



20TH ASIAN SHIPOWNERS FORUM

Safe Navigation & Environment Committee

**REPORT BY
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Asian Shipowners Forum

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PROGRESS REPORT

1. The 19th and 20th Interim Meetings of the ASF Safe Navigation & Environment Committee (SNEC) meeting were held on 17 September 2010 and 18 March 2011 in Singapore. It was hosted by the Singapore Shipping Association on behalf of the Federation of ASEAN Shipowners' Associations.
2. The Joint Press Releases and lists of the delegates who attended the SNEC meetings are attached as **Annex 1**.
3. A list of the ASF Members in the current SNEC is attached as **Annex 2**.
4. Further to the decision of the 19th ASF, the SNEC held a special session with the Asian Class Societies (ACS) to discuss cooperation and exchanges between the two organisations. It was subsequently agreed at that meeting that the SNEC would provide a forum for the ACS to brief the SNEC Members on the area of works which ACS is currently developing with the objective of gathering views and feedback. At the 20th SNEC, such a forum was held in the form of a SNEC Seminar. ACS was invited to present their current research work regarding the subject of Green House Gas emission from shipping and Ballast Water Management System.
5. During both the SNEC plenary meetings, the most recent developments relating to safe navigation and marine environment were discussed.

Taking into consideration the latest developments, below is a summary of the issues that were discussed.

PIRACY & ARMED ROBBERY

A. STATUS UPDATES - ASIAN REGION

The SNEC evaluated the piracy situation in the Asian region from the quarterly and annual reports of the ReCAAP Information Sharing Centre. For 2010, it was reported that there was a marked increase in the number of piracy and armed robbery incidents reported for 2010. A total of **164** incidents were reported for 2010

as compared with **102** incidents reported in 2009. Of the 164 incidents reported, **133** were actual incidents whilst **31** were attempted incidents. **See Table 1**

Based on ReCAAP ISC's categorisation, the incidents were classified as follows:

		2009	2010
Category 1	Very Significant	4	4
Category 2	Moderately Significant	31	59
Category 3	Less Significant	47	70
	Total	82	133

The ReCAAP ISC had noted with concern the marked increase in the number of incidents in the **vicinity of the islands of Anambas, Natuna and Mangkai** in the South China Sea in the last 2 ½ years.

Actual Pirate Attacks in the South China Sea

	2008	2009	2010
Category 1	-	1	1
Category 2	4	9	14
Category 3	1	1	2
Total	5	11	17

ReCAAP ISC further reported that **10** attacks were carried out by east African pirates who have been attacking vessels off the Somalian coast and in the Gulf of Aden – 2010 saw the first time they ventured into the Arabian Sea, which falls within India's area of responsibility.

TABLE 1: INCIDENTS OF ACTUAL AND ATTEMPTED ATTACKS IN THE ASIAN REGION

	2009		2010	
	Actual	Attempted	Actual	Attempted
East Asia				
China	1		1	
Sub-total	1		1	
South Asia				
Arabian Sea			5	5
Bangladesh	15	4	21	3
Bay of Bengal			3	
India	8	2	5	2
Sri Lanka				
Sub-total	23	6	34	10
Southeast Asia				
Gulf of Thailand			1	
Indonesia	14	5	35	10
Malaysia	12	3	20	
Myanmar	1			

Philippines	4	1	5	
Singapore			2	
South China Sea	11	2	17	8
Straits of Malacca & Singapore	6	3	4	3
Thailand	2		1	
Vietnam	8		13	
Sub-total	58	14	98	21
Total	82	20	133	31
Overall Total	102		164	

B. STATUS UPDATES- GULF OF ADEN, INDIAN OCEAN AND REST OF THE WORLD

Based on the International Maritime Bureau (IMB) Report on Piracy & Armed Robbery against ships for 2010, the number of piracy and armed robbery attacks reported worldwide has **increased** to a total of **445** incidents for 2010 as compared with **406** incidents in 2009. Of these 445 incidents, **249** were actual attacks whereas **196** were attempted attacks.

