DISPATCH

Following its meeting in Oslo, Norway during the international NorShipping event, InterManager has set its sights on examining two key areas which could have significant benefits for the shipping industry.

First in our list of priorities is an investigation of minimum manning levels for different types of vessels trading on different trade routes and carrying different cargo types to determine whether and how these need to be reviewed, better understood for their implications to safety and efficiency and then discussed at flag state level to take into account required rest hours as set under the Maritime Labour Convention (MLC).

The rules currently in place stipulate the minimum number of personnel needed to move a ship safely from one port to another. InterManager is concerned, however, that these rules were not just meant to set a crew complement number but were intended to also serve as a mechanism to improve overall operational status. Given today's operating realities, this may not actually be what is happening. InterManager's Executive Committee agreed to engage with industry stakeholders to consider how best to ensure sustainable and safe manning levels, taking into account the current operating and legislative environment, onboard administrative burdens and fatigue issues.

A second important area that InterManager also intends to examine is the issue of "the paperless ship" and we will work to draw up guidelines aimed at reducing the amount of paperwork officers and their crew have to undertake while at sea. Executive members are keen to seek ways to reduce this burden and improve the flow of form filling between the ship and shore.

Gerardo Borromeo, InterManager President, said: "Managers are concerned that these previously agreed minimum manning levels may not be properly reflective of today's marketplace. For example, a VLCC calling at seven ports a year may have a minimum manning level of 18 but a smaller chemical tanker, calling at over 100 ports in the same period may be required to operate with a much lower crew complement of say 12. This has concerning implications when you consider the

number of ports such a vessel may be visiting in a very short period of time."

"We want flag states to look at each vessel type, the cargo it is carrying and the voyages it is on and to set up and agree on legislation to ensure there are always sufficient people on board to operate that vessel safely while catering for the necessary rest hours. We, of course, need to be realistic in approaching this issue as it involves not only safety and efficiency, but economics as well. At the end of the day, InterManager is looking to drive

sustainable solutions that benefit the entire industry and the general public.

He added: "The burden of administrative tasks falling on seafarers in today's shipping industry is significant. Industry surveys have indicated that the volume of red tape is one of the factor's adversely affecting recruitment. InterManager aims to improve this situation not just for today's seafarers but also for tomorrow's."

These new projects follow confirmation this

week that InterManager has achieved its pre-set aim of delivering a comparable set of operational KPIs to the shipping industry as a whole by passing over ownership of the scheme to BIMCO. Working on behalf of the entire shipping industry since 2003, InterManager, its members and its project partners – including the Norwegian Research Council, Marintek and SOFTimpact – have worked tirelessly to produce a unique and comprehensive monitoring system which has the potential to produce huge benefits for ship operators.

InterManager News

London hosts this year's AGM

This year's InterManager Annual General Meeting (AGM) will take place during London International Shipping Week (LISW).

The meeting will be held at the offices of Norton Rose Fulbright, 3 More London Riverside on Monday September 7. All members are eligible to attend the

meeting, which will be immediately followed by the Executive Committee meeting.

Secretary General, Capt. Kuba Szymanski, said: "This year promises to be a vibrant meeting as it is happening during the second London International Shipping

Week which will bring together all the major players in the shipping industry. For the maritime community London will be the place to be that week and we look forward to seeing many of our members at the AGM and other events, particularly our International Ship owning and Ship management Summit (ISSS) the next day."

International Shipowning and Shipmanagement Summit (ISSS)

The second International Shipowning and Shipmanagement Summit (ISSS), co-organised by InterManager and Shipping Innovation, will be a key component of this year's London International Shipping Week (September 7 to 11).

Taking place at the London offices of Norton Rose Fulbright, 3 More London Riverside, from 9am to 5.30pm, the one day conference will consider the relationship between ship owners and ship managers, discuss sustainability and profitably, debate crewing concerns and ponder the future during a series of lively and informative panel sessions.

The programme is being put together by senior officers from InterManager, alongside leading owners and managers and, like the first ISSS in Singapore last year, promises to be another sell out success.

