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NEWS

European Union funding  
gives green light to ambitious  
IMO energy-efficiency project

# IMO NEWS

*The magazine of the International Maritime Organization*

Issue 1 • 2016

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climate-change measures at  
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Ban Ki-moon visits IMO





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# A voyage together

It is a great honour to have been elected as Secretary-General of this prestigious and important Organization, and as I begin my term I very much look forward to the challenges ahead.

IMO currently faces an array of issues. With the collective wisdom and insight of IMO Member States and other stakeholders, I am confident we can meet these challenges and continue to forge a future where shipping meets the needs of the world in a safe, secure and sustainable way, building on the Organization's substantial efforts and achievements to date.

My vision is one of strengthened partnerships – between developing and developed countries, between governments and industry, between IMO Member States and regions. I will also endeavour to strengthen communication between the maritime industry and the general public. I see IMO acting as a bridge between all these stakeholders in what I have referred to as “a voyage together”.

One of my major priorities as Secretary-General will be to sharpen the general understanding and appreciation among the wider public of the shipping and port industries, which are vital to the global economy and on which we all depend.

Indeed, this is reflected in the theme we have chosen for World Maritime Day 2016, namely “Shipping: indispensable to the world”.

“The importance of shipping in supporting and sustaining today's global society gives IMO's work a significance that reaches far beyond the industry itself

This year's theme was chosen to focus on the critical link between shipping and global society and to raise awareness of the relevance of the role of IMO as the global regulatory body for international shipping. The importance of shipping in supporting and sustaining today's global society gives IMO's work a significance that reaches far beyond the industry itself.

This is a message that needs, and deserves, a wider audience. Almost everyone in the world today relies on shipping to some extent – but very few are aware of it.

IMO serves its stakeholders by enabling them to create the conditions in which shipping can flourish as a safe, secure, efficient and environment-friendly industry. And the reason this is so important is that shipping is the only viable delivery mechanism that can support global trade and the global economy.

Ships and ports are links in a global supply chain which, like any chain, is only as strong as its weakest link. At IMO, we work continually, and in many different ways, towards clear objectives designed to strengthen that chain. We strive to make ships safer, both as places to work and as they interact with their surroundings; we strive to minimise the negative impact of shipping on the environment; we strive to improve security around ship operations and we strive to ensure that shipping is more efficient, both operationally and in terms of the resources it uses.

For my part, I plan to concentrate on several overarching objectives:

- effective implementation of international conventions and regulations
- building capacity in developing countries, particularly small island developing States and least developed countries
- promoting IMO's global status
- contributing to shared growth for all Member States
- the efficient performance of the Secretariat.

As the servant of the Member States and on behalf of the Secretariat, I will work proactively to ensure that, through consensus and cooperation among its Member States, IMO continues to develop and deliver on its mission.




The project will promote innovative technology to improve ships' energy efficiency

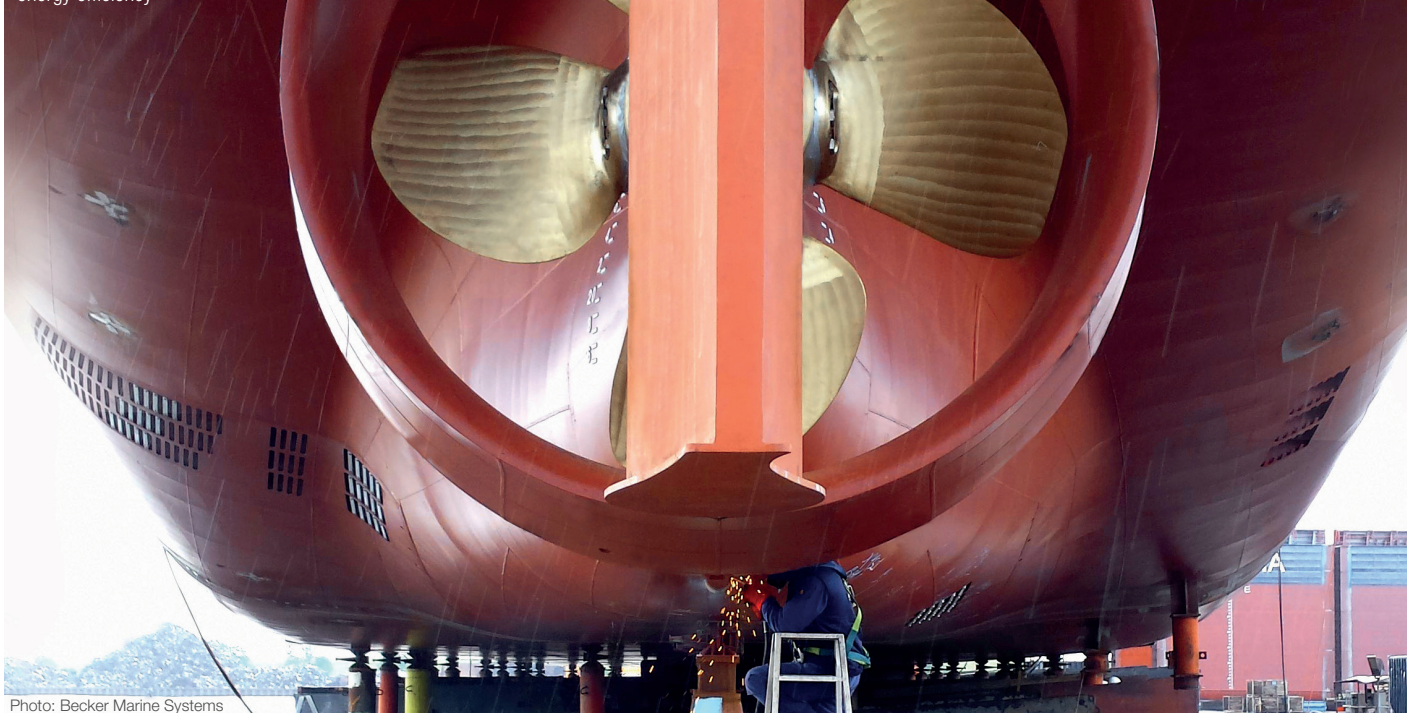


Photo: Becker Marine Systems

## European Union funding gives green light to ambitious IMO energy-efficiency project

An ambitious IMO project to establish a global network of Maritime Technology Cooperation Centres (MTCCs) in developing countries is to go ahead thanks to a €10 million funding contribution from the European Union.

The aim of the project will be to help beneficiary countries limit and reduce greenhouse gas (GHG) emissions from their shipping sectors through technical assistance and capacity building. It will encourage the uptake of innovative energy-efficiency technologies among a large number of users through the widespread dissemination of technical information and know-how. This will heighten the impact of technology transfer.

The four-year project will target five regions – Africa, Asia, the Caribbean, Latin America and the Pacific. These have been targeted for their significant number of Least Developed Countries (LDCs) and Small Island Developing States (SIDSs).

The heart of the project will be the establishment of five MTCCs, one in each target region, with seed-funding support from the project. These will have a strong regional dimension, becoming centres of excellence for promoting the uptake of low-carbon technologies and operations in

maritime transport. Each MTCC is expected to be hosted by an existing institution with a credible standing in the region. These host institutions will be selected through an open process of competitive bidding against a set of criteria and project deliverables.

“The aim of the project will be to help beneficiary countries limit and reduce greenhouse gas emissions from their shipping sectors

The Maritime Technology Cooperation Centres will act as focal points for activities to:

- improve capability within maritime administrations, port authorities, other relevant government departments and related shipping stakeholders to facilitate compliance with existing international regulations as well as any potential future energy-efficiency measures
- enable participating countries to develop national maritime energy-efficiency policies and measures and become signatories to MARPOL Annex VI

- promote uptake of low-carbon technologies and operations in maritime transport through pilot projects, thus creating an ‘enabling environment’ for energy-efficient practices in shipping
- establish voluntary pilot data-collection and reporting systems to support shipowners, and maritime administrations and feed experience and understanding of these systems into debates and decision-making processes at IMO.

The results of capacity-building activities and pilot projects run by the MTCCs will be widely disseminated within the international maritime community. As a result, the project will enhance capacity at national and regional levels in all aspects of maritime GHG emission reduction and energy efficiency and offer valuable insight from local experiences on the uptake of energy-efficient technologies and operations, data collection and relevant project planning and management.

The project will be coordinated by IMO's Marine Environment Division through a dedicated unit at IMO headquarters.

The agreement to fund the project was signed on 31 December 2015.