For the 1st Quarter 2011, there were a total of 142 incidents of which 63 were actual attacks and 79 were attempted attacks.

	2009	2010	1st Qtr 2011
Actual attacks	202	249	63
Attempted attacks	204	196	79
Total	406	445	142

A further breakdown of the IMB reports reveals the following:

	2010		1st Qtr 2011	
	World total	Off Somalia, GOA and Indian Ocean	World total	Off Somalia, GOA and Indian Ocean
Total no of vessels attacked	445	219	142	97
Total no of vessels hijacked	53	33	18	16
Total no of crew taken as hostages	1181	638	344	299

The 2010 report showed that out of a total of 1181 crew members taken hostage worldwide, 638 or 54% of the world total were taken hostage by Somali pirates. In addition, another 13 crew were injured and 8 killed.

The 1st Quarter 2011 report showed that out of a total of 344 crew members taken hostage worldwide in 2011, 299 were taken hostage by Somali pirates. The Somali pirates also injured another 3 crew and killed 7.

As of 31 March 2011, a total of 28 vessels with 588 crew members are still held by the Somali pirates.

An analysis of the Reported Incidents of Piracy & Armed Robbery off the East Coast of Africa based on the IMB Report on Piracy & Armed Robbery against ships for 2010 and the first quarter of 2011 is as follows:

Table 2: A summary of the IMB Report for attacks in the Indian Ocean in 2010

<u>Location</u>	<u>Type of Attack</u>	<u>Total</u>	<u>Total</u>
		2010	1st Qtr 2011
Arabian Sea	Attempted	2	-
		2	-
Gulf of Aden	Attempted	14	2
	Boarded	2	
	Fired Upon	22	7
	Hijacked	15	1
		53	10
Red Sea	Attempted	20	1
	Fired Upon	4	1
	Hijacked	1	
		25	2
Somalia ¹	Attempted	18	25
	Boarded	14	36
	Fired Upon	74	9
	Hijacked	33	15
		139	85
Total		219	97

The reports further highlighted the following:

- Most of the attacks involved the use of lethal weapons, which is a cause of great concern to the merchant navy fleet
- Attacks in the 4th Quarter 2010 showed that Somali pirates are using more hijacked ocean-going fishing vessels and merchant vessels as “mother ships” to stage and conduct their piracy operations.
- Skiffs were launched from the hijacked vessels which quickly intercepted and attacked innocent vessels.

¹ The Somalia figure includes the Somali Basin and Indian Ocean

- With the control of these hijacked vessels the pirates are no longer limited by capability or capacity and there is no boundary that the pirates could not sail to with enough fuel onboard.
- Attacks in the Gulf of Aden have dropped by more than 50% due to the international naval patrols and positive actions of the seafarer. However, in other parts off Somalia including the Red Sea and the wider Indian Ocean where naval patrols are not available, attacks have gone up substantially.

C. ACTIONS AGAINST PIRACY & ARMED ROBBERY

With the increasing magnitude of piracy and armed robbery, in particular those in the Gulf of Aden and off the coast of Somalia, including the Indian Ocean, various actions had been taken to deal with the issue.

1. Piracy BMP Compliance

The military authorities, EUNAVFOR and NATO, have taken a strong interest in ensuring the level of compliance with the Best Management Practice (BMP) by ships in the piracy risk areas off Somalia.

After some serious discussion with EUNAVFOR, the Maritime Security Centre – Horn of Africa (MSCHOA) had produced a summary of ships detected to be non-compliant with the BMP over the last three months of 2010. The data revealed that a fairly high percentage of ships of Asian flag states were observed to be non-compliant, especially with reporting to the MSCHOA,

There are several reasons why a ship may choose not to report and amongst these could be the following:

- The ship will transit above 18 knots and has a high freeboard and is therefore not considered to be at risk,
- The ship is carrying a team of private armed guards and does not wish to inform the military authorities for some reason,
- The ship is unaware of BMP requirements and is therefore non-compliant.
- There could be system errors

The simple task of registration and reporting is not onerous when balanced against the benefits that accrue and the possibility that such action may prevent hijack by enabling military engagement.

