

1. INTERNATIONAL ACTIVITIES

A. International Maritime Organization (IMO), Maritime Safety Committee (MSC)

The 73rd session of the Maritime Safety Committee (MSC 73) was held at IMO Headquarters in London from November 27 – December 6, 2000. Ninety member nations, 2 associate members, 1 United Nations (UN) specialized agency, 4 intergovernmental organizations, and 35 non-governmental organizations participated. The United States was represented by the Coast Guard with assistance from the Department of State, Department of Defense, National Oceanic and Atmospheric Administration, and several private sector advisers.

MSC 73 agenda items included the following: (1) consideration and adoption of amendments to mandatory instruments; (2) large passenger ship safety; (3) bulk carrier safety; (4) mandatory application of the International Maritime Dangerous Goods (IMDG) Code; (5) matters related to the Subcommittee on Flag State Implementation (FSI); (6) implementation of the 1978 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended, (STCW Convention); (7) report of the 43rd session of the Subcommittee on Ship Design and Equipment (DE 43); (8) report of the 5th session of the Subcommittee on Bulk Liquids and Gases (BLG 5); (9) report of the 46th session of the Subcommittee on Safety of Navigation (NAV 46); (10) urgent matters emanating from the 43rd session of the Subcommittee on Stability and Load Lines and on Fishing Vessels Safety (SLF 43); (11) technical assistance subprogram in maritime safety; and (12) piracy and armed robbery against ships.

Among significant actions taken at MSC 73 are the following:

1. The Committee adopted amendments to the 1974 International Convention for the Safety of Life at Sea, as amended, (SOLAS Convention); the 1988 SOLAS Protocol; the Fire Test Procedures (FTP) Code; the Codes for Ships Carrying Dangerous Chemicals in Bulk (IBC Code and BCH Code); the Codes for Ships Carrying Liquefied Gases in Bulk (IGC Code and GC Code); the International Safety Management (ISM) Code; and resolution A.744(18) concerning guidelines on enhanced inspections of bulk carriers and oil tankers. The MSC also adopted two new codes, the 2000 Code of Safety for High-Speed Craft (2000 HSC Code) and the Fire Safety Systems (FSS) Code.

SOLAS chapter II-1 on construction. A revision to the regulation on emergency towing arrangements on tankers was adopted, as was a new regulation prohibiting the installation of asbestos on ships with the exception of certain limited applications where no suitable substitutes are available.

SOLAS chapter II-2 on fire safety. A completely reorganized and rewritten chapter was adopted. The new chapter is organized along functional lines, and the technical details of fire safety systems have been removed from the chapter and included in the new mandatory FSS Code. The FSS Code was also adopted at this session.

SOLAS chapter V on safety of navigation. A completely reorganized and rewritten chapter was adopted. Significant revisions concerned the North Atlantic Ice Patrol (NAIP), automated information systems (AISs), and voyage data recorders (VDRs). The MSC adopted the revised SOLAS regulation V/6 and the rules set out in the appendix to chapter V for the management, operation, and financing of the NAIP. The Committee reaffirmed that the Ice Patrol financing system is unique and is not a precedent for charging ships navigating in international waters for services provided by coastal states. Also, new ships and existing ships will be required to be AIS-equipped by specified dates. In addition, VDRs will be required on new ships and existing passenger ships by specified dates.

SOLAS chapter IX on management for the safe operation of ships. The chapter was revised to clarify the mandatory status of the ISM Code. The ISM Code was revised to clarify the certification and interim certification process.

SOLAS chapter X on safety measures for high-speed craft. Chapter X was revised to reference the 2000 HSC Code as the required construction standard for new high-speed craft. The Committee also adopted the 2000 HSC Code. Additionally, the MSC adopted revisions to the 1994 HSC Code to include AIS and VDR requirements for those existing high-speed craft that would continue to come under that Code. The Committee also adopted revisions to the FTP Code that cover test requirements for materials used in the construction of high-speed craft.

1988 SOLAS Protocol. The records of equipment with regard to navigational systems and equipment were revised to be consistent with the changes that were adopted to SOLAS chapter V.