## GloMEEP energy-efficiency project gets underway with first national workshop

The first national workshop under the Global Maritime Energy Efficiency Partnerships (GloMEEP) Project, which aims to support increased uptake and implementation of energy-efficiency measures for shipping, has been held in Georgia.

Georgia is one of the lead pilot countries for the project, which aims to build understanding and knowledge of technical and operational energy-efficiency measures to lead maritime transport into a low-carbon future.

The national workshop in Batumi, Georgia (15-17 December 2015), focussed on raising awareness of Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL), in particular the energy-efficiency regulations in chapter 4. These regulations include requirements for new ships to be built to be more energy efficient, using the Energy Efficiency Design Index (EEDI), and for all ships (new and existing) to develop a

Ship Energy Efficiency Management Plan (SEEMP). Barriers to implementation were identified and discussed in order to draw up plans to tackle them.

Participants included officials from Georgia's Maritime Transport Agency, Ministry of Environment and Natural Resources Protection and Ministry of Economy and Sustainable Development, as well as representatives from several ports and academics from maritime training centres. The workshop was organized by the Maritime Transport Agency of Georgia with support from the Black Sea Commission and funded by IMO's Integrated Technical Cooperation Programme.

GloMEEP, a joint two-year project between the Global Environment Facility (GEF), United Nations Development Programme (UNDP) and IMO, was formally launched in Singapore, at the IMO-Singapore Future-Ready Shipping 2015 conference.

Formally designated "Transforming the

Global Maritime Transport Industry towards a Low Carbon Future through Improved Energy Efficiency", the IMO-executed project focuses on building capacity to implement technical and operational energy-efficiency measures in developing countries, where shipping is increasingly concentrated.

The lead pilot countries for the project are: Argentina, China, Georgia, India, Jamaica, Malaysia, Morocco, Panama, Philippines and South Africa. These countries will be supported in taking a fast-track approach to pursuing relevant legal, policy and institutional reforms and driving national and regional government action and industry innovation to support the effective implementation of IMO's energy efficiency requirements.

GloMEEP is also working towards forming a public-private partnership under a Global Industry Alliance (GIA) for low-carbon shipping, within the project framework.

## "Shipping: indispensable to the world" selected as World Maritime Day theme for 2016

"Shipping: indispensable to the world" has been adopted as the World Maritime Day theme for 2016.

The theme provides an opportunity to focus on the critical link between shipping and global society and to raise awareness of the relevance of the role of IMO as the global regulatory body for international shipping.

Today, more than 80% of world trade is carried by the international shipping industry. Without shipping the import and export of goods on the scale necessary to sustain the modern world would not be possible. And seaborne trade continues to expand, bringing benefits for consumers across the world through competitive freight costs. Yet the fact remains that most of the world's population is not aware of the vital role shipping plays in their everyday lives.

There are more than 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150 nations and manned by more than a million seafarers of virtually every nationality.

Over the past 50 years and more, IMO has developed and adopted a comprehensive

framework of global regulations covering maritime safety, environmental protection, legal matters and other areas. Under this regulatory framework, shipping has become progressively safer, more efficient and more environment-friendly.

The World Maritime Day theme provides

a focus for year-round activities while the day itself is celebrated at IMO Headquarters and around the world in the last week of September. Since 2005, a formal parallel event has also been held, hosted by an IMO Member State. In 2016 the Parallel Event will be held in Turkey.







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# States urged to ratify compensation regime for hazardous and noxious cargoes

IMO, together with the International Oil Pollution Compensation Funds (IOPC Funds) and the International Tanker Owners Pollution Federation (ITOPF), is urging its Member States to ratify and implement the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (2010 HNS Convention).

Together with the IOPC Funds and ITOPF, IMO has produced a six-page brochure that explains to States the purpose and benefits of the HNS Convention and encourages IMO

Member States to take the next steps to ratify or accede to the Convention.

The HNS Convention will provide a regime of liability and compensation for damage caused by HNS transported by sea. It recognizes that accidents can and do happen and ensures that those who have suffered damage caused by HNS have access to a comprehensive and international liability and compensation regime.

Entry into force requires accession by at least 12 States, meeting certain criteria in relation to tonnage and reporting annually the quantity of HNS received in a State.



## Energy-efficiency training course now online

A complete package of training materials on IMO's energy efficiency requirements is now available to download free of charge from the IMO website ([www.imo.org](http://www.imo.org)). The package, including presentations, posters, exercises and assignments, will be of interest to anyone wanting to understand how to implement the regulations in Chapter 4 of MARPOL Annex VI and what the technical and operational implications are for ship designers, shipbuilders, companies and seafarers.

The course has been designed to train individuals to become trainers themselves. This is to encourage the development of a pool of people who can participate in capacity-building activities under the auspices of IMO technical cooperation activities.

## IMO and WCO partner on e-business compendium

IMO and the World Customs Organization (WCO) have signed a partnership agreement to maintain, update, publish and distribute the IMO Compendium on Facilitation and Electronic Business. The compendium provides essential guidance and standardised forms for electronic exchange of information on cargo, passengers and crew, for ships, carriers, port authorities, customs, terminals and consignees. Under the agreement the WCO takes

responsibility for the technical maintenance of the compendium, including liaison with the United Nations Economic Commission for Europe (UNECE), the global focal point for trade facilitation recommendations and electronic business standards (UN/EDIFACT).

WCO and IMO worked during 2015 on the maintenance of the Compendium, a new version of which will be presented to the IMO's Facilitation Committee, in April 2016, for approval.

## Nippon Foundation's Sasakawa receives International Maritime Prize



Mr Yohei Sasakawa, Chairman of the Nippon Foundation, has received the 2014 International Maritime Prize for his contribution to the work of IMO over many years and, in particular, for his personal commitment to supporting the development of future maritime leaders and his contribution to the enhancement of safety and security in vital shipping lanes.

Mr Sasakawa (left) was nominated for the prestigious annual award by the Government of Japan.

## Member state audits now mandatory as amendments enter into force

Amendments to a number of treaties covering safety, training, prevention of pollution, load lines, tonnage measurement and collision prevention have made the IMO Member State Audit Scheme mandatory for all IMO Member States from 1 January 2016.

Up to 25 Member State audits per year are expected under the audit scheme, which aims to provide a mechanism by which Member States can be assessed, in order to determine to what extent they are implementing and enforcing the applicable IMO instruments by identifying areas in need of improvement, as well as areas of good practices.

The idea behind the scheme is to support the enhanced implementation of IMO instruments, as the scheme will provide Member States with an overview of how well they are carrying out their duties as flag, coastal and port States, under the relevant IMO treaties. The process will also feed into IMO's extensive technical cooperation programme, to provide targeted assistance and capacity building to States, as well as into the Organization's regulatory processes.

## Regional agreement on maritime piracy to broaden scope to other illicit maritime activity

An international agreement that has been instrumental in repressing piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden is set to significantly broaden its scope.

Signatories to the Djibouti Code of Conduct have agreed to work towards extending its remit to address other illicit maritime activity that threatens safety and security in the region, such as marine terrorism, environmental crimes, human trafficking and illegal, unreported and unregulated fishing.

National focal points for the code, which was adopted under the auspices of the IMO in 2009, have adopted a resolution expressing concern at the increasing risks from transnational organized crimes at sea and other threats to maritime safety and security in the region. They agreed to encourage information sharing on all illicit activities at sea.

Training and other capacity-building activities implemented under the auspices of the Djibouti Code of Conduct have been credited with contributing to the reduction of piracy in the western Indian Ocean and the Gulf of Aden, alongside the efforts of merchant ships to implement IMO guidance and best management practices, naval forces continuing to deter and disrupt pirate activities and States continuing to prosecute suspected pirates and increasing their maritime law-enforcement capabilities.

But the focal points recognized that piracy in the region has merely been suppressed and its root causes have yet to be addressed. They agreed that, nonetheless, there is now a window of opportunity for IMO Member States in the region to implement capacity-building programmes to prevent a resurgence of piracy and to address wider



maritime security issues, as a basis for sustainable development of the maritime sector.

The focal points met at the newly-completed Djibouti Regional Training Centre (above), which was formally opened by Mr Moussa Ahmed Hassan, Djibouti's Minister of Equipment and Transport, on Thursday 12 November. The Djibouti Regional Training Centre will play a key role in regional capacity-building initiatives under the Code of Conduct.