To book your place visit the event website: **www.londoninternationalshippingweek.com** Or email: **sales@shippinginnovation.com**

KPI Project rolls out to wider shipping industry

InterManager's pioneering project to produce a workable measurement tool for the shipping industry using clearly defined Key Performance Indicators has now been taken up by BIMCO.

This is an important move for the 12-year project because it will enable the KPI System to be available to the wider maritime community. BIMCO has announced that the system's ongoing development will take into account the broader needs of shipowners and operators as part of the continued development of the KPI standard

InterManager Secretary General Captain Kuba Szymanski said: "The KPI system was born out of a need for an international system to define, measure and report on operational performance in an effort to respond to society's increasing demands. Our members have spent 13 years on developing and perfecting this system and we are deeply grateful to them for their tireless efforts. It is a credit to them and to the KP System that an organisation like Bimco now sees fit to take up the reins and roll out this invaluable system to the benefit of the entire shipping industry."

The unique Shipping KPI System allows shipowners and managers to compare their ships' efficiency against the performance of the industry and fleet averages. The system was originally developed by InterManager members, led by a steering committee comprising Rajaish Bajpae (Bernhard Schulte), Dirk Fry (Columbia), Roberto Giorgi (V.Ships), Svein Sorlie (Wilh. Wilhemsen), George Hoyt (Face of Shipping), and former Secretary General Guy Morel.

The Association was backed by the Norwegian Research Council and worked with consultants Marintek, maritime IT specialist SOFTimpact and a cross-industry group of stakeholders, including Bimco, as it endeavoured to produce a global shipping industry standard for defining, measuring and reporting information on operational performance in order to boost performance improvements internally in companies engaged in ship operation activities and to provide an efficient communication platform about ship operation performance information to internal and external stakeholders through increased transparency.

The Shipping KPI system is unique because it is based on a standard of 64 different performance indicators (such as ship unavailability and number of environmental related deficiencies) to allow the most specific and accurate comparison of ships – across different types and sectors – that is currently available. The data collected is anonymised, so it does not compromise commercially sensitive information.

The KPI Standard covers:
- health and safety management and performance
- HR management performance
- environmental performance
- navigational safety performance
- operational performance
- security performance and
- technical performance.

The project won the praise of the European Commission. Dimitrios Theologitis, head of unit for Maritime Transport & Ports Policy, Maritime Security, at the EC's DGTREN, praised InterManager's KPI project describing it as "brilliant" claiming that "it goes straight down the path we have been thinking."

BIMCO will provide the Shipping KPI System free of charge to its members (aside from a nominal set-up fee for new users), and will run the tool for the entire industry on a not-for-profit basis, focusing on the value of the tool for the industry.

Angus Frew, Secretary General of BIMCO, said: "The shipping KPI system is unique and valuable to our industry – and we will ensure it continues to be run by industry for industry.

"We will seek to ensure that it becomes the indispensable and trusted tool of all ship owners, operators and managers, allowing them to benchmark and monitor their company and ship performance to drive improvements– without compromising their commercial data. The data collected by the KPI system can also help the industry in other ways, such as providing trusted information to inform public and political opinion on the effects of policy and regulatory implementation."

Philippe Louis Dreyfus, the new President of BIMCO said of the system: "Accurate benchmarking requires data – and the participation of many shipping companies is crucial. BIMCO is uniquely placed to make this a success, by having the largest membership of any international shipping association – and the trust and recognition across the industry globally."

