposals that: (a) separate sections in the draft guidelines be developed for cargo-related residues and for ship-related residues; and (b) a procedure be developed to identify hazardous substances in the context of ship recycling. Work will continue at BLG 8, and a working group will be established.
2. Concerning the probabilistic methodology for oil outflow analysis, a working group revised and finalized the text of regulation I/21 on accidental oil outflow performance of the draft revised MARPOL Annex I. The Subcommittee recognized that a draft Marine Environment Protection Committee (MEPC) resolution needed to be developed for the guidelines and that explanatory notes and examples needed completion. It was decided to continue work

Prevention (IOPP) Certificate, and unified interpretations of Annex I. The working group completed the tasks assigned by the Subcommittee. The BLG agreed with the target completion date of 2003 for this agenda item. The IMO secretariat was instructed to prepare a document for submission to BLG 8 in March 2003.

4. Based on the report of an intersessional working group, the Subcommittee considered adopting a revised system for categorizing cargoes of noxious liquid substances under Annex II of MARPOL 73/78. Two systems, one with three categories and another with five categories, were considered. The Subcommittee was divided on which number of categories to adopt. Eight nations, including the United States, Japan, and China, favored the five-category system; Liberia, Panama, and 12 nations from Europe favored the three-category system. A working group, chaired by the Netherlands, was convened to finalize the criteria in both systems. For each system, criteria were developed for operational discharges and accidental discharges (ship type requirements). The working group developed “pros and cons” for the new five- and three-category systems when compared with the current five-category system. The Subcommittee forwarded the report of the working group to the MEPC, along with additional comments from supporters of the five-category system.
5. The Subcommittee considered a submission from Australia that contained proposed guidelines on the application of MARPOL Annex I requirements to FPSOs and FSUs. After considerable discussion, the BLG agreed to form an intersessional correspondence group under the coordination of Australia to: (a) finalize an MEPC circular on the application of MARPOL Annex I requirements to FPSOs and FSUs, (b) develop proposed amendments to MARPOL Annex I, (c) develop a new supplement to the IOPP Certificate based on the contents of the draft MEPC circular, (d) consider any consequential amendments needed with respect to the existing unified interpretations to MARPOL Annex I, and (e) submit a report to BLG 8.
6. Amendments to the electrical installation requirements in the IBC and IGC Codes were drafted. The BLG is awaiting the outcome of the work of the Subcommittee on Ship Design and Equipment (DE) on electrical installations for oil tankers before completing this agenda item.
7. The Subcommittee discussed the issue of requirements for protecting personnel involved in the transportation of cargoes containing toxic substances in all types of tankers. The International Labor Organization (ILO) and the World Health Organization (WHO) will be invited to assist in the development of management-based guidelines.

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

The 48th session of the Subcommittee on Safety of Navigation (NAV 48) was held at IMO Headquarters in London from July 8-12, 2002. The session was attended by 59 member governments, 1 associate member government, and 29 United Nations, intergovernmental, and non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Department of Defense, Department of State, National Oceanic and Atmospheric Administration, and a few private sector advisers.

NAV 48 agenda items included the following: (1) routing of ships, ship reporting, and related matters; (2) operational aspects of integrated bridge systems (IBSs); (3) places of refuge; (4) revision of the Fishing Vessel Safety Code and Voluntary Guidelines; (5) anchoring, mooring, and towing equipment; (6) feasibility study on carriage of voyage data recorders (VDRs) on existing cargo ships; (7) revision of performance standards for radar reflectors; (8) review of performance standards for radar equipment; (9) International Telecommunication Union (ITU) matters; (10) large passenger ship safety (effective voyage planning for large passenger ships); (11) measures to prevent accidents with lifeboats; (12) matters related to bulk carrier safety; and (13) casualty analysis.

Among significant actions taken at NAV 48 are the following:

1. The Subcommittee considered and approved several new or amended ships' routing and ship reporting measures. These included proposed amendments to the traffic separation scheme (TSS) in the Bay of Fundy and its approaches. This proposal, submitted by Canada, routes ship traffic away from an area frequented by the endangered Northern Right Whale. In addition, the NAV approved a new TSS in the Mediterranean off Cape La Nao, a new TSS off Cape Palos, a new TSS for the southern Red Sea, and amendments to the TSS in the Gulf of Finland. The Subcommittee also approved a new recommended track off the Mediterranean coast of Egypt and a new recommended track and a precautionary area for the southern Red Sea. In addition, the NAV approved new mandatory ship reporting (MSR) systems in the Adriatic Sea and in the Gulf of Finland. Other NAV actions taken were: (a) approval of a recommendation on navigation in the Baltic Sea; (b) approval of a recommendation by the International Hydrographic Organization (IHO) on charting particularly sensitive sea areas (PSSAs), (c) provision of guidance on conflicting action in collision avoidance and on acknowledgement of ship automatic identification system (AIS) messages by shore authorities; and (d) approval of a guidance note for the preparation of proposals on ships' routing and ship reporting systems.