Construction of the Djibouti Regional Training Centre was funded by Japan, through the Djibouti Code Trust Fund, with equipment provided by Denmark and the Republic of Korea.

IMO continues to support Member States to implement the Djibouti Code of Conduct through its Integrated Technical Cooperation Programme (ITCP) and through the Djibouti Code Trust Fund. It also maintains a presence in the region, focussed on the code, with two staff members based in Nairobi, Kenya, whose primary role is training.

## Maritime radio frequencies protected

The World Radiocommunication Conference (WRC-15) has agreed to continue to preserve certain radio frequencies for use by maritime radar and not allocate them to mobile services. Radar is vital to safe navigation and the deployment of new mobile applications in those bands could have caused interference. An



IMO paper advocating that position was presented to the conference, which also developed a draft agenda for the next WRC, to take place in 2019. IMO supported proposals for new agenda items to protect navigational safety and the integrity of the global maritime distress and safety system. The conference was held by the International Telecommunications Union (ITU) in Geneva, Switzerland, (2-27 November 2015).

## Sweden's continued support for World Maritime University welcomed by IMO

IMO Secretary-General Kitack Lim has welcomed Sweden's ongoing support to the World Maritime University (WMU) in Malmö following a meeting with Ms Anna Johansson, Sweden's Minister for Infrastructure, (on 27 January) during a visit to the renowned postgraduate maritime institute.

Mr Lim, a former WMU graduate himself who is now also WMU Chancellor, said Sweden had been a strong and loyal supporter of the World Maritime University since it was founded in 1983.

"I look forward to ongoing cooperation with Sweden as we strengthen WMU's academic offerings and research capabilities."

Ms Johansson was at WMU to renew the procedural agreement between the host country and WMU, which was established to provide high-quality training for the global maritime community, with a focus on capacity-building for developing countries.

Following the meeting with Mr Lim and WMU President Dr. Cleopatra Dombia-Henry, Ms Johansson addressed the students, faculty and staff of WMU. She

said that in attending the IMO Assembly at the end of 2015, she had met many IMO delegates who were alumni of WMU with incredible knowledge and positive memories of their time in Sweden.

"Sweden has had the privilege of hosting WMU for over 30 years and the reasons Sweden hosts the University are very easy to understand. As an export-oriented country, shipping is vital to our industries and requires good relations with all countries. Sweden is proud to have hosted graduates from so many countries who are now holding important positions in maritime and other sectors," she said. She also highlighted the importance and role WMU could play in the achievement of a number of the Sustainable Development Goals.

Mr Lim also took the opportunity to meet senior staff members and address the WMU faculty and staff. He highlighted his years as a student at WMU from 1989-1991 and emphasized how invaluable he has found the WMU global network of alumni throughout his career.



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## Introduction to Freight Container VGM Course

There is a new requirement for the verification of the gross mass of packed containers before they are placed aboard ships. This requirement is incorporated into an amendment to the SOLAS Convention Chapter VI, Regulation 2 and enters into force on **1 July 2016**. This study module looks at this requirement in detail including the two methods permitted to verify the gross weight: *weighing the packed container (Method 1)* or *weighing all constituent parts in the load and adding that to the tare of the container (Method 2)*. **Be prepared!**

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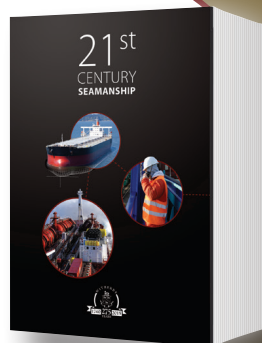
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## Moving ahead with climate-change measures at IMO following Paris Agreement

In December 2015, IMO welcomed the historic achievement of the 2015 Paris Climate Change conference (COP21).

The Paris Climate Change Agreement identifies a clear goal of “holding the increase in the global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels.”

IMO has contributed, and will continue to contribute, to global GHG reduction goals. The Organization and its Member States recognize the important need for international shipping, which accounts for 2.2% of anthropogenic CO<sub>2</sub> emissions, to support global efforts to mitigate the impact of climate change.

To date, IMO is the only organization to have adopted energy-efficiency measures that are legally binding across an entire global industry and apply to all countries. Mandatory energy-efficiency standards for new ships, and mandatory operational measures to reduce emissions from existing ships, entered into force under an existing international convention (MARPOL Annex VI) in 2013. By 2025, all new ships will be 30% more energy efficient than those built in 2014. This is more

than a target, it is a legal requirement, and demonstrates that IMO is the correct and only forum to identify solutions and an appropriate pathway for international shipping to decarbonize with the rest of the globe.

Continuing efforts will include development of a global data collection system for ship's fuel consumption, to be discussed in detail at

“To date, IMO is the only organization to have adopted energy-efficiency measures that are legally binding across an entire global industry

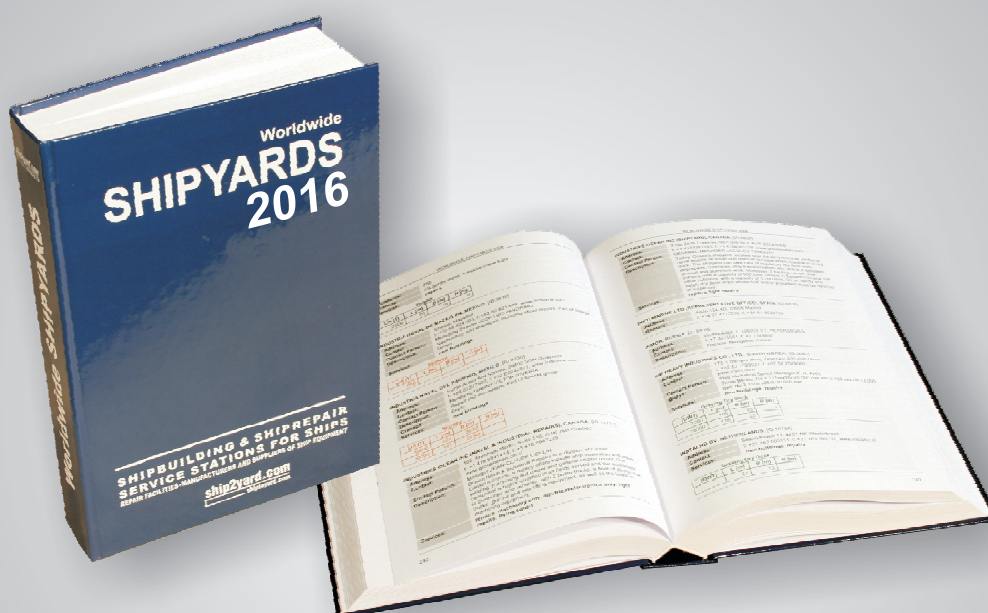
the next meeting of IMO's Marine Environment Protection Committee in 2016, and continued investigation of additional mechanisms for ships to support the implementation of the Paris Agreement.

During COP21, IMO provided an update of its work to address GHG emissions from bunker fuels used for international shipping. Specifically, IMO reported on its work on further developing guidelines to support the uniform implementation of the

regulations on energy efficiency for ships; and on its efforts with regard to technical cooperation and capacity building to ensure effective implementation and enforcement of the aforementioned new regulations worldwide and, importantly, activities to support promotion of technical cooperation and transfer of technology relating to the improvement of energy efficiency of ships.

At IMO, the Governments of the world come together to develop the regulatory framework for international shipping. IMO Secretary-General Kitack Lim has expressed his hope that the momentum the Paris Agreement has generated will be felt when the same countries come to IMO this year and continue their consideration of IMO's work to address GHG emissions from international shipping.

As the Paris Agreement once again highlighted, there is a clear imperative that development must now be truly sustainable. As a facilitator of global commerce, international shipping is indispensable to the world, and IMO Member Governments, observer organizations and wider civil society will continue to drive forward the progress made in Paris.



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# 2012 fishing vessel safety agreement would stop deaths

The IMO Assembly has called on its Member States to accept a 2012 international fishing vessel safety agreement, in order to bring it into force and address the heavy casualty rate in the sector.

The resolution on entry into force and implementation of the 2012 Cape Town Agreement calls for the early acceptance of the treaty, as a means to address the alarmingly high number of lives and fishing vessels lost every year.

It is thought that as many as 24,000 lives are lost annually in the fishing sector worldwide.

The entry into force of an internationally binding agreement for the safety of fishing vessels is predicted to have a positive impact on safety in the sector as a whole, as flag and port State Administrations would be required to develop legal and administrative frameworks, as well as processes, for the implementation of provisions related to survey and certification, casualty investigation and port State control.