History of the KPI Project:

2003 – KPI project begins

2006 – KPI project goals defined

2006-8 – Phase One (development phase) undertaken

Nov 2008 – Key performance indicators revealed

June 2009 – KPI project unveiled to industry

Sept 2009 – First stakeholder workshop held

Dec 2009 – Project begins to capture performance information from ocean going vessels

2009-11 – Phase two (progression phase) undertaken

Jan 2011 – Project received letters of endorsement from European Commission, the International Federation of Shipmasters' Associations (IFSMA) and the Nautical Institute

Feb 2011 – IMO head of Policy and Planning, congratulates InterManager on the progress made with KPI project

Sept 2011 – Development phase completed. George Hoyt (chairman of the KPI `Committee) heralds it as "the greatest example of team work in shipping"

Spring 2012 – KPI workshops held in Far East

April 2012 – Project passes 1,000 vessel milestone

March 2013 – Project gains momentum with 120 companies registered, data being uploaded from 1,600 vessels and more than 5,000 sets of data already submitted— enabling meaningful analysis to provide industry rankings for each measurement

Jan 2014 – KPI Association, a not-for-profit body, established to oversee the KPI Project

June 2015 – Bimco takes ownership of the KPI System

News from Members

InterManager membership increases again

InterManager is pleased to welcome two new members to its increasing membership.

Joining us as a Full Member is Asian Crew & Shipping Services (ACS). ACS is approved by the Bangladesh Department of Shipping (Maritime Safety Administration) and is ISO 9001:2008 and MLC certified by Germanischer Lloyd.

Based in Dhaka, the company has 2,000 professionally qualified, well trained, highly experienced and competent seafarers able to join vessels at any port whenever the shipowner requires them.

Bangladesh STCW Training is recognised by the European Maritime Safety Agency (EMSA) and is an IMO white listed country. ACS is also certified to provide services for the Panama Flag.

Also joining InterManager as an Associate Member is PR firm Jeanius Consulting. Based in Milton Keynes, UK, the company provides a range of PR and marketing services to the maritime industry.

Captain Kuba Szymanski said: "It is always a great pleasure to welcome new members to our association. As we look forward to our AGM in London in September it is heartening to see our ranks increasing with both specialist ship and crew managers as well as a diverse range of marine sector companies, and we look forward to some lively discussions and excellent networking."

Cyber security, passenger ship safety and a mandatory code for gas fuelled ships feature at MSC meeting

The International Maritime Organisation's (IMO) Committee on Maritime Safety (MSC) held its 95th Session (MSC 95) at the beginning of June, under the Chairmanship of Mr Christian Breinholt (DENMARK) and his Vice-Chair, Captain M Segar (SINGAPORE). InterManager's permanent representative to the IMO, Captain Paddy McKnight, reports on the meeting:

Over 900 representatives attended the meeting from 113 Member and two Associate States, also four United Nations and Specialised Agencies, plus six Inter-Governmental organisations; in addition to InterManager, a further 48 Non-Governmental organisations were represented. 153 documents were considered.

Mr Breinholt and Captain Segar decided not to seek re-election for 2016 and in their stead Mr Brad Groves (AUSTRALIA) was elected as Chairman with Mr Juan Carlos Cubisino (ARGENTINA) his Vice-Chair.

Three working groups (WG) and one drafting group (DG) were formed and chaired as follows:

WG1	IGF Code, Mrs J Stemre (NORWAY)
WG2	Maritime Security / Piracy, Mrs F Mohd Fadil (SINGAPORE)
WG3	Goal Based New Ship Construction Standards, Mr J Sirkar (USA)
DG1	Amendments to IMO Mandatory Instruments, Mr H Tunfors (SWEDEN)

Points of greatest interest to InterManager members follow:

- **MARITIME SECURITY / PIRACY**. Five documents were introduced, and one Information Paper acknowledged, in Plenary discussion prior to agreeing terms of reference in respect of WG2. Subsequent to WG2's deliberations, the Committee approved their report in general, and in particular:

1. Noted the WG's discussion on the difficulties encountered in their attempt to finalise 'draft Guidance for the Development of National Maritime Security Legislation' and also the commensurate advice provided by IMO's Legal Division;

2. Agreed to re-establish the CG intersessionally in order to finalise such draft Guidance;

3. Noted WG2's discussions on development of maritime cyber security and endorsed advice to await the outcome of the relevant industry guidance on board ships planned for submission to FAL 40. This will not entail a CG but Member States were nevertheless urged to submit proposals to MSC 96;

4. Approved a draft MSC Circular on Best Management Practices for Protection against Somalia Based Piracy;

5. Approved revised draft MSC.1/Circ.1333 establishing the provision of a National point of contact for communication of information on piracy and armed robbery to the IMO; and

6. Approved revised draft MSC.1/Circ.1406/Rev2 including amendments related to valid accredited certification of Private Maritime Security Companies (PMSC) following publication of International Standard ISO 28007.