IBC and BCH Codes. The IBC Code was amended primarily to include revised requirements for carbon disulphide in cargo tanks. Both Codes were revised to include new requirements for cargo tank venting, ship's cargo hoses, and other matters.

Resolution A.744(18) concerning guidelines on enhanced inspections of bulk carriers and oil tankers. The MSC adopted revisions to resolution A.744(18) establishing criteria for hull girder strength for oil tankers.

2. Using the U.S. submission on passenger ship safety as the guiding document, the working group on passenger ship safety identified, discussed, and prioritized areas of concern related to existing passenger ships and future passenger ships. The working group developed a preliminary work plan that resulted in the MSC: (a) instructing the NAV to define what constitutes an effective voyage plan for large passenger ships as an immediate way to help reduce the risk of collisions and groundings; (b) instructing the Subcommittee on Fire Protection (FP) to include existing large passenger ships within the context of their work on evacuation analysis; (c) establishing an intersessional correspondence group led by the United States to finalize areas of concern related to future passenger ships and to further develop the philosophical approach, goals, and objectives for future passenger ships; and (d) agreeing to reconvene the working group at the next session of the MSC to discuss in more detail the areas of concern, to finalize the philosophical approach, goals, and objectives, and

to establish a work plan and develop a time schedule for the Committee and its subsidiary bodies to address the issues identified.

3. The Committee confirmed a list of STCW parties that have been found to be giving the relevant provisions of the 1995 STCW amendments full and complete effect, i.e., the so called IMO “white list.” The United States is included in the list of 71 countries. Confirmation of this list is the culmination of a long process involving the submission of detailed information by each party, and the evaluation of that information by five member panels of competent persons selected from a list of experts approved earlier by the MSC. Only those parties found to be implementing the STCW Convention properly were brought to the Committee for confirmation. Additional parties are expected to be added to the list at the next session, and a timetable was agreed to for concluding evaluations that are now in progress.
4. The MSC established a working group to consider measures to eliminate substandard oil tankers. This matter was forwarded to the MSC by the Marine Environment Protection Committee (MEPC) to address issues arising from the sinking of the oil tanker *Erika* off the coast of France in December 1999. The working group identified 22 work items for the MSC, its subcommittees, and the MEPC. The Committee decided to forward the proposed work program to MEPC 46 and various subcommittees for comments and recommendations. MSC 74 will develop a work plan for specific actions intended to eliminate substandard ships.
5. The Committee decided to make certain portions of the IMDG Code mandatory under the SOLAS Convention, aiming at an entry into force date of January 1, 2004. The parts of the Code to be made mandatory would be those that had been recommended by the Subcommittee on Dangerous Goods, Solid Cargoes and Containers (DSC). The MSC also agreed that the issues of how to reflect the recommendatory parts of the Code and the procedure for adopting future amendments to the Code would be referred to the DSC for further consideration.
6. The MSC approved the Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships and the issuance of a circular containing the Code as an annex pending adoption as an Assembly resolution. Also, the Committee revised MSC/circ.622/rev. to reflect the fact that local peculiarities of each port may differ from the general guidance on communications with port authorities given in the circular. It was noted that the UN General Assembly’s informal consultative process on oceans will be considering ways to improve coordination and cooperation in combating piracy and armed robbery at sea during its second meeting to be held in New York from May 7-11, 2001.
7. The MSC agreed to use the U.S. proposed database for flag state self-assessments and instructed the IMO secretariat to transfer all information received thus far to this database. It was also agreed to instruct the FSI to use the analysis of the database information proposed by the United States to provide recommendations on how to achieve consistent and effective implementation of IMO instruments.