The resolution calls on Governments experiencing any difficulties in accepting

Statistically, fishing remains one of the world's most dangerous industries



the treaty, to inform IMO so that technical assistance can be provided.

The Cape Town Agreement aims to implement the provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977. In ratifying the 2012 Agreement, Parties agree to amendments to the provisions of the 1993 Protocol, so that they can come into

force as soon as possible thereafter.

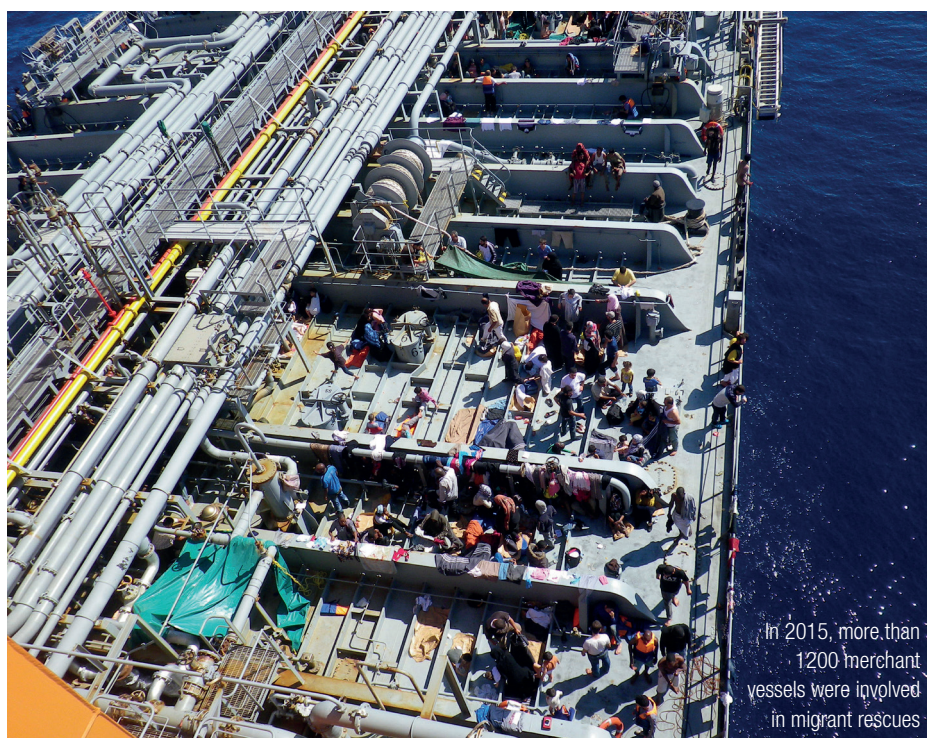
The Cape Town Agreement of 2012 will enter into force 12 months after the date on which not less than 22 States, the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas is not less than 3,600, have expressed their consent to be bound by it. To date, only five countries have accepted the agreement.

## Recognition for merchant vessels in migrant rescues

The Assembly commended all merchant vessels and their crews participating in the rescue of mixed migrants at sea for their bravery, professionalism and compassion, upholding the highest traditions of the sea. It requested the Secretary-General to issue special certificates, retroactively from 1 January 2014, to any merchant vessel and its crew participating in the rescue of mixed migrants at sea, recognizing the risks involved to both rescuers and the rescued, in particular in those cases involving multiple survivors.

From January 2014 to December 2015, in the Mediterranean Sea alone, more than 1,200 merchant vessels were diverted from their intended voyage to rescue more than 50,000 mixed migrants in danger of being lost at sea, a number unprecedented in history.

The resolution expressed grave concern about the current worldwide crisis of migration, involving the greatest movement of displaced persons in nearly 70 years. The transport of mixed migrants by sea in grossly overloaded, unsafe vessels has resulted in the loss of thousands of lives.



In 2015, more than 1,200 merchant vessels were involved in migrant rescues



# New IMO Secretary-General confirmed



The IMO Assembly unanimously endorsed the appointment of Mr Kitack Lim (Republic of Korea) as the Secretary-General of the IMO, with effect from 1 January 2016, for an initial term of four years.

Mr Lim (left) was president of Busan Port Authority (until end-July 2015). He served as the Republic of Korea's Deputy Permanent Representative to IMO from 2006 to 2009 and was Chairman of the Sub-Committee on Flag State Implementation (FSI) from 2002 to 2004.

Addressing the Assembly, Mr Lim pledged his commitment to undertake his duties with devotion and prudence throughout his tenure.

"IMO currently faces an array of challenges and issues such as implementation of Member State Audit Scheme, emissions from ships, application of Goal Based Standards, increasing traffic

in polar waters, introduction of e-Navigation, the Ballast Water Management Convention, counter-piracy activities, cyber security and safety standards for passenger ships and fishing vessels.

"However, with the collective wisdom and insight of all Member States and stakeholders, I am confident that we can resolve such difficult issues. I hope we can come together as one to pave a new future for IMO, based on the noble efforts and achievements to date," Mr Lim said.

Outgoing Secretary-General Mr Koji Sekimizu congratulated Mr Lim on his appointment. In a symbolic act of transition and succession, Mr Sekimizu handed over a comprehensive briefing paper on IMO's recent achievements and ongoing objectives, the Secretariat's structure and support work, the Organization's financial arrangements and other relevant topics.

# New 40-Member IMO Council elected

The Assembly elected the following States to be Members of its Council for the 2016-2017 biennium:

**Category (a)** 10 States with the largest interest in providing international shipping services: China, Greece, Italy, Japan, Norway, Panama, Republic of Korea, Russian Federation, United Kingdom, United States.

**Category (b)** 10 States with the largest interest in international seaborne trade: Argentina, Bangladesh, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden.

**Category (c)** 20 States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world: Australia, Bahamas, Belgium, Chile, Cyprus, Denmark, Egypt, Indonesia, Kenya, Liberia, Malaysia, Malta, Mexico, Morocco, Peru, Philippines, Singapore, South Africa, Thailand, Turkey.

The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. Between sessions of the Assembly, the Council performs all the functions of the Assembly, except that of making recommendations to Governments on maritime safety and pollution prevention.





The Assembly is IMO's highest governing body. All 171 Member States and three Associate Members are entitled to attend, as are the intergovernmental organizations with which agreements of cooperation have been concluded, and non-governmental organizations in consultative status with IMO. The Assembly normally meets once every two years in regular session. It is responsible for approving the work programme, voting the budget and determining the financial arrangements of the Organization. It also elects the Council.

The Assembly elected Mr Federico Trillo-Figueroa y Martínez-Conde, (below) Ambassador of the Kingdom of Spain to the United Kingdom and Permanent Representative of Spain to IMO as its President. The Honourable Binyah C. Kesselly, Commissioner and Chief Executive Officer of the Liberia Maritime Authority and Permanent Representative of Liberia to IMO and His Excellency Mr Keiichi Hayashi, Ambassador Extraordinary and Plenipotentiary of Japan to the United Kingdom and Permanent Representative of Japan to IMO were elected as Vice-Presidents.