- **GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS.** This somewhat specialist topic will be of interest to few, if any, InterManager Members but the deliberations and recommendations of WG3 are available from your Accredited Representative should anyone require them.

- **PASSENGER SHIP SAFETY**. Following the capsizing of COSTA CONCORDIA and work carried out by a Working Group on Passenger Ship Safety at successive MSCs (90 – 93), resolution MSC.336(90) on Measures aimed at enhancing passenger ship safety was adopted, also MSC.1/Circ.1446/Rev.2 approved, together with an action plan for long-term work on passenger ship safety. A subsequent accident involving the ro-ro passenger ship NORMAN ATLANTIC and recent fire on the SORRENTO, also focussed attention on the safety of ro-ro passenger ships and the rescue of passengers. Although the revised action plan for long-term work on passenger ship safety was finalised at MSC 94, Member Governments were encouraged to submit justifications for any unplanned outputs to be taken forward as per Table 1 of the plan. Having considered the report of a (third) study by the European Maritime Safety Agency (EMSA) regarding the risk level of passenger ships related to damage stability, the Committee

authorised a meeting of the Formal Safety Assessment (FSA) Expert Group from 10 – 12 November 2015, subject to Council (114) endorsement, in order to validate the final result of the study.

The Committee noted the outcome of an IMO conference on the enhancement of safety of ships carrying passengers on non-international voyages, held in Manila on 24 April 2015. Guidelines developed by IMO were considered, the aim of which was to determine the fitness for intended service of domestic ferries. States needing technical assistance on matters related to the operation of domestic ferries were encouraged to seek assistance from the IMO (or other States) and IMO's Technical Cooperation Committee was alerted accordingly.

- **LRIT DATA CENTRES**. In examining the alternatives for conducting LRIT audits in an effort to reduce costs, document MSC 95/7, spear-headed by CANADA, proposed that all governance and management functions of the LRIT coordinator should be assumed by the IMO Secretariat. However, following a lengthy discussion in Plenary, the Committee concluded that the audit function should remain with IMSO.

- **HUMAN ELEMENT, TRAINING AND WATCHKEEPING**. The Committee approved, in general, the report of the Sub-Committee on Human Element Training and Watchkeeping and in particular:

1. Approved MSC-MEPC.2/Circ.15 on Guidelines for the development, review and validation of model courses;

2. 2. Forwarded the draft Guidelines for port State control officers on the ISM Code to the III Sub-Committee for review and finalisation with a view to approval by the Committees;

3. Approved draft amendments to the STCW Convention, part A and B of the STCW Code, associated MSC resolutions and Circular related to revised training requirements for masters and deck officers on board ships operating in polar waters;

4. Extended the target completion year for the output 'Review of the STCW passenger-ship specific safety training' to 2016;

5. Forwarded the draft MSC circular on Guidelines on consolidated IMO provisions for the safe carriage of dangerous goods in packaged form by sea to the CCC Sub-Committee for review, finalisation and subsequent approval by MSC;

6. Approved a draft MSC circular on ECDIS – Guidance for good practice; and

7. Requested the III Sub-Committee, for future revisions / development of port State control guidelines, to invite early input from relevant technical Sub-Committees in the development of related guidelines.

In considering guidance for the implementation of the 2010 Manila Amendments, the Committee considered document MSC 95/9/2 (submitted by IFSMA, InterManager, ITF and the Nautical Institute) proposing to issue an MSC Circular recommending that seafarers who meet the colour vision and eyesight acuity requirement applicable to them prior to the effective date of the 2010 Manila Amendments to the STCW Code, should be issued a 'fit for duty' medical certificate until such time as the STCW Code is reviewed and standards of colour vision and eyesight acuity is more fully considered. After a thorough discussion, the Committee decided that the 2010 Manila Amendments recognise that medical and eyesight requirements for initial entry seafarers and existing ones may be different as provided for in paragraph 1 of section A-1/9 of the STCW Code, thus there is no urgent need to issue a circular in this regard.