It is therefore strongly recommended that ships report as required by the BMP. As such, ASF Members are strongly advised to encourage their members to comply with the BMP and register with the MSCHOA for their safety and security.

2. International Transport Workers' Federation (ITF) Statement

On 25 February 2011, the ITF issued a press statement on the subject of piracy. The ITF statement and policy cover a number of related issues but foremost amongst these are:

- The question of whether seafarers can continue to transit through the piracy risk area and;
- Issues relating to the arming of ships

The ITF has invited seafarers and trade unions to 'begin to prepare to refuse to go through the danger area'. There was also an invitation to shipowners to join ITF in avoiding the area and mention was made that it would amount to 'corporate manslaughter' if a seafarer should be killed in the danger area.

The ITF further promotes the use of armed military guards on board and accepts the employment of armed private guards with certain criteria on training and agreement of the unions.

3. PR Campaign by International Shipowner Associations and Seafarers' Unions

Prompted by the serious concern of the international shipping industry that piracy is causing in the northern Indian Ocean, the Round Table of International Shipowners Associations (Rtisa) and the International Transport Workers' Federation (ITF) launched a concerted PR campaign on 1 March 2011.

On a related note, the ICS has also released a press release acknowledging the use of private armed guards aboard merchant vessels.

4. Flag State Rules & Requirements on Arms & Private Armed Guards on Board Vessels

The International Chamber of Shipping (ICS) is currently undertaking an analysis of the various Flag States' policy and rules on arms on board/private armed guards and their use.

The ICS is of the opinion that it could be useful to have such an analysis particularly to facilitate a discussion with regard to legal liabilities for shipowners and person on board. Accordingly, the ICS has requested that Member Associations provide ICS with information on their respective country's rules and procedures with regard to arms on board and the employment of private armed guards on board.

Specifically, where the Flag State does permit arms/private armed guards, it would be helpful to know if they have any specific rules and requirements on:

- i. Approval procedure by the Flag State authority for the carriage of arms/private armed guards on board vessels;
- ii. Any rules of engagement between the Master and the private armed guards;
- iii. Who remains overall responsible for the safety and security on board, in particular, if this remains with the Master;
- iv. How such rules sit in with SOLAS requirements;
- v. Who has authority to decide when the arms are to be used;
- vi. Who is liable between shipowner/private security company/Flag State for any injury or loss of life to crew, Master arising from the use of arms on board the vessel;
- vii. Who is responsible for the safety and security of the private security guards;
- viii. Insurance requirements for crew, officers and the private security guards for loss, personal injury;
- ix. Rules or requirements for selecting the private armed guards;
- x. Whether the flag state provides immunity against civil liability following any incidents concerning the use of arms on board.

ICS has further advised that particular care and attention be paid to provisions concerning shipowners' liability / indemnities / insurance obligations, and to ensure that shipowners' insurers are closely engaged.

5. International Code of Conduct for Private Security Providers

Whilst it has been previously noted that there is no neutral, objective standard for the assessment of private security companies, it was reported that in November 2010, nearly 60 private security companies had signed an international code of conduct in Geneva, pledging to respect human rights and humanitarian law in their operations.

Presumably, the Code is meant to be included in service contracts – for example, the U.S. and U.K. governments may include provisions of the Code in their own security service procurements.

Whilst the Code primarily focuses on ethical issues, it also offers guidelines for the rules for the use of force and requires standards for recruitment, vetting, training, management of weapons, and internal control mechanisms.

As part of the Code, the Swiss Government will maintain a public list of Signatory Companies and convene an initial review conference with a view to reviewing the Code.

In light of this, at the 89th session of the IMO Maritime Safety Committee (MSC 89), a number of States will propose that IMO develop guidelines and/or standards relating to the employment of private armed security service providers.