## Full list of resolutions adopted:

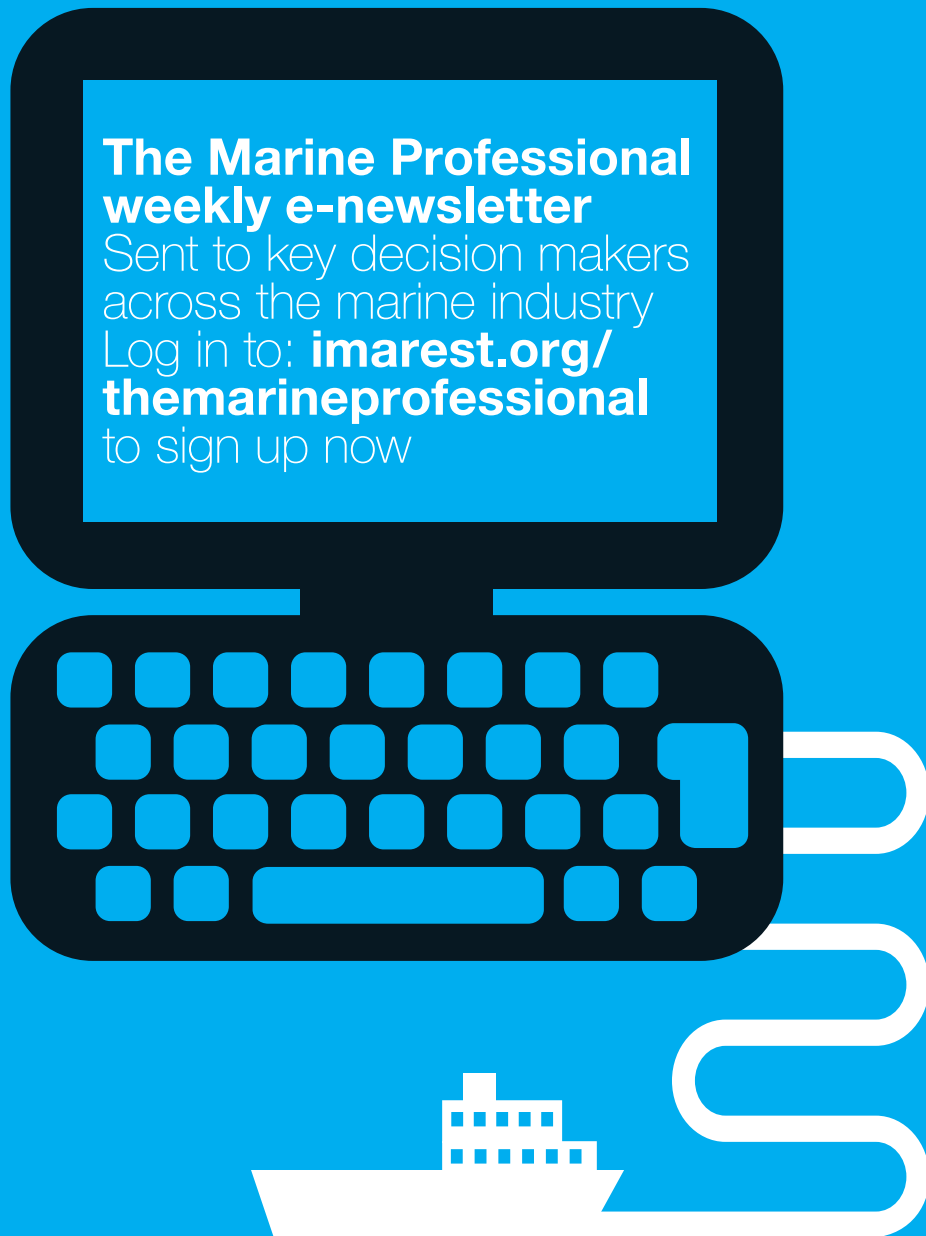
- A.1093(29)** Special recognition for merchant vessels and their crew involved in the rescue of mixed migrants at sea
- A.1094(29)** Appreciation of the services to the Organization of Mr Koji Sekimizu
- A.1095(29)** Approval of the appointment of the Secretary-General
- A.1096(29)** Appointment of the external auditor
- A.1097(29)** Strategic plan for the Organization (for the six year period 2016 to 2021)
- A.1098(29)** High-level action plan of the Organization and priorities for the 2016-2017 biennium
- A.1099(29)** Application of the strategic plan and the high-level action plan of the Organization
- A.1100(29)** Results-based budget for the 2016-2017 biennium
- A.1101(29)** Presentation of accounts and audit reports
- A.1102(29)** Arrears of contributions
- A.1103(29)** Principles to be considered when drafting IMO instruments
- A.1104(29)** Survey guidelines under the Harmonized System of Survey and Certification (HSSC), 2015
- A.1105(29)** 2015 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code
- A.1106(29)** Revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS)
- A.1107(29)** Entry into force and implementation of the 2012 Cape Town Agreement
- A.1108(29)** Amendments to the Recommendations on pilot transfer arrangements (A.1045(27))
- A.1109(29)** Relations with Non-Governmental Organizations

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## UN Secretary-General visits IMO

February 2016 saw a visit from United Nations Secretary-General Ban Ki-moon to IMO Headquarters, during which Mr Ban met IMO Secretary-General Kitack Lim and addressed representatives of IMO Member States and IMO staff.

Secretary-General Ban highlighted the major role that IMO and the maritime sector had to play in translating landmark agreements such as the 2030 Agenda for Sustainable Development and the Paris Agreement on climate change into tangible improvements in people's lives.

He said those two agreements were "victories for the world's people, and triumphs for multilateralism". He went on, "At a time when the world faces so many crises and conflicts, it was very encouraging that world leaders managed to come together with a strong sense of shared purpose to reach bold and inspiring agreement on some of the most important challenges facing humankind."

Mr Ban commended IMO for its contribution to the fight to combat climate change, including through the adoption of legally-binding energy-efficiency measures for ships.

Reflecting the IMO World Maritime Day theme for 2016, Mr Ban said that shipping was "indispensable to world trade". He highlighted IMO's efforts to help develop maritime trade, improve port infrastructure and promote seafaring as a career.

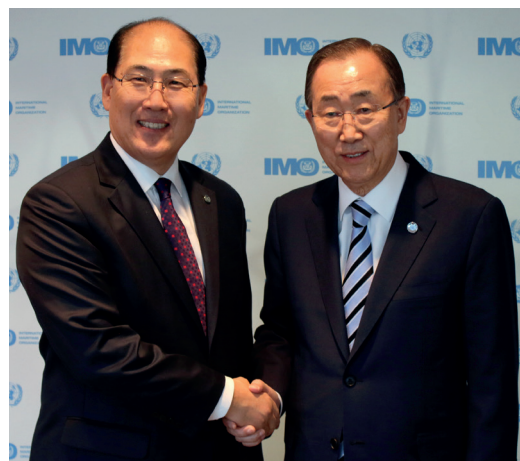
Mr Ban praised the shipping industry and rescue services for saving hundreds of thousands of lives, often at considerable cost and danger to themselves, particularly in the Mediterranean, in what he referred to as the biggest crisis of forced displacement since the





Second World War. Mr Ban announced that a high-level UN meeting on 19 September, ahead of the UN General Assembly in New York, will aim to find solutions, including establishing safe and legal migration pathways and addressing the conflicts and other failures that force people to risk their lives in this way.

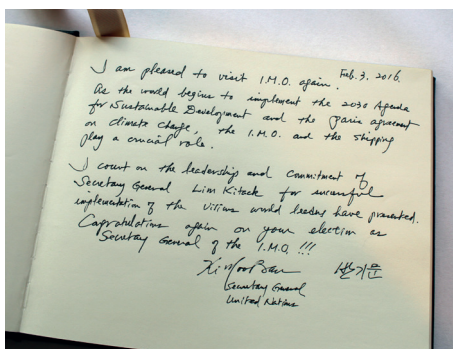
The need for unity featured strongly in Mr Ban's message. "As we pursue the SDGs and undertake climate action," he said, "one main challenge will be for Governments to work better together across their ministries and departments – and for the UN system itself to do the same. I have been telling all UN agencies and departments that we need to break down walls. We need to weave together the 2030 Agenda, the Paris Agreement, and other major streams of work, including on reducing disaster risk, women's empowerment, financing for development, and humanitarian action in response to crises."







During his visit to IMO Headquarters, Mr Ban took the opportunity to meet members of the IMO Secretariat and to address delegates to the Sub-Committee on Human Element, Training and Watchkeeping (HTW) which was in session







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# Draft SOLAS amendments on subdivision and damage stability agreed

**D**raft amendments to revise and update SOLAS chapter II-1 subdivision and damage stability regulations were agreed. The draft amendments will be forwarded to the Maritime Safety Committee (MSC 96) for approval with a view to subsequent adoption.

The draft amendments form part of a substantive review of the regulations in SOLAS chapter II-1, in particular those related to passenger ships, covering stability information to the master; watertight integrity; periodic operation and inspection of watertight doors in passenger ships; survivability of passenger ships; and prevention and control of water ingress. Further work on explanatory notes to those regulations in the chapter will continue in a correspondence group.



Stability requirements for vessels engaged in towing are being amended

## 2008 SPS Code amendments

The Sub-Committee agreed draft amendments to chapter 2 of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) to amend the regulation relating to subdivision and damage stability of special purpose ships according to the number of persons on board.

## Damage control drills – draft SOLAS amendment

The Sub-Committee agreed the draft of a new SOLAS regulation to require damage control drills to take place on all passenger ships from 2020. The draft new regulation II-1/19-1 would require regular damage control drills to take place on board the ship.