Guidance on fatigue mitigation and management was discussed in the context of a UK document providing comments related to the scope of the review and update of MSC/Circ.1014, as agreed by HTW 2. After some discussion, the Committee concurred with the clarification of the scope in relation to manning in UK's paper MSC

95/9/3 para 11 and instructed HTW to take this into account when revising the Guidance. The Committee also agreed that SOLAR regulation V/14 and resolution A.1047(27) on Principles of Minimum Safe Manning need not be amended.

- **SHIP DESIGN AND CONSTRUCTION**. The Committee approved the report of SDC 2 in general and in particular:

1. Given the many divergent views on Watertight doors (regulation 11-1/13) the Committee endorsed the justification for a new output related to watertight doors closure control on new ships for inclusion in the 2016 – 2017 biennial agenda of SSE, in association with the SDC Sub-Committee;

2. Noted the progress made on matters related to the draft Guidelines on safe return to port for passenger ships;

3. Adopted draft amendments to Chapter 6 of part B of the 2008 IS Code regarding ice accretion on cargo ships carrying timber deck cargoes;

4. Approved draft amendments to the introduction of the 2008 IS Code regarding vessels engaged in anchor-handling operations for adoption at MSC 96;

5. Having discussed the arguments advanced by SDC regarding the carriage of more than 12 industrial personnel engaged in international voyages and approved a draft definition of same, the Committee decided to prepare a justification for a new planned output, noting that CESA supports the definition of industrial personnel advanced by SDC2;

6. Approved draft Interim Guidelines for use of Fibre Reinforced Plastic (FRP) elements within ship structures;

7. Approved a draft Unified Interpretation (UI) for safe access to tanker bows;

8. Adopted draft amendments to the Guidelines for the application of plastic pipes on ships;

9. Approved draft amendments to SOLAS regulation 11-2/13 on evacuation analysis for adoption at MSC 96;

10. Approved draft guidance for watertight doors on passenger ships which may be opened during navigation;

11. Approved draft amendments to the ESP Code for adoption at MSC 96;

12. Approved a draft UI of the Code on Noise Levels on board ships; and

13. Considered the Justification for a new unplanned output on clarification of the requirements in SOLAS chapter 11-2 for fire integrity of windows in passenger ships carrying not more than 36 passengers and special purpose ships with more than 60 (but not more than 240) persons on board.

- **NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE**. The Committee approved the report of NCSR 2 in general, and in particular:

1. Agreed the adoption of two-way routes in the SW Coral Sea, plus a Coral Sea area to be avoided, together with 5 other areas in the region of the Aleutian Islands;

2. Instructed the Secretariat to amend the COMSAR module of GISIS to allow submission of geographical limits of SAR Regions using the standard format defined for the LRIT system;

3. Adopted a draft MSC resolution amending the Revised performance standards and functional requirements for LRIT tracking of ships;

4. Authorised the LRIT Operational governance body to make all necessary preparations for the second modification testing phase of the LRIT system and to coordinate the testing of all DCs, the IDE and the DDP server;

5. Approved a draft MSC Circular on Guidelines for Software Quality Assurance and Human Centred Design for e-navigation

6. Adopted a draft MSC resolution on

Performance standards for multi-system shipborne radio-navigation receivers; and

7. Approved a draft MSC circular on amendments to the IAMSAR Manual, subject to ICAO's concurrence.

- **SHIP SYSTEMS AND EQUIPMENT**. The Committee approved the report of SSE 2 in general and in particular:

1. Approved a draft MSC Circular on Performance Standards, Functional Requirements and System Requirements for the assessment of smoke management systems;

2. Approved a draft MSC circular on Revised Design Guidelines and operational recommendations for ventilation systems in ro-ro cargo spaces;