The Cook Islands have made a submission **MSC 89/18/1 International Code of Conduct for Private Security Service Providers (ICoC)** calling for the development of standards for oversight and accountability mechanisms of privately contracted armed security personnel engaged in the commercial maritime sector

The Cook Islands submission notes that whilst the International Code of Conduct for Private Security Providers relates to the use and self-regulation of private military and security companies in areas of land-based armed conflict and is a non-State mechanism, the Code could be used as the **basis** for the IMO to develop more formal Guidelines and a Code of Conduct through which Governments and the Shipping Industry could properly and effectively regulate the use of privately contracted armed security personnel in the maritime sector.

Further to the Cook Islands' submission, Singapore, supported by BIMCO, ICS and the Philippines, has also made a submission MSC 89/18/5 to the IMO calling for the Committee to discuss the need for the **Development of guidance for the industry on the employment of private armed security service providers to deter and counter piracy against ships**

In particular, Singapore's submission states that the **guidance** should assist the shipowner or operator throughout the entire process involved in the engagement of a private armed security service provider.

As a minimum, the guidance should cover:

- the selection of the service provider and the armed security personnel that would be embarked on the ship
- the contract for the use of armed security services, including any application for licenses that may be required under domestic laws;
- the delineation of roles and responsibilities amongst guards, Master and crew on board the ship and the command and control structure;
- the principles underlying the use of arms or the rules of engagement; and contingencies which may involve damage to the vessel, injury to persons on board the ship, or loss of life.

ROUTING OF SHIPS, SHIP REPORTING AND RELATED MATTERS

A. TRAFFIC SEPARATION SCHEMES (TSS)

The Committee took note of the developments arising from the 56th session of the IMO Sub-Committee on Safety of Navigation (Nav 56). In particular, the Committee was pleased to note that NAV 56 had provisionally adopted a proposal by the littoral States of Indonesia, Malaysia and Singapore that all applicable vessels display night signals consisting of three all-round green lights in a vertical line when crossing the Traffic Separation Scheme in the Singapore Strait, to be included as a recommendatory interim measure. It is to be further considered at the next IMO MSC 88th Meeting.

At the 20th SNEC Meeting, it was noted that the Singapore proposal has been adopted at the 88th MSC as a new Interim Recommendatory Measure in the Singapore Strait, to take effect at 0000 hours on **1 July 2011**.

Specifically, MSC Circular (SN.1/Circ.293) recommends that:

1. Vessels are recommended to display the night signals consisting of 3 all-round green lights² in a vertical line in the following situations:
 - a) Vessels departing from ports or anchorages when crossing the westbound or eastbound lane of the TSS or precautionary areas in the Singapore Strait to join the eastbound or westbound lane respectively; and
 - b) Eastbound or westbound vessels in the TSS or precautionary areas in the Singapore Strait crossing to proceed to ports or anchorages in the Singapore Strait.
2. The night signals should be displayed by:
 - a) Vessels of 300 gross tonnage and above;
 - b) Vessels of 50 metres or more in length; and
 - c) Vessels engaged in towing or pushing with a combined 300 gross tonnage and above, or with a combined length of 50 metres or more.
3. Vessels crossing the TSS and precautionary areas in the Singapore Strait to proceed to or from ports or anchorages are recommended to comply with the following procedures:

² The specifications of the lights used in configuring the "3 green lights" signal are to comply closely with positioning and technical details of lights in Annex I of COLREG.

- a) A vessel in the Singapore Strait which intends to cross the eastbound or westbound traffic lanes in the TSS or precautionary areas respectively, is recommended to comply with the following:
- i. report to the VTIS to indicate its intention in advance.
 - ii. display the signals consisting of 3 all-round green lights in a vertical line. VTIS would alert ships in the vicinity to keep a good look out for the crossing vessel.
 - iii. when traffic condition is favourable, alter course boldly if necessary, (to be readily apparent to other vessels in the vicinity observing by sight or radar) and cross the traffic lane on a heading as nearly as practicable at right angles to the general direction of traffic flow.
 - iv. report to VTIS and switch off the night signals when it has safely left/crossed or joined the appropriate traffic lane.
- b) Displaying the night signals shall not exempt the crossing vessel of its obligation to give way to other vessels in a crossing situation or any other rules under the COLREG.