3. The NAV agreed on guidelines for the installation of a shipborne automatic identification system (AIS) based on a submission by the United States and Sweden. A NAV circular was drafted to make this guidance available to manufacturers, installers, and surveyors. The Subcommittee also drafted a resolution for adoption by the MSC, recommending that steps be taken to ensure the integrity of the AIS VHF data link. The Subcommittee agreed with the functional requirements for a system to allow long-range identification and tracking for security purposes. It was further agreed that the Convention on the International Maritime Satellite Organization, as amended, (INMARSAT-C) was the most appropriate existing system to provide security applications.
4. A working group drafted guidelines that recommend that coastal states establish/designate a maritime assistance service (MAS) with the responsibility to receive reports from ships in need of assistance and to be a communication point of contact. The guidelines recommend procedures and factors for all involved, i.e., master, vessel owner, salvor, and coastal state, to analyze, communicate, and respond to requests for a place of refuge. The NAV noted the report of the working group and the draft guidelines and agreed to send the documents to other relevant IMO bodies. The Subcommittee recommended that the MSC review the work thus far, and allow NAV 49 to finalize the draft guidelines and then forward the completed guidelines directly to the Assembly for adoption at the 23rd session (A 23) in November 2003.
5. With regard to the revision of the Fishing Vessel Safety Code and Voluntary Guidelines, the NAV approved amendments to various parts of the draft revisions for forwarding to the Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF).
6. The NAV considered submissions by the United States reporting on the results of a gap analysis that identifies areas where gaps may exist in IMO instruments with regard to the safety of large passenger ships. The single gap, identified by the report, was the quality and availability of hydrographic information for operation in remote areas. As a result, the IHO was requested and agreed to carry out an investigation as to how the quality and availability of hydrographic data in remote areas could be improved.

For further information, contact Mr. Edward LaRue, Office of Vessel Traffic Management (G-MWV), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, (telephone: (202) 267-0416, electronic mail: elarue@comdt.uscg.mil).

SLF 45 agenda items included the following: (1) development of revised chapter II-1 parts A, B, and B-1 of the International Convention for the Safety of Life at Sea (SOLAS Convention); (2) revision of technical regulations of the International Convention on Load Lines (LL Convention); (3) revision of the Fishing Vessel Safety Code and Voluntary Guidelines; (4) review of the Intact Stability Code; (5) containership partially weathertight hatch covers; (6) large passenger ship safety; (7) matters related to bulk carrier safety; and (8) revision of the model test method specified in the 1995 SOLAS Conference resolution 14.

Significant actions taken at SLF 45 include the following:

1. The working group on subdivision and damage stability (SDS) made significant progress towards the harmonization of the passenger ship and dry cargo ship damage stability regulations in SOLAS chapter II-1 with a target completion date of 2003. Progress was made and agreement was reached on the damage distributions and survival factor formulations to be used in the new draft regulations. The working group also discussed the issues of minor damage, watertight integrity, transient flooding, sample ship calculations, double bottom requirements, and collision bulkheads. The SDS intersessional correspondence group was re-established to monitor relevant project developments.
2. The working group on load lines finished its work on drafting amendments to Annex B of the LL Protocol of 1988. The SLF agreed to the draft amendments and forwarded them to the Maritime Safety Committee (MSC) for approval. Major revisions are: (a) a new bow height formula, which completely replaces the current formula; (b) revised hatch cover design loads, substantially increasing the hatch cover strength, particularly the forward-most covers; (c) a new requirement for distribution of reserve buoyancy in the forebody of vessels; and (d) incorporation of load line-related interpretations by the International Association of Classification Societies (IACS). The only outstanding item that the SLF could not finalize was the proposed hatch cover design loads, and the Subcommittee decided to forward two sets of proposed values to the MSC.
3. The Subcommittee decided that proposals for making parts of the Intact Stability Code mandatory were beyond the scope of work given to the SLF and any such proposals must be directed to the MSC. A working group on intact stability developed a work methodology using a two-phased approach for revising the Code. The short-term phase will consider revisions to the Code that can be completed by 2004, and includes the following issues: review of the weather criteria, the free-surface effects in tanks, anti-rolling devices, and special criteria for containerships greater than 100 meters. The long-term phase will consider revising the Code using performance-based standards, and initial efforts will be aimed at

5. Concerning large passenger ship safety, the SLF discussed the status of work regarding: (a) the analytical relationship between the time to sink and residual damage stability (i.e., characterize the designed survivability of the ship); (b) the structural integrity of the ship after damage; and (c) raking damage concerns. In addition, three significant presentations on research efforts to characterize the designed survivability of the ship were made. An informal group of 10 countries met to refine the tasks and to develop detailed terms of reference for continued intersessional work. A correspondence group will carry on the three tasks.

For further information, contact Mr. H. Paul Cojeen, Chief, Naval Architecture Division, Office of Design and Engineering Standards (G-MSE), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, (telephone: (202) 267-2988, electronic mail: hcojeen@comdt.uscg.mil).

D. International Maritime Organization (IMO), Sustainable Development

The IMO recently prepared and distributed a news release in conjunction with the United Nations World Summit on Sustainable Development (WSSD), which reports on the IMO's role in the integration of environment, development, and policy making as part of its work in achieving maritime safety and the prevention of marine pollution by ships.

The press release notes that, at the 1992 United Nations Conference on Environment and Development (UNCED), in Rio de Janeiro, Brazil, the IMO was able to report significant progress on many issues relating to the environment and sustainable development. There remained much to be done, however, and Agenda 21, a global plan of action for sustainable development adopted by the Rio Conference, gave fresh impetus to the IMO's activities in the maritime sector, especially in the area of prevention of pollution from ships.

Some of the major achievements of the IMO since 1992 in the context of Agenda 21 address the following issues: (1) prevention of air pollution from ships; (2) controlling harmful aquatic organisms in ships' ballast water; (3) protection of "special areas" and "particularly sensitive sea areas"; (4) ratification of the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, (MARPOL 73/78), in the Gulf Area; (5) oil and chemical pollution preparedness and response; (6) compensation for pollution damage caused by hazardous and noxious substances; (7) safe carriage of irradiated nuclear fuel at sea; (8) port state control; (9) navigational safety and management of international straits; (10) facilities in ports for the reception of wastes from ships; (11) harmful effects of the use of anti-fouling paints for ships; (12) stricter pollution prevention from cargo ships (including bulk carriers); (13)