3. Approved a draft MSC circular on Amendments to the Revised Guidelines for the Maintenance and Inspection of fire protection systems and appliances;

4. Approved draft amendments to chapter 8 of the FSS Code;

5. In consideration of SSE2's views on measures for on-board lifting appliances and winches, the Committee endorsed the decision to re-establish the CG for On-board Lifting Appliances and Winches, instructing it to:

- develop draft guidelines to cover design, fabrication and construction, on-board procedures for routine inspection, maintenance familiarisation of crew and shore-based staff etc;

- prepare draft goal and function-based SOLAS regulations requiring that on-board lifting appliances and winches be designed, constructed and installed to a standard acceptable to IMO or 'to the satisfaction of the Administration'; and maintained in accordance with guidelines to be developed by IMO; and

- submit a report to SSE3.

6. Having considered SSE2's views on the periodic servicing and maintenance of lifeboats and rescue boats, launching

appliances and release gear, and following a lengthy discussion in Plenary, the Committee instructed SSE3 to:

- review the draft MSC resolution at MSC 93/3/4 Annex 1, taking into account MSC.1/Circ.1206/Rev.1 and MSC.1/Circ.1277 and recommend whether the annual thorough examination should be carried out by the manufacturer or a service provider authorised by the Administration, including the understanding that a service provider may be an entity other than the manufacturer (e.g. ship operator complying with the relevant criteria);

- review the whole of regulation 23 of SOLAS chapter III and MSC.1/Circ.1205, for the purpose of consistency with the draft MSC resolution ('how it is to be done' and 'who does it'); and

- report to MSC 96 as a matter of urgency.

7. Approved the draft new chapter 17 of the FSS Code and the consequential modification of the draft amendments to SOLAS regulation 11-2/18;

8. Approved, in general, the draft MSC resolution on Amendment to chapter 9 of the 2009 MODU Code with a view to adoption in concert with chapter 17 of the FSS Code; and

9. Noted that the text of chapters 5 and 8 of the draft OSV Chemical Code has been reviewed and forwarded to PPR3 for the coordination process.

- **PIRACY AND ARMED ROBBERY AGAINST SHIPS**. The Committee welcomed the continued success in the repression of piracy and armed robbery in the Gulf of Aden and the western Indian Ocean as well as the decrease of reported attacks off West Africa. The fact that very few flag States have provided reports to the Secretariat for inclusion in the piracy and armed robbery module of GISIS was noted prompting encouragement from the Committee 'to do better' also that such reports are not intended for operational use by ships or shipowners, rather they are for statistical analysis to establish trends and modus

operandi of perpetrators in different regions of the world. The proposal of a validation regime for reported incidents of piracy and armed robbery in GISIS was not supported but it was agreed that the establishment of a [named] national focal point to interface with IMO for piracy and armed robbery matters would improve the quality of GISIS reports.

The Committee noted information provided by ReCAAP-ISC updating the piracy and armed robbery situation against ships in Asia for 2014 whilst the EC provided details of a study to collate information on piracy and armed robbery worldwide for inclusion in a database. A proposal by the Secretariat to expand the use of LRIT Distribution Facility to the Gulf of Guinea was given short shrift by GHANA, subsequently supported by ANGOLA, CAMEROON, NIGERIA and SOUTH AFRICA on the grounds that consultation at regional level was crucial to establishing a consensus of Member States in the region in respect of where to site the Maritime Trade Information Sharing Centre (MTISC) of GUINEA (GoG). Given this response, the Secretary-General proposed initiation of a consultation process prior to taking the matter further.