B. MARINE ELECTRONIC HIGHWAY

The Committee took note of the developments relating to the MEH arising from Demonstration Project 3rd Meeting of the Project Steering Committee (PSC) which was held in Singapore on 13 – 15 July 2010.

The Committee noted that due in large part to the resignation of Project Manager and other factors, there was a general slowing down of MEH activities since the 2nd PSC in June 2008. Despite these, the IMO advised that implementation of the key tasks such as hydrographic survey, MEH Data Centre procurement and the development of the Project website had taken place.

The Committee noted that the Project Steering Committee intended to set up a Data centre at the MEH Project Management Office (PMO) in Batam. The proposal was to contract an Information Technology consultant in October 2010 to oversee the work of the Data Centre and to contract the supply of hardware and the development of the software in line with the tender requirement. However, the Committee took note that the project is expected to be delayed due to:

- The lack of funding World Bank
- The difficulty in determining data format for the survey
- The difficulty in obtaining ongoing funding for the operation of MEH from the user states.

The MEH project website was launched on 8 January 2010 and has been transferred to the IMO server in June 2010. The website is at <http://www.meh-project.com/>

C. COOPERATIVE MECHANISM CONFERENCE FOR THE STRAITS OF MALACCA AND SINGAPORE

At the 19th SNEC meeting, the Committee was informed that the three littoral states of Indonesia, Malaysia and Singapore held the 3rd Co-operation Forum (CF) and 3rd Project Coordination Committee (PCC) meeting from 6 – 7 October 2010 and on 8 October 2010 respectively in Yogyakarta, Indonesia

Based on reports of the 6 projects, the Committee noted that no one has expressed interest in sponsoring Project no. 1, namely on Removal of the 8 Identified Wrecks in the TSS in the Straits. The Committee further noted that various states and organisations have sponsored the projects at the 3rd CF.

1	Nippon Foundation	US\$3.851 million
2	Greece (IMO – Straits Trust Fund)	US\$1.000 million
3	United Arab Emirates	US\$0.200 million
4	Malacca Strait Council	US\$0.500 million
5	MENAS	US\$1.000 million
6	India	US\$0.774 million
7	Korea	No amount pledged
8	Germany	US\$0.050 million
9	European Community	Euros 400,000 – 500,000

AIR POLLUTION FROM SHIPS

A. MARPOL ANNEX VI & REVISION- IMPLEMENTATION OF SOX REDUCTION

The main changes to MARPOL Annex VI will see a progressive reduction in sulphur oxide (SO_x) emissions from ships, with the global sulphur cap reduced initially to

- 3.50% (from the current 4.50%), effective from 1 January 2012;
- Then progressively to 0.50 %, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018.

The limits applicable in Sulphur Emission Control Areas (SECAs) will be reduced to

- 1.00%, beginning on 1 July 2010 (from the current 1.50 %);
- Being further reduced to 0.10 %, effective from 1 January 2015.

The revised MARPOL Annex VI has entered into force on 1 July 2010.

At the 59th MEPC session, the international associations proposed the establishment of an MEPC correspondence group. The aim of the group was to investigate appropriate mechanisms for studying, on an annual basis, developments in the supply and demand for bunker fuels compliant with the revised MARPOL Annex VI. To this effect, a review clause has been added into the revised MARPOL Annex VI to the effect that supply availability would be determined by 2018 with respect to the introduction of the global sulphur cap of 0.5% in 2020. In the event that an adequate supply of the appropriate quality fuels could not be assured, then the implementation date would be deferred from 2020 until 2025.