## Revised guidelines on safe return to port for passenger ships

Draft Revised guidelines on operational information for masters of passenger ships for safe return to port were agreed, for submission to MSC 96 for approval. The revised guidelines update and expand on the previous version, issued in 2011 (MSC.1/Circ.1400).

## Amendments to code on vessels engaged in towing and lifting

Draft amendments to the introduction and part B of the International Code on Intact Stability, 2008 (2008 IS Code) regarding vessels engaged in lifting and towing operations, including escort towing, were agreed, for submission to MSC 96 for adoption.

## Revised guidelines on evacuation analysis

The Sub-Committee agreed draft Revised guidelines on evacuation analysis for new and existing passenger ships, for submission to MSC 96 for approval.

The comprehensive Revised guidelines update previous versions and are intended to support the implementation of amendments to SOLAS regulation II-2/13.3.2.7, expected to be adopted by the MSC. The amendments will extend the requirement for mandatory evacuation analysis to all new passenger ships (not just ro-ro passenger ships, for which evacuation analysis is already mandatory). Evacuation analysis should be used early in the design process, taking into account the number of passengers and crew, distances to be travelled to evacuation points, possible congestion points and so on.

Guidance for conducting evacuation analysis on existing passenger ships is also included, with a view to encouraging flag States to conduct such analyses, on a voluntary basis, on existing passenger ships other than ro-ro passenger ships.

## Updates to 2011 ESP Code agreed

The Sub-Committee agreed draft amendments to update the mandatory International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), for submission to MSC 96 for approval, with a view to subsequent adoption.



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# Award-winning rescuer reunited with men he saved



An American rescue swimmer who saved four men from a sinking ocean-going rowing boat was reunited with three of the people he rescued in an emotional ceremony at IMO Headquarters on 19 November 2015.

Aviation Survival Technician Christopher Leon (left) of the United States Coast Guard received the IMO Award for Exceptional Bravery at Sea for his part in the dramatic rescue of four ocean racers from the Pacific Ocean. He was thanked in person by grateful rescuees Sam Collins, Fraser Hart and James Wright, all from the United Kingdom, during the award ceremony.

The three rowers, along with Mr Colin Parker from New Zealand, had been taking part in part in the Great Pacific Race in June 2014 when their four-man boat Britannia 4 began sinking in severe conditions. The race support vessel had been unable to reach the stricken rowing boat and its crew due to 30

knot winds and 15 to 20-foot waves. The rowers owe their lives to the efforts of rescue swimmer AST Leon, who had been lowered to the sea to assist them, and to the successful hoists performed by the helicopter crew in conditions compounded by darkness, lack of visual cues and horizon and breaking waves.

Speaking at the ceremony, AST Leon said he was pleased to meet the rescuees for the first time since the fateful night, and in entirely different circumstances. He said he was honoured and humbled to be receiving the award and thanked his fellow crew members, who had flown the helicopter through gale-force winds to winch AST Leon down to the rowers in the stormy seas below and who had performed a series of demanding recovery hoists to initially rescue three of the men.

When fuel levels on the helicopter became dangerously low and it had to leave the scene to refuel, AST Leon remained with the fourth rower Mr Hart, huddled in the tiny bow portion of the swamped vessel that remained above water. The two men protected each other from the breaking waves and freezing temperatures. Finally, the helicopter was able to return through the stormy night and hoist the two men to safety.

"I would especially like to thank the crew of the helicopter, Lieutenant Scott Black, Lieutenant Jesse C Keyser and flight mechanic Michael Spraggins, because nothing I do can be done without them; and everything we do is a team effort – especially for this case," AST Leon said.

Rescuee Sam Collins thanked AST Leon and the helicopter crew at the ceremony, acknowledging that setting out to row the Pacific Ocean had been for their own gratification, while AST Leon had acted selflessly to rescue them.

"What Chris did was a completely selfless act. Something quite special. Chris Leon woke up in the morning and no doubt brushed his teeth, had a normal day. And then, in the darkness of night, a year and a half ago, he launched himself off the side of a helicopter into gale-force winds and over six-metre high seas just to save our lives," Mr Collins said.

"And as a result we are alive. We will have children. Our children will go on to have children. And we can hopefully repay him, by making the most of our lives. So what I am trying to say, is: thank you, Chris, you really deserve this award for what was a truly

A grateful Sam Collins thanks AST Leon, watched by fellow-rescuee James Hart





exceptional act of bravery at sea," Mr Collins said.

AST Leon and the crew of the rescue helicopter CG-6531, US Coast Guard Air Station San Francisco were nominated by the United States. AST Leon received a medal for the highest award

and a certificate. His fellow crew received certificates for their role.

The IMO Award for Exceptional Bravery at Sea is awarded annually to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery, displaying outstanding courage in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment.

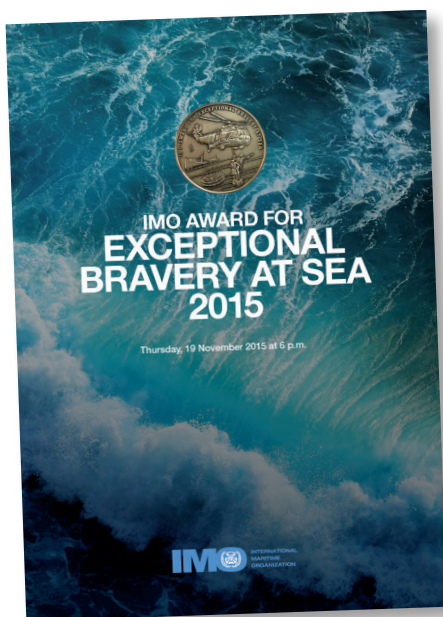


During the award ceremony, certificates of commendation were also presented to:

- Vicente Somera from the Philippines, crew member of the container ship Lars Maersk
- Jean-Claude Van Rymenant on behalf of the crew of the rescue launch SNS 129 Notre Dame de la Garoupe, volunteer rescuers based in the French Caribbean island of Saint Martin
- Father Iliia Kartoza (posthumously), Abbot of the Monastery of Saint David the Builder, Patriarchate of Georgia, for his role in helping fellow passengers to escape the Norman Atlantic ro-ro ferry
- Lieutenant John Hess, Lieutenant Matthew Vanderslice, Aviation Maintenance Technician Derrick Suba and Aviation Survival Technician Evan Staph, crew members of the rescue helicopter CG 6033, US Coast Guard Air Station Cape Cod

In addition, letters of commendation have been sent to:

- Captain Lai Zhixing, Master of the rescue vessel Nan Hai Jiu 111, Nanhai Rescue Bureau
- The crew of the Xinfa Hai
- Petty Officer William Hubert and two crew members of the helicopter Rescue Tango, Detachment of 35F flotilla at Tahiti-Faa'a, French Navy



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## Women in port management

Eighteen high-level officials and decision-makers from around the world have completed a two-week training course in port management, aimed at female managers. The course, at the Port Institute for Education and Research (IPER) in Le Havre, France (11-22 January) was run by IMO in collaboration with the Le Havre Port Authority as part of IMO's global programme on the Integration of Women in the Maritime Sector.

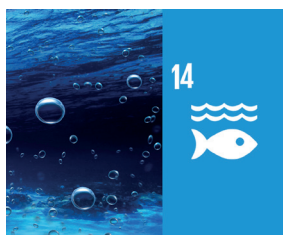
The 8th "Women in Port Management" training course included lectures on various aspects of port management (e.g. port planning, port security and safety, intermodal transportation, port-city relationship management), providing participants with a global understanding of present and future challenges for ports. Eighteen female officials from Cambodia, Cameroon, Ghana, Islamic Republic of Iran, Kenya, Malaysia, Philippines and Viet Nam attended the course.

## Blue economy discussed at international summit

The "blue economy", a global vision for economic growth through the sustainable development of oceans and coasts, was discussed at the second Blue Economy Summit, in Abu Dhabi, the United Arab Emirates (19 January 2016). The summit deliberated how to build on outcomes of the UN climate change summit (COP 21) and UN Sustainable Development Summit 2015, particularly Sustainable Development Goal 14 (conserve and sustainably use the oceans, seas and marine resources for sustainable development).

IMO's work to address greenhouse gas emissions from ships as well as the Organization's continued efforts to link its technical cooperation programme to the Sustainable Development Goals were presented at the summit, which was hosted by the Governments of Seychelles and the United Arab Emirates in partnership with the UNESCO-Intergovernmental Oceanographic Commission.

The mission helped establish how IMO and other partner agencies can provide targeted assistance to Nigeria in the future.