Another sub-item on this subject was that of submissions by EGYPT and the SULTANATE OF OMAN expressing views that neither the Red Sea nor the Sea of Oman qualify as piracy high risk areas (HRA) and that both should be excluded from the HRA definition contained in BMP 4. ICS, speaking on behalf of BIMCO, ICS, Intercargo, Intertanko and OCIMF, acknowledged these concerns explaining that a review process in relation to the extent of the HRA had been agreed by industry representatives to the Contact Group on Piracy of the Coast of Somalia (CGPCS), taking into account regular threat assessments from military forces at the Shared Awareness and Deconfliction Meetings (SHADE). The HRA will again be discussed at an upcoming plenary meeting in July and the Industry view is that it would be counterproductive for the Committee to intervene in the interim, especially as

most States attending MSC also participate in the CGPCS and its work. Following further discussion in which a large number of delegations expressed sympathy for the Egyptian request to amend the coordinates of the HRA in order to exclude the area of the Suez and the Red Sea to Bab el Mandeb, action to be taken by the IMO was supported. Accordingly, WG2 was tasked to develop a draft MSC circular, addressing the salient issues raised in plenary, using the annex to document MSC 95/15/1 (EGYPT) as the base. Having considered a similar document (MSC 95/15/5) by the SULTANATE OF OMAN, the Committee did not support forwarding it to WG2 for further consideration.

- **ADOPTION OF THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)**. Following extensive discussion and decisions made in Plenary, as well as 9 related submissions, WG1 was established to finalise the IGF Code. The Committee approved WG1's subsequent report in general, and in particular:

1. Noted the groups' discussions in considering how best to reflect, in the draft amendments to SOLAS chapter II-1, specifically II-1/56.4, the Committee's decision that the IGF Code should not apply to gas carriers in addition to the IGC Code;

2. Adopted amendments to SOLAS chapter II-1, in conjunction with amendments to SOLAS chapter II-2 and the relevant appendix to the annex of the Convention prepared by the DG;

3. Adopted the IGF Code and associated MSC resolution; and

4. Authorised the Secretariat to effect any minor editorial corrections that may be necessary.

- AMENDMENTS TO MANDATORY INSTRUMENTS. In considering the report of the drafting group on amendments to mandatory instruments, the Committee approved it in general, and in particular:

1. Requested the Secretariat to consolidate

the amendments to the 1974 SOLAS Convention;

2. Endorsed retaining 'as amended' in the title of the adopting resolution to the 1974 SOLAS Convention;

3. Adopted proposed amendments to the 1974, 1978 and 1988 SOLAS Protocols and associated draft MSC resolutions;

4. Adopted proposed amendments to the IMSBC Code and associated draft MSC resolution;

5. Approved amendments to the 2011 ESP Code;

6. Endorsed modification to the text of para 11 of the draft new regulation V/3 of the STCW Convention;

7. Endorsed the retaining of the words 'as amended' in the title of the 1978 STCW Convention resolution;

8. Agreed new wording to paras 1 and 2 of the new section A-V/3;

9. Adopted amendment to part A of the STCW Code and resolution;

10. Approved draft STCW.6 circular on Amendments to part B of the Code;

11. Agreed modifications to the draft text of regulation V/3, specifically para 9.3;

12. Approved circular STCW.7/Circ.23 on Amendments to the interim guidance on training of seafarers on ships using gases or other low-flashpoint fuels;

13. Approved the Guidance on pressure testing of boundaries of cargo oil tanks under direction of the master and associated MSC Circular;

14. Approved the Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which such a system is ineffective;

15. Approved Guidelines for submission of information regarding cargoes not listed in the IMSBC Code and their conditions of carriage;

16. Approved Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy;

17. Approved a draft UI of SOLAS regulation II-2/16.3.3 for products requiring oxygen-dependent inhibitors; and

18. Approved a draft UI of IBC Code para 15.13.5 for products requiring oxygen-dependent inhibitors.

- **DEVELOPMENT AND IMPLEMENTATION OF E-NAVIGATION**. 6 Member States and 5 NGOs, including InterManager, submitted paper MSC 95/19/8 which proposed six outputs on e-navigation as well as an amended High-level Action 5.2.6 'Development and Implementation of e-navigation'. Five of the six outputs were approved by the Committee for consideration by NCSR, viz:

1. Guidelines on Standardised modes of operation (S-mode);

2. Amendments to the Revised performance standards for Integrated Navigation Systems (INS) relating to harmonisation of bridge design and display of information;