At the MEPC 61, the ICS, BIMCO, OCIMF and INTERCARGO have jointly sponsored a submission MEPC 61/4/5 seeking for reconsideration by the MEPC to establish a correspondence group which will be tasked to investigate appropriate mechanisms for studying developments in the supply and demand for bunker fuels compliant with revised MARPOL Annex VI. SNEC supported the proposal.

The Committee further noted that Korea, Singapore and India had also supported MEPC 61/4/5. At the MEPC 61, national representatives made presentations in support of formation of the correspondence group. There were however vigorous opposition from Norway and Germany. As a result, MEPC 61 agreed with full consensus to form a Correspondence Group to develop a mechanism as proposed and based on the Terms of Reference (ToR) drafted by ICS.

B. OUTCOME OF THE IMO INTERSESSIONAL MEETING ON ENERGY EFFICIENCY MEASURES FOR SHIPS (EE-WG1)

A report was made on the IMO Intersessional Meeting on Energy Efficiency Measures for ships (EE-WG1) which held its meeting from 28 June to 2 July 2010. The primary objective of the EE – WG1 was to further develop the text for mandatory requirements of the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP) dealing with technical matters only,

The outcome of that meeting was as follows:

- The proposal for a new baseline formula with imposition of a speed limit was not supported.
- Majority were of the view that power reduction option together with technological innovations should be retained to ship owners and ship designers as energy efficiency improvement measures.
- However it was also agreed that speed reduction should be realised only while the safety of the ship is kept.
- The EE-WG1 agreed to retain the existing baseline formula.

The EE-WG1 further discussed that:

- Dry cargo carriers, gas tankers, tankers, container ships, general cargo ships and refrigerated cargo carriers should be included in the required EEDI requirements and with lower application limits. For example for container ships 5,000 or 20,000 DWT was proposed.
- It would be necessary to define the terms "required EEDI" and "attained EEDI" so as to avoid confusion.
- The reduction rates had not been agreed at the intersessional meeting. China has proposed a 4 phase reduction with 0% as baseline whilst Japan has proposed a 3 phase reduction with 10% as the baseline. At the intersessional meeting, it was suggested that the phase 1 in the China proposal should be between 2-5 years. The meeting decided to pass on to the MEPC 61 for further discussion.
- EEDI could be easily reduced by speed reduction (slow steaming). It was noted that it would encourage underpowered ships and might work against safety by penalizing safer and more robust structural features of ships.

C. MARKET BASED MEASURES (MBM)

On the market-based measures (MBM) for international maritime transport, the SNEC noted that there were at least ten different proposals for the MEPC to consider. In this regard, MEPC 60 agreed to establish an Expert Group to undertake a feasibility study and impact assessment of the different proposals in line with the work plan agreed at its last session – the Expert Group will also report to MEPC 61.

The scope of the study/assessment is to identify for each proposed MBM, the reduction potential on GHG emissions from international shipping, its impact on world trade and the shipping industry, and the maritime sector in general, giving priority to the maritime sectors in developing countries.

At the MEPC 61 held on 27 September to 1 October 2010, the report of the MBM-Expert Group (MBM-EG) providing its assessment of each of the MBM proposals was presented. The outcome of the MBM-EG provided a lively plenary debate with differing views on the relevance of UNFCCC decisions and the need for IMO to retain its responsibility for all matters concerning shipping. The Committee discussed and generally agreed that shipping should not be considered simply as an easy means of raising funds to finance Governmental climate change obligations under the Copenhagen Accord.

The MEPC agreed to hold a third intersessional meeting on GHG emissions from ships (GHG-WG 3) on 28 March to 1 April 2011. The terms of reference (ToR)

for the intersessional meeting were agreed and the intersessional meeting was to discuss and to :

- Provide an opinion on the compelling need and purpose of an MBM for shipping;
- Group the proposed MBMs in accordance with the reduction measure used;
- Examine the principle and provisions of the MBMs in relation to the relevant conventions;
- Further assess the MBM groupings against the criteria used by the Expert Group; and
- Continue to evaluate the impact of the MBMs on specific aspects of international trade

The outcome of the 3rd Intersessional meeting is awaited.

BALLAST WATER CONVENTION

At the 20th SNEC, the Committee noted that as at 28 February 2011, 27 countries³ representing approximately 25.32% of world's tonnage have ratified the BW Convention 2004. The entry into force requirement for this Convention is **30** States representing **35%** of the world's tonnage.

As of October 2010, the SNEC noted that the MEPC has granted **27 Basic Approvals** and **18 Final Approvals** to the ballast water management systems. In addition, 10 ballast water management systems (3 of which do not use Active Substances) have been granted Type Approval Certification by their respective Administrations.

PORT STATE CONTROL- CONCENTRATED INSPECTION CAMPAIGNS

At the 19th SNEC, it was noted that the 18 participating authorities of the **Tokyo MOU on Port State Control** will embark on a Concentrated Inspection Campaign (CIC) on Harmful Substances (Marine Pollutants) Carried in Packaged Form in accordance with MARPOL Annex III, SOLAS Chapter VII and the IMDG Code.

The inspection campaigns had started on 1 September 2010 and ended 30 November 2010.

At the 20th SNEC, the Meeting was informed that the Paris MOU has introduced a New Inspection Regime (NIR), which entered into force on 1 January 2011. The NIR

³ Albania, Antigua, Barbados, **Brazil**, **Canada**, Cook Islands, **Croatia**, Egypt, France, Kenya, Kiribati, Liberia, Maldives, Marshall Islands, Mexico, Nigeria, **Netherlands**, Norway, ROK, St Kitts & Nevis, Sierra Leone, South Africa, Spain, Sweden, Syria, Tuvalu,

is a risk based targeting mechanism intended to reward quality shipping with a smaller inspection burden and concentrate on high-risk ships. It makes use of company performance and the Voluntary IMO Member State Audit Scheme (VIMSAS) for identifying the risk profile of ships together with the performance of the flag State and the recognised organisation. The past inspection record of the ship as well as the ship's age and ship type will influence the targeting. Full implementation of the system will rely on collection of port call information.

Briefly, some key changes are as follows:

- The Target Factor will be replaced by the Ship Risk Profile. The Ship Risk Profile classifies ships into Low Risk Ships (LRS) and High Risk Ships (HRS). If a ship is neither Low Risk or High Risk it is classified as Standard Risk Ship (SRS)
- The company performance criteria for the calculation of the Ship Risk Profile is a new parameter
- The companies will be ranked into very low, low, medium and high performance.

Individual Flag States Members may submit their VIMSAS summaries to Paris MOU for assessment – qualifying Flag States may then be placed on the Paris MOU's List of Flags meeting Low Risk Criteria. As of 6 January 2011, there are 23 Flags on the list:

- | | |
|----------------------|------------------------|
| 1. Belgium | 13. Liberia |
| 2. China | 14. Luxembourg |
| 3. Cyprus | 15. Marshall Islands |
| 4. Denmark | 16. Netherlands |
| 5. France | 17. Norway |
| 6. Germany | 18. Poland |
| 7. Greece | 19. Russian Federation |
| 8. Hongkong, China | 20. Singapore |
| 9. Ireland | 21. Spain |
| 10. Isle of Man (UK) | 22. Sweden |
| 11. Italy | 23. United Kingdom |
| 12. Japan | |

MANDATORY CARRIAGE OF ECDIS

Members were reminded that, in July 2008 at the IMO MSC 85th Session, the proposal to make mandatory the carriage of ECDIS on SOLAS vessels from 2012 was approved. Effectively, from **1 July 2012**, SOLAS vessels will begin to comply with the amendments to SOLAS regulation V/19 which make the carriage of Electronic Chart Display and Information System (ECDIS) under SOLAS Chapter V Safety of Navigation mandatory as