## Assessing security needs in Nigeria

The Nigerian Maritime Administration and Safety Agency (NIMASA) hosted a team of IMO maritime security specialists for a needs-assessment mission (25-29 January) focusing on physical security and the implementation of IMO maritime security measures (SOLAS chapter XI-2 and the ISPS Code). With visits to various port facilities, including ENL Terminal, APM Terminal and Folawiyi Energy Terminal, the mission helped establish how IMO and other partner agencies can provide targeted assistance to Nigeria in the future.



## Maritime security workshop in Chile

A national workshop on advanced port security drills and exercises was held in Valparaiso, Chile (15-18 December 2015). Port security, coast guard, navy and police officials took part in simulated security exercises to test skills and knowledge gained in theoretical lessons, discussions and group work. The aim was to equip participants for future planning, conduct and evaluation of security exercises, to improve the implementation of IMO maritime security measures such as SOLAS Chapter XI-2 and the International Ship and Port Facility Security (ISPS Code). The event was organized by IMO in collaboration with the Asia Pacific Economic Community (APEC) Maritime Security Working Group, the Organization of American States, the Inter-American Committee against Terrorism (OAS-CICTE) and the Chilean Maritime Administration, Dirección General del Territorio Marítimo y Marina Mercante (Directemar).





## Fighting migrant smuggling

IMO joined experts on human trafficking at an EU conference (12-13 January) in Amsterdam, the Netherlands. The conference focussed on the benefits of multidisciplinary cooperation to counter migrant smuggling. IMO participated in a workshop on “Engaging the private sector in the fight against migrant smuggling: transport and shipping”. The conference also considered the European Commission’s Action Plan against Migrant Smuggling (2015-2020) and a study by the European Migration Network on routes used to smuggle migrants. IMO continues to monitor unsafe mixed migration by sea during 2016.



## IMO at G7 maritime security meeting

IMO participated in a high-level meeting on maritime security under the auspices of the G7 in Berlin, Germany (14 December 2015). The G7 meeting on “Enhancing Maritime Security – Connecting Regions – Governing the Commons” focused on maritime domain awareness and surveillance; peaceful dispute settlement; illegal, unregulated and unreported fishing; and maritime security networking. IMO has a global maritime security technical cooperation programme and is actively working with countries in west and central Africa and with Djibouti Code of Conduct signatories in the western Indian Ocean and the Gulf of Aden to boost maritime security capacity. IMO recently hosted a joint IMO-Food and Agriculture Organization meeting on illegal, unregulated and unreported fishing.

## Bangladesh ship-recycling project making progress

IMO’s project to improve safety and environmental standards in Bangladesh’s ship-recycling industry is making good progress, according to the project’s governing bodies, which met in Dhaka, Bangladesh (13 December 2015). The safe and environmentally sound ship-recycling in Bangladesh (SENSREC) project is executed and implemented by IMO and funded by the Norwegian Agency for Development Cooperation (Norad). The project was launched in April 2015 and aims to improve safety and environmental standards within the industry.



## Cambodia discusses national maritime transport policy

IMO and the World Maritime University have delivered a national seminar and workshop focusing on the development, adoption and review of national maritime transport policies in Phnom Penh, Cambodia (8-11 December 2015). Prior to the seminar, the WMU/IMO team met Mr Tram Iv Tek, Minister of Public Works and Transport of Cambodia, who spoke about Cambodia’s vision for the maritime sector and requested further technical assistance from IMO.

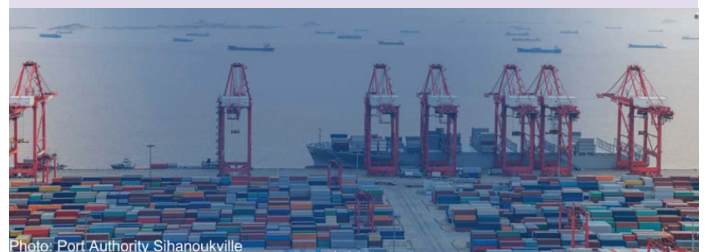


Photo: Port Authority Sihanoukville



## Conference discusses legal issues surrounding Arctic shipping

The major legal issues surrounding Arctic shipping were discussed at a conference in Singapore (9-11 December 2015). A special session on the role of IMO featured experts on maritime and international law, and the polar regions. Other issues discussed included the role of Arctic states, user states and international organizations in Arctic shipping governance. IMO’s Polar Code will enter into force on 1 January 2017, providing for safe ship operation and environmental protection by addressing the unique risks present in polar waters.





# Migration by Sea Symposium

26-27 April 2016

Malmö, Sweden

Registration open

The sea is one of the most dangerous routes for migration. The WMU Symposium on Migration by Sea will provide an international forum for an exchange of information and for advancing knowledge on migration and, in particular, on migration by sea, with a view to exploring the complex issues and challenges that arise, and the lessons learnt.



## Topics Covered

Migration Trends and Data

Human Rights

Human Trafficking and Migrant Smuggling

Maritime Safety and Security, Search and Rescue

Shipowner's Liability and Insurance

Salvage

[wmu.se/migrationbysea](http://wmu.se/migrationbysea)

[conferences@wmu.se](mailto:conferences@wmu.se)

[#migrationbysea](https://twitter.com/migrationbysea)

*photo: Jason Florio, courtesy of MOAS*

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## Guarding against oil and chemical pollution in South Asia

A review of South Asia's regional plan for oil and chemical pollution preparedness and response was completed in Colombo, Sri Lanka (2-6 November 2015). Participants from five countries in the region took part in a table-top exercise – testing the plan and developing a roadmap for its future implementation. The activity comes under a Norwegian Development Cooperation Agency (NORAD) project promoting cooperation on marine pollution preparedness and response in South Asia. The participants represented the coastal Member States (Bangladesh, India, Maldives, Pakistan and Sri Lanka) of the South Asia Co-operative Environment Programme (SACEP). IMO and SACEP facilitated the event, which was hosted by the Marine Environment Protection Authority of Sri Lanka.



## Climate change solutions

Climate change experts meeting in Paris (December 2015) heard about IMO's extensive efforts to address GHG emissions from shipping. IMO has adopted the only global legally-binding energy efficiency measures for an industry sector that will require ships built in 2025 to be 30% more energy efficient than those built in 2014. At a side event on international transport, IMO reported on its work to support their implementation, particularly in developing countries. Delegates learnt about the GloMEEP project to promote partnerships in maritime energy-efficiency technology and other important initiatives. World leaders were in Paris for the 21st annual Conference of Parties (COP 21) to the UN Framework Convention on Climate Change.

## IMO contributes to emergency preparedness and response meeting

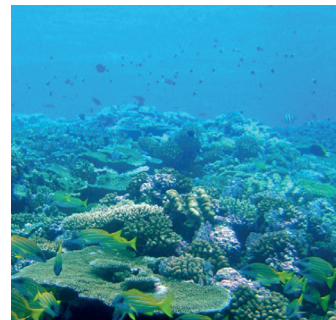
IMO took part in a committee of emergency preparedness and response (EPR) experts in Vienna, Austria (30 November – 2 December 2015). The committee is tasked with making recommendations on the International Atomic Energy Agency (IAEA) programme for the development and review of EPR standards. IMO's presentation focussed on the International Convention on Oil Pollution Preparedness, Response and Cooperation and its Hazardous and Noxious Substances Protocol.



## Countering maritime crimes

Maritime law-enforcement officers from countries bordering the western Indian Ocean and Gulf of Aden have undergone training to deal with organized transnational crimes at sea. Piracy, robbery, drug trafficking, marine terrorism, weapons' smuggling and human trafficking were covered during an IMO-sponsored, two-week course at the NATO Maritime Interdiction Operations Training Centre (NMIOTC), in Souda Bay, Crete, Greece (16-27 November 2015).

The course was organized jointly by IMO and NMIOTC, the United States of America's Africa Command and the East African Standby Force. Participants included maritime law-enforcement officers and prosecutors from Comoros, Djibouti, Jordan, Kenya, Madagascar, Mozambique, Saudi Arabia, Seychelles, Somalia and the United Republic of Tanzania.



## Protecting Indonesia's sensitive sea area

Indonesia is working towards establishing its first particularly sensitive sea area (PSSA), with assistance from the IMO-Norwegian Development Cooperation Agency (Norad) marine environment project on PSSAs in South East Asia. A national PSSA workshop was held in Lombok, Republic of Indonesia (7-8 December 2015), jointly organized by IMO and the Indonesian Directorate General of Sea Transportation with financial assistance from the IMO-Norad project. The IMO-Norad PSSA project is supporting Indonesia, Malaysia, Philippines and Viet Nam in the identification and establishment of PSSAs in the South East Asia Region.

## Maritime transport seminar in Pacific

A regional seminar focusing on the development, adoption and review of national maritime transport policies in the Pacific region has been held in Suva, Fiji (23 November 2015), ahead of a regional meeting for senior transport officials (24-27 November). The seminar was organized by IMO and the Pacific Community Secretariat.



Photo: SPC







## Strengthening oil spill response in Africa

Oil spill response strategies and challenges were addressed at a regional conference in Accra, Ghana (16-19 November 2015). The objectives were to raise awareness of the importance of oil spill preparedness as well as identifying gaps in how to deal with them. Participants from west, central and southern Africa were also encouraged to share information and lessons learned on dealing with oil spills in their countries. IMO, together with global oil and gas industry stakeholders, is helping the region to enhance its capacity to better prepare and respond to potential marine oil spills, by organizing training, seminars and deployment exercises. The meeting also approved priority actions for the next biennium with key features to emphasize the promotion of public and private partnership.



## Developing the Djibouti Regional Training Centre programme

National and regional needs identified during a two-day meeting (11-12 November 2015) will form the basis of a programme of activities for the newly-completed training centre in Djibouti. National focal points representing signatory states to the 2009 Djibouti Code of Conduct also looked at ways to seek further support and funding. The meeting built on the success of the code in contributing to the reduction of piracy in the western Indian Ocean. IMO continues to support Member States implementing the code through its Integrated Technical Cooperation Programme and through the Djibouti Code Trust Fund. It also maintains a presence in the region, focussed on the code, with two staff members based in Nairobi, Kenya, whose primary role is training. The meeting was held at the centre, which was formally opened on Thursday 12 November 2015.

## Action plan to combat marine litter

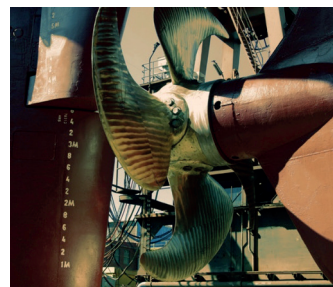
IMO has contributed to discussions on implementing a global action plan to combat marine litter, at a G7 workshop in Berlin, Germany (18-19 November 2015). The plan aims to deal with worldwide challenges faced by marine ecosystems by addressing research, land- and sea-based sources of marine litter, removing litter from the sea, and public relations. The talks between G7 countries and relevant stakeholders focussed on financing the 'G7 Action Plan to combat Marine Litter', which was adopted at the G7 summit in June last year.

IMO helps to address the issue of marine litter in a number of ways, including as a co-lead for sea-based litter in the Global Partnership on Marine Litter, and contributing to the development of the first so-called Massive Open Online Course on marine litter.



## ASEAN countries review ballast water management implementation

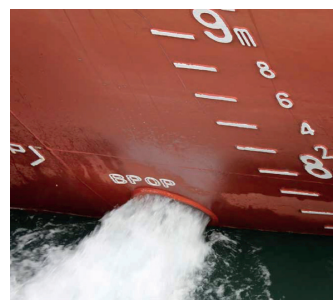
Senior officials from 10 southeast Asian nations met in Bangkok, Thailand (11-13 November 2015) to review the latest developments regarding implementation of the Ballast Water Management Convention. The regional meeting was held with funding from IMO's Integrated Technical Cooperation Programme and with the support of the GloBallast Project Coordination Unit. The meeting updated the draft regional ballast water management strategy for the Association of Southeast Asian Nations (ASEAN) countries, which was developed at the first such regional meeting in 2012. The countries taking part were: Brunei Darussalam, Cambodia, Indonesia, Lao People's Democratic Republic, Malaysia, Myanmar, the Philippines, Singapore, Thailand and Viet Nam.



## Understanding biofouling

An IMO workshop in Swakupmund, Namibia (10-12 November 2015) addressed ways to reduce the effects of biofouling, which occurs when aquatic organisms accumulate on ships' hulls with potentially harmful effects for marine ecosystems.

Officials involved in protecting the east African marine environment discussed how to manage the issue, including how to implement IMO's 2011 Biofouling Guidelines, which provide a globally consistent approach to managing biofouling, and reducing the transfer of invasive aquatic species by ships. Representatives from the Comoros, Djibouti, Ethiopia, Kenya, Madagascar, Mozambique, Malawi, Mauritius, Namibia, Seychelles, Somalia, South Africa and the United Republic of Tanzania participated in the event.





## Liberia maritime workshop

Parliamentarians joined senior officials from various sectors of the Liberian maritime sector in a five-day national workshop and seminar in the capital Monrovia (9-13 November 2015) to address a raft of maritime related issues. IMO supported the event as part of its capacity-building activities in partnership with the European Commission and the Africa, Caribbean and Pacific Group of States under the so-called FlagPort WACAF Project.



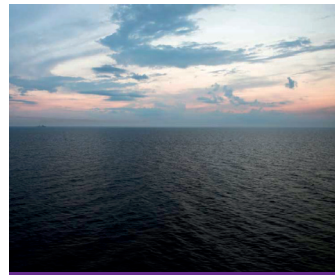
## Islamic Republic of Iran prepares for London Protocol

A three-day national workshop on the London Protocol (2-4 November 2015) was held in Tehran, Islamic Republic of Iran. The workshop focussed on raising awareness of the protocol among relevant national agencies and organizations as well as setting out the key elements of implementing and enforcing the protocol. The Islamic Republic of Iran is finalising its process to accede to the London Protocol. The training workshop was attended by more than 45 high-level officials from various government departments and academia. It was jointly organized by IMO, the Department of Environment (DOE) and the Ports and Maritime Organization (PMO) of the Islamic Republic of Iran.



## Maritime security training in Viet Nam

A national workshop on advanced port security drills and exercises took place in Hanoi, Viet Nam (3-6 November 2015). Port security officials, managers and officials designated by the national authority to deal with security incidents participated in simulated security exercises to test the skills and knowledge gained in theoretical lessons, discussions and group work. The aim was to equip the participants for future planning, conduct and evaluation of security exercises, in order to improve the implementation of IMO maritime security measures such as SOLAS Chapter XI-2 and the International Ship and Port Facility Security Code. The event was organized by IMO in collaboration with the Asia Pacific Economic Community (APEC) Maritime Security Working Group and the Viet Nam Maritime Administration (VINAMARINE).



## More work needed to protect the oceans

A regional workshop in the Pacific focussed on ways to strengthen cooperation between States and move towards a harmonized system for flag State implementation and port State control. A total of 24 participants representing 13 Pacific Island Countries and Territories and New Zealand met in Suva, Fiji (26-29 October 2015) to determine the terms of reference for a proposed Memorandum of Understanding on flag State implementation and port State control in the Pacific region. The workshop was jointly organized by the Secretariat of the Pacific Community (SPC) and IMO.



## Next steps for IMO/Norad project

Senior officials from the six south-east Asia countries benefiting from an IMO-Norwegian Development Cooperation Agency (Norad) marine environment project met for their second high-level meeting in Bangkok, Thailand (9-10 November 2015) to review progress and discuss next steps. The project is supporting the participating countries (Cambodia, Indonesia, Malaysia, Philippines, Thailand and Viet Nam) in the legal, policy and institutional reforms and associated capacity building needed for effective ratification and implementation of a number of IMO's environmental treaties. High-priority treaties identified by the participants include the Ballast Water Management Convention, the Anti-fouling Systems Convention, the MARPOL Convention and the London Convention and its Protocol.



## Djibouti contingency planning exercise

A national table-top exercise on maritime contingency planning was conducted in Djibouti (9-10 November 2015), as part of a series of events leading up to the official opening of the Djibouti Regional Training Centre on 12 November. The aim of the exercise was to improve procedures and policies when faced with complex maritime security incidents. The table top exercise follows the successful model of table-top exercises carried out in west and central Africa and was the first of a planned series in east Africa. Some 24 participants from relevant government departments and agencies participated in the exercise, which was intended to stimulate discussion and demonstrate the need for cooperation among government departments and agencies. A range of evolving scenarios were utilized, to determine respective roles, responsibilities, processes and procedures, and how these may develop, both with respect to routine business, and during an incident.





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