8. The Committee approved the report of NAV 46 and took the following specific actions: (a) adopted, subject to confirmation by the Assembly, proposed amendments to the general provisions on ships' routing to create a new measure under international law for "no anchoring areas"; (b) adopted the U.S. proposal to establish three no anchoring areas to protect the fragile coral reefs of the Flower Garden Banks National Marine Sanctuary; (c) adopted the amendments to the traffic separation scheme, including the associated routing measures, in Prince William Sound; and (d) concurred with the U.S. recommendation to defer approval of the proposed amendments to pilot transfer arrangements.
9. The MSC approved the report of DE 43 and took the following specific actions: (a) approved an MSC circular on life-saving appliance evaluation and test reports; (b) approved the guidelines for the design, construction, and operation of passenger submersible craft with the amendment proposed by the United States regarding port state approval; and (c) concurred with the recommendation to develop guidelines for wing-in-ground (WIG) craft.
10. After considerable discussion, the MSC instructed the FSI to consider the request of the seventh session of the UN Commission on Sustainable Development (CSD 7) to develop measures to ensure that ships of all flag states meet international rules and standards and to consider the form such measures should take and how that form would relate to applicable IMO instruments. The focus of FSI 9 may be on developing a code of practice for registers. It is unlikely that any measures will, in the near future, take the form of a binding instrument.

MSC 74 is scheduled for May 30 – June 8, 2001. For further information, contact Mr. Joseph J. Angelo, Director of Standards (G-MS), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, (telephone: (202) 267-2970).

B. International Maritime Organization (IMO), Subcommittee on Fire Protection (FP)

The 45th session of the Subcommittee on Fire Protection (FP 45) was held at IMO Headquarters in London from January 8-12, 2001. Forty-two member nations, 1 associate member, 1 intergovernmental organization, and 11 non-governmental organizations participated. The United States was represented by the Coast Guard with assistance from the Environmental Protection Agency and several private sector advisers.

FP 45 agenda items included: (1) evacuation analysis for passenger ships and high-speed passenger craft; (2) guidelines on alternative design and arrangements for fire safety; (3) smoke control and ventilation; (4) unified interpretations to chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS Convention) and related fire test procedures; (5) fire-retardant materials for the construction of lifeboats; (6) analysis of fire casualty records; and (7) fire-fighting systems in machinery and other spaces.

Among significant actions taken at FP 45 are the following:

1. A working group finalized interim guidelines for a simplified evacuation analysis for high-speed craft. These guidelines are expected to be approved by the Maritime Safety

Committee (MSC) and promulgated as an MSC circular. With respect to large passenger ships, a preliminary simplified evacuation analysis methodology for new passenger ships and evacuation concerns for existing ships were discussed by the working group and will continue to be worked on at the next Subcommittee session. Based on papers submitted by the United States and Germany, the working group also discussed and agreed to develop guidelines for the microscopic computerized evacuation analysis methodology. Input parameters for computerized models were agreed upon, and additional work will continue at FP 46.

2. A working group completed guidelines on alternative design and arrangements for fire safety. These guidelines are necessary to provide universally agreed-upon guidance for administrations to use in implementing new regulation 17 in revised chapter II-2 of the SOLAS Convention. The guidelines are expected to be approved as an MSC circular. Along with this, another draft MSC circular was completed providing guidelines on a simplified means to calculate the fire load in accommodation and service spaces.
3. A working group considered several issues related to interpretations to the fire test procedures and SOLAS chapter II-2. The group also considered guidelines for carbon monoxide fire detectors, and test procedures for fire retardant materials used for the construction of lifeboats. The FP agreed on draft MSC circulars on interpretations to the Fire Test Procedures (FTP) Code, interpretations to SOLAS II-2, and fire-retardant materials for the construction of lifeboats. Members were invited to submit comments concerning fixed means using steam for extinguishing a fire within a galley duct for further consideration at FP 46. Draft guidelines for the use and installation of carbon monoxide detectors could not be finalized, and the United Kingdom was invited to submit further information to FP 46.
4. With regard to fire-fighting systems in machinery and other spaces, the recommendations in the paper submitted by the United States concerning toxicity criteria for aerosol fire extinguishing were accepted and included in a new draft MSC circular on guidelines for the approval of fixed aerosol fire-extinguishing systems that are equivalent to fixed gas fire-extinguishing systems.

For further information, contact Mr. Robert Markle, Chief, Lifesaving and Fire Safety Standards Division, Office of Design and Engineering Standards (G-MSE), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, (telephone: (202) 267-1444).

C. International Maritime Organization (IMO), Subcommittee on Standards of Training and Watchkeeping (STW)

The 32nd session of the Subcommittee on Standards of Training and Watchkeeping (STW 32) was held at IMO Headquarters in London from January 22-26, 2001. The session was attended by 74 member governments, 1 associate member government, and 23 United Nations, intergovernmental, and non-governmental organizations. The United States was represented by the Coast Guard with assistance from the Maritime Administration and a large number of private sector advisors.

STW 32 agenda items included: (1) validation of model training courses; (2) training and certification of maritime pilots and revision of resolution A.485(XII); (3) follow-up action to the 1995 Conference to amend the 1978 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention); (4) unlawful practices associated with certificates of competency; (5) casualty analysis; (6) development of guidance on training in the use of electronic chart display and information systems (ECDIS); (7) IMO standard marine communication phrases (SMCPs); (8) development of requirements for training in ballast water management; and (9) development of guidelines for ships operating in ice-covered waters.

Among significant actions taken at STW 32 are the following:

1. The Subcommittee agreed to develop guidance for parties to comply with the ongoing obligation to submit information to the IMO as part of the international oversight in demonstrating compliance with the STCW Convention. The United States, with support from the majority of delegations, successfully led the opposition to any move to amend the Convention until further experience is gained in reporting requirements. The guidance developed details the frequency and content of the report to the IMO that is required by regulations in the STCW Convention. The STW prepared a draft Maritime Safety Committee (MSC) circular for use by parties and competent persons when preparing and reviewing the reports. This process enhances the achievements made to date in the implementation and enforcement of the Convention. The item on procedures to be implemented by the IMO regarding a party failing to give full and complete effect to the STCW Convention was not resolved and will be discussed further at STW 33.
2. The STW chose not to develop an Assembly resolution on guidance for personnel to whom the STCW Convention is not applicable. Any party seeking to develop national guidance, based on Assembly resolutions superseded by the 1995 amendments to the STCW Convention, will be directed to use existing IMO instruments.
3. The Subcommittee prepared a draft MSC circular on SMCPs to clarify what parts of the SMCPs are mandatory for purposes of assessing deck officer competency under the STCW Convention.
4. The STW received a progress report on a research project to identify the extent of unlawful practices associated with certificates of competency. The report sparked considerable discussion. The Subcommittee agreed to a list of areas that might be further examined as part of the effort to identify measures which could be put in place to reduce or eliminate unlawful practices associated with certificates of competency and other documents.
5. The Subcommittee validated one revised model training course (training for instructors) and two new model training courses (onboard vessel assessments, and second-class radioelectronics certificate for the Global Maritime Distress and Safety System (GMDSS)). The IMO secretariat was invited to publish the courses as soon as practicable. The

Subcommittee recommended that model courses considered in the future should be submitted according to the guidelines for submission of documents to the IMO.

6. The STW recommended that the target completion date for the agenda item on training of pilots (revision of resolution A.485(XII)) be delayed until the Subcommittee on Safety of Navigation (NAV) completes the annex of the resolution regarding recommendations on the operational requirements for pilots. This will allow the STW to review both annexes together in conjunction with the resolution and will ensure that all training issues are properly addressed in the revision. The Subcommittee expects to finalize its work on revising resolution A.485(XII) at STW 33.

7. The STW developed interim guidance on training in the use of ECDIS.

For further information, contact Captain Peter Richardson, Chief, Office of Operating and Environmental Standards (G-MSO), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, (telephone: (202) 267-0214).

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

The 6th session of the Subcommittee on Bulk Liquids and Gases (BLG 6) was held at IMO Headquarters in London from February 5-9, 2001. Delegations from 46 national governments, 1 associate member, 2 intergovernmental organizations, and 20 non-governmental organizations attended the meeting. The United States was represented by the Coast Guard with assistance from two private sector advisers.

BLG 6 agenda items included: (1) revision of circular MSC/Circ.677; (2) matters related to the probabilistic methodology for oil outflow analysis; (3) review of Annex I of the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, as amended, (MARPOL 73/78 or MARPOL Convention); (4) review of Annex II of MARPOL 73/78; (5) evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments; (6) amendments to requirements on electrical installations in the International Bulk Chemical (IBC) and International Gas Carrier (IGC) Codes; (7) application of MARPOL requirements to floating production storage and offloading units (FPSOs) and floating storage units (FSUs); and (8) evaluation of the IMO greenhouse gas emissions study.

Significant actions taken at BLG 6 include the following:

1. The BLG prepared draft revisions for MSC/Circ.677 regarding standards for the design, testing, and locating of devices to prevent the passage of flame into cargo tanks in tankers. The draft revisions were forwarded to the Maritime Safety Committee (MSC) for approval.
2. With regard to matters related to the probabilistic methodology for oil outflow analysis, a working group completed development of the revised regulation 22 of Annex I of MARPOL

73/78. A correspondence group, chaired by Germany, was established to finalize the explanatory notes for revised regulation 22 prior to BLG 7.

3. The BLG was instructed by the Marine Environment Protection Committee (MEPC) to develop a revised draft text of MARPOL Annex I that incorporates all of the requirements in the present Annex I and all of the proposed amendments. Once finalized and adopted by the MEPC, the revised Annex I would replace the existing Annex I in its entirety. A working group completed a revision of Annex I and the Oil Record Book. These documents are considered working papers and are not complete, pending actions for revising regulation 22 and amending regulation 13G. A correspondence group chaired by Greece was established to provide explanatory notes for the revisions to Annex I and to index the revised Annex I. The Subcommittee proposed to extend the Annex I work program until the year 2003 so that the revisions of MARPOL Annexes I and II are completed simultaneously.
4. A working group was convened to consider ongoing work to align the safety criteria for cargo classification with the United Nations Global Harmonization System for Chemicals. The working group also approved carriage requirements for one new U.S. product proposed for inclusion in the Bulk Chemical Codes. Also, an ad hoc meeting evaluated 11 proposals from Belgium and the Netherlands for MARPOL Annex II tank-cleaning additives; 10 additives were accepted. Work on revising MARPOL Annex II continued. The revisions align the format for Annex II with Annex I and now contain two non-binding scenarios for limitations on discharges to the sea of noxious liquid substances. The scenarios are for a modification to the current five-category classification system and for a new three-category classification system. Other scenarios, which may still be developed based on final cargo reclassifications, are not excluded from consideration. Significant work on the revision of Annex II is expected at BLG 7.
5. With regard to application of MARPOL requirements to FPSOs and FSUs, a correspondence group, established at BLG 5, reported information on FPSOs and FSUs. The report listed existing FPSOs and FSUs and their locations, but further work and validation are required in order to provide all the information requested by the MEPC. The Subcommittee noted that the MSC would consider a paper submitted by Australia calling for the development of general standards for these units. Australia also is to update the correspondence group's information at BLG 7 and provide recommendations for the application of MARPOL Annex I.
6. The IMO study on greenhouse gas emissions was discussed. The BLG noted that, although the emission of greenhouse gases by the international shipping industry is small compared to other sources of emissions, it is important for the IMO to positively participate in the global discussions on reducing greenhouse gases. To this end, the Subcommittee indicated that the technical aspects of the IMO study should be considered by other relevant IMO technical bodies prior to the IMO establishing a policy on greenhouse gas emissions.

For further information, contact Cdr. Robert Corbin, Chief, Hazardous Material Standards Division, Office of Operating and Environmental Standards (G-MSO), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593, (telephone: (202) 267-0103).

E. International Maritime Organization (IMO), Subcommittee on Flag State Implementation (FSI)

The 9th session of the Subcommittee on Flag State Implementation (FSI 9) was held at IMO Headquarters in London from February 19-23, 2001. The meeting was attended by 68 member governments, 1 associate member, 1 United Nations (UN) specialized agency, 2 intergovernmental organizations, and 17 non-governmental organizations. The United States was represented by the Coast Guard with assistance from 2 private sector advisers.

FSI 9 agenda items included: (1) responsibilities of governments and measures to encourage flag state compliance; (2) self-assessment of flag state performance; (3) implications arising when a vessel loses the right to fly the flag of a state; (4) regional cooperation on port state control; (5) reporting procedures on port state control detentions; (6) mandatory reports under the 1973 International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978, as amended, (MARPOL 73/78 or MARPOL Convention); (7) casualty statistics and investigations; (8) review of resolutions A.744(18) and A.746(18); (9) use of the Spanish language in certificates, manuals, and other documents of the 1974 International Convention for the Safety of Life at Sea, as amended, (SOLAS Convention); and (10) illegal, unregulated, and unreported (IUU) fishing and related matters.

Significant actions taken at FSI 9 include the following:

1. The Subcommittee approved a draft Assembly resolution urging flag state vigilance before registering or deleting ships from its register to avoid the registration of phantom ships (i.e., ships illegally flying the flag of more than one nation) and forwarded it to the Maritime Safety Committee (MSC). The FSI also approved a proposal by the United Kingdom to establish a correspondence group to draft an Assembly resolution on flagging and deflagging of ships in general. The correspondence group was directed to consider five principles, suggested by the United Kingdom, against which the transfer of ships may be considered. These principles will also be used as a basis for a working group approved for FSI 10 that is tasked with developing detailed procedures of flagging and deflagging.
2. The FSI noted that 34 countries have now submitted their self-assessment forms (SAFs); the forms submitted represent more than half the world's gross tonnage. The Subcommittee agreed to a consolidated draft Assembly resolution A.881(21) on revised guidance to assist flag states in self-assessment of their performance. The FSI considered the need for additional guidelines to assist governments when applying the criteria and performance indicators for self-assessment. Most delegations supported the development of additional guidelines but noted that the IMO secretariat should first analyze the SAFs so far received. The IMO secretariat was directed to conduct an analysis of the SAFs and submit the results to FSI 10.
3. Regarding cooperation on port state control, several port state control regional organizations presented statistics regarding their activities in 1999. In addition, the U.S. Coast Guard presented a report showing a 29 percent drop in the detention rate at U.S. ports.

4. The Subcommittee considered the report of a working group regarding certain aspects of port state control (PSC). The FSI agreed that further work is needed to consider the suitability of a global analysis of PSC data, but deferred further work until FSI 10. The FSI directed the IMO secretariat to compile and disseminate an up-to-date list of contact points nominated by flag states for the notification of port state control detentions, and further directed the development of an electronic and paper template for the provision of data on detentions. The Subcommittee discussed mechanisms for constructive and timely dialogue between flag states and port states. There was agreement that it is important that a review procedure should be available between the flag state and port state and that the port state should endeavor to provide further information for the appeal/review, if requested by the flag state. Further, a sample form for notification of detention and release of ships was developed to assist port state notification to flag states.
5. The FSI noted that only 25 parties, including the United States, had submitted the required reports under MARPOL 73/78. The IMO secretariat was requested to prepare information on which parties had submitted their mandatory reports over the past 5 years and which parties had failed to do so.
6. The Subcommittee agreed to establish an intersessional correspondence group to prepare a first draft of the revised resolutions of A.744(18) and A.746(18). This is a major task, which will be undertaken by a drafting group during the next three Subcommittee meetings. The FSI agreed that it is desirable to have the completion date of the survey, on which the certificate (e.g., under SOLAS, MARPOL, or Load Lines) is based, marked on each certificate. A draft MSC circular was prepared to encourage administrations to endorse relevant certificates with survey dates. Further, the Subcommittee invited the MSC to start the relevant amendment procedures to update the certificates. Also, the FSI agreed to wording for incorporation into revised resolution A.746(18) and forwarded a draft MSC circular on the matter.
7. The Subcommittee approved a draft Assembly resolution concerning changes to the guidelines for the implementation of the International Safety Management (ISM) Code for further consideration by the MSC. Also, the FSI forwarded, without approving, proposed new revisions relevant to the ISM Code, which were tabled by the United States, for comment at MSC 74.
8. The FSI agreed to a draft MSC resolution on the use of the Spanish language in IMO conventions relating to maritime safety.
9. Regarding IUU fishing, the FSI agreed that most fishing vessels were outside the competence and jurisdiction of the IMO. It was further agreed that the IMO could cooperate with the UN Food and Agriculture Organization (FAO) to develop a port state control regime applicable to fishing vessels through sharing of experience and expertise on the matter. There was agreement that the IMO could be of further assistance to the FAO by promoting the ratification by its member states of the 1993 Torremolinos Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels and the 1995

International Convention on Standards of Training, Certification and Watchkeeping for
Fishing Vessel Personnel.

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