

The MSC agreed that the International Organization for Standardization (ISO) would be best place to develop international standards for PMSCs based on the IMO-developed guidance and with relevant IMO liaison and participation in

The aim of this global programme is to assist and support the efforts of governments and industry towards the enhancement of security in the international maritime transport sector. For the period under review, IMO sent 5 technical a

- carrying out the muster for embarking passengers prior to departure from every port of embarkation, if the duration is 24 hours or more;
- limiting access to the bridge to those with operational or operationally related functions, during any period of restricted manoeuvring, or while manoeuvring in conditions that the master or company bridge procedures/policy deems to require increased vigilance (e.g. arrival/departure from port, heavy traffic, poor visibility); and
- ensuring that the ship's voyage plan has taken into account IMO's Guidelines for voyage planning, and, if appropriate, Guidelines on voyage planning for passenger ships operating in remote areas.

The adoption of the resolution followed consideration of information provided by the Government of Italy on the investigation into the **Costa Concordia** incident, as well as preliminary proposals on enhancing the safety of passenger ships brought to the

As a result of its deliberations, the Conference adopted the Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (the Agreement).

The Agreement will enter into force 12 months after the date on which not less than 22 States the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas is not less than 3,600 have expressed their consent to be bound by it.

The Conference also adopted resolutions on the following subjects:

- Resolution 1: Early implementation of the Agreement
- Resolution 2: Avoidance of a situation in which two conflicting treaty regimes are operational
- Resolution 3: Promotion of technical co-operation and provisions of technical assistance
- Resolution 4: Preparation of a consolidated text
- Resolution 5: Procedure for calculating the number of fishing vessels of each Contracting State by the Depositary
- Resolution 6: Expression of appreciation to the host Government

PART III

MARINE POLLUTION FROM VESSEL'S SOURCE

AIR POLLUTION AND ENERGY EFFICIENCY

Work on energy-efficiency measures for ships

The Marine Environment Protection Committee (MEPC), at its 64th session, in October 2012, continued its work on further developing technical and operational measures relating to energy-efficiency measures for ships, based on a work plan agreed at the previous session.

An intersessional Correspondence Group on Energy-Efficiency Measures for Ships was established to develop the draft guidelines for determining minimum propulsion power to enable safe manoeuvring in adverse conditions; improve further the draft guidance on treatment of innovative energy-efficiency technologies; and review the interim guidelines for the calculation of the coefficient f_w for decrease of ship speed in representative sea conditions for trial use.

Technical co-operation and transfer of technology for the implementation of mandatory energy efficiency measures

Regulation 23 of chapter 4 of MARPOL Annex VI on Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships requires Administrations, in co-operation with the Organization and other international bodies, to promote and provide, as appropriate, support directly or through IMO to States, especially developing States that request technical assistance. It also requires the Administration of a Party to MARPOL Annex VI to co-operate actively with other Parties, subject to its national laws, regulations and policies, to promote the development and transfer of technology and exchange of information to States which request technical assistance, particularly developing States.

A Working Group further developed a text of a draft resolution on Promotion of Technical

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Fuel oil availability to meet air pollution requirements

The MEPC discussed proposals related to a review on

entry into force of the BWM Convention. The circular addresses the concern that the Convention allows no phase-in period for ships constructed prior to the entry into force of the Convention by recommending that Administrations may allow the issuance of International Ballast Water Management Certificates for such ships prior to entry into force of the Convention. The Certificates should be annotated to state that validity begins from the entry into force date, combined with a statement issued to the company when the BWM Plan was received, thereby allowing the vessel to trade for three months with an unapproved BWM Plan on board.

MEPC 64 instructed BLG 17, meeting in 2013, to consider updating resolution MEPC.175(58) on information reporting on type-approved systems. The resolution invites Member States to submit information to IMO on type-approved systems.

BLG 17 was also instructed to consider issues relating to monitoring and sampling of certain ballast water management systems.

The Committee also instructed a correspondence group to develop a draft IMO Assembly resolution on the implementation of regulation B-3 of the BWM Convention, with a view to approval by MEPC 65 and adoption by the 28th session of the Assembly in 2013. Regulation B-3 refers to specific dates for implementation of certain provisions of the BWM Convention, for ships constructed before 2009, between 2009 and 2012, and after 2012.

Recycling of ships

The MEPC, at its 64th session, adopted the 2012 Guidelines for the survey and certification of ships under the Hong Kong Convention and the 2012 Guidelines for the inspection of ships under the Hong Kong Convention.

These two sets of guidelines, together with the four sets of other guidelines previously adopted, complete the development of all guidelines referred to in the text of the Hong Kong Convention. The guidelines that have been adopted by the Organization can now assist ship-recycling facilities and shipping companies to commence introducing voluntary improvements to meet the requirements of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, which was adopted in May 2009. The treaty will enter into force 24 months after ratification by 15 States, representing 40 per cent of world merchant shipping by gross tonnage, and combined maximum annual ship-recycling volume not less than 3 per cent of their combined tonnage.

An intersessional correspondence group was established to develop threshold values and exemptions applicable to the materials to be listed in Inventories of Hazardous Materials and consider the need to amend, accordingly, the 2011 Guidelines for the Development of the Inventory of Hazardous Materials.

Capacity-building initiatives

Giving special attention to marine environment protection, IMO has established a linkage between its ITCP and 5 Millennium Development Goals (MDGs) including MDG 7 – “Ensure environmental sustainability”. In this regard, IMO organized 38 national and regional training events where 1,308 professionals and strategy officials were trained on implementation of IMO instruments related to marine environment protection.

Under emerging issues, three regional and five national workshops to address greenhouse gas (GHG) emissions from international shipping were conducted in the Asia and Pacific region.

In 2012, the governing bodies reviewed the outcomes of intersessional work and focussed on four options to regulate marine geo-engineering activities, including ocean fertilization. A proposal to amend the London Protocol, directed at regulating marine geo-engineering activities, has since been submitted for consideration by the governing bodies at their next joint session in October 2013. The draft also proposes to include a mechanism for the future listing of other marine geo-engineering activities.

CO2 Sequestration in transboundary sub-seabed geological formations

The Meeting of Contracting Parties to the London Protocol adopted the revised "Specific Guidelines for Assessment of Carbon Dioxide Streams for Disposal into Sub-seabed Geological Formations" to take into account transboundary migration of carbon dioxide waste streams within sub-seabed geological formations after injection in the light of the 2009 amendment of article 6 of the London Protocol.

The Meeting further considered a draft text for the "Development and implementation of arrangements or agreements for the export of CO₂ streams for storage in sub-seabed geological formations", which will be further developed by an intersessional correspondence group, under the leadership of Canada.

LIABILITY CONVENTIONS

2010 HNS Convention

Guidelines to assist countries in complying with the reporting requirements under the 2010 International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious substances by Sea, 2010 (2010 HNS Convention) were endorsed by the Legal Committee at its 100th session, in April 2013.

The guidelines were developed and adopted at a two-day workshop convened jointly by the IMO and the International Oil Pollution Compensation Funds (IOPC Funds) Secretariats, held at IMO in October 2012. The workshop was attended by more than 100 participants.

The guidelines are expected to help in overcoming one of the main obstacles preventing States from ratifying the Protocol, namely the diffi0.0579853(t)-0.05794556(t)-(3(P)-4.97259(o)11.464698(t)-0056