3. Revision of the Guidelines and criteria for ship reporting systems;

4. Revision of the general requirements for shipborne radio equipment forming part of the GMDSS and for electronic navigational aids relating to Built-in Integrity Testing (BIIT) for navigation equipment; and

5. Guidelines for the harmonised display of navigation information received via communications equipment.

The sixth proposal, Consideration of reports on development and implementation of Maritime Service Portfolios (MSPs) (and other e-navigation reports) by Member States and other international organisations, was rejected on the grounds that it did not comply with the Committees Guidelines on the organisation and method of work. Notwithstanding, Member Governments were invited to prepare a full justification for this output, submitting it to MSC 96 for consideration; the delegation of NORWAY offered to coordinate such work with interested parties.

- **UNSAFE MIXED MIGRATION BY SEA**. The Committee devoted a whole morning session to discuss this topic, following on from a UN inter-agency High-level meeting held at IMO to address the subject on 4 and 5 March 2015. The Secretary General of IMO stated that the current situation is a humanitarian crisis and not sustainable. Following a video message from the United Nations Secretary-General, Ban Ki-moon, in which he emphasised that any approach to deal with the migration challenge must be comprehensive so that it protects human rights, upholds international law and recognises the benefits of migration, statements were made by representatives of UNODC, UNHCR, IOM, EC, ITALY, GREECE, INDONESIA and MALTA.

Sadly, these somewhat lengthy statements ate into the time available for meaningful discussion of the subject but in the short time available, the Committee:

1. Expressed concern at the current, unprecedented wave of unsafe mixed migration by sea in the Mediterranean, Bay of Bengal, Gulf of Aden and other parts of the world, particularly over the high number of deaths at sea resulting from the smuggling of migrants in unsafe, grossly overloaded vessels unfit for the carriage of persons;

2. Condemned the activities of criminals who embark persons on unsafe craft with no regard for the safety of life at sea;

3. Recalled the provisions under UNCLOS, the SOLAS and SAR Conventions concerning obligations of the master of a ship and his duty to provide assistance to any person in distress at sea, regardless of nationality of status of such a person;

4. Also recalled the duties of Parties to coordinate and cooperate to ensure that masters of ships providing assistance by embarking persons in distress are released from their obligations promptly and that rescued persons are delivered to a place of safety as soon as is reasonably practicable;

5. Noted the forecast increase in numbers of mixed migrants taking to sea and that consequently many more lives will be lost unless something is done;

6. Commended the brave and selfless actions of all rescuers both ashore and afloat;

7. Drew attention to the need for greater effort to address unsafe migration through more safe and regular pathways;

8. Noted with concern the risks to those involved in rescue operations and the need for port and coastal States to take fully into account the special circumstances on board ships involved in the rescue of large numbers of persons;

9. Recognised that merchant shipping and maritime rescue services are close to being overwhelmed prompting a compelling need to find sustainable solutions;

10. Requested the IMO Secretary-General to remain engaged with the UN and its specialised agencies together with Inter-Governmental and Non-Governmental organisations in order to solve the problem; and

11. Agreed to place an agenda item on the work programme of the Committee to deal with matters pertaining to 'Unsafe mixed migration by sea', and invited the Facilitation Committee and the Legal Committee to do likewise.

Finally, the Committee noted the intention of ICS to forward the industry-developed advice on 'Large-scale rescue operations at sea: Guidance on ensuring the safety and security of seafarers and rescued persons' to the NCSR Sub-Committee for consideration.

Golf honours for InterManager IMO representative

InterManager's Accredited Representative to the IMO, Captain Paddy McKnight, did the Association proud by winning the IMO Maritime Cup in a recent golf tournament at Selsdon Park.

The trophy, competed for annually by attendees at IMO's Maritime Safety Committee, consistently attracts a strong field of players. Forty of the nine hundred delegates attending the meeting played this year including IMO Secretary General, Koji Sekimizu. Runner up was Jeff Lantz of the USA and third spot was taken by Bud Darr of CLIA.

This year's event was organised by last year's winner, Koichi Yoshida of Japan and as is the tradition, it now falls to InterManager to organise next year's tournament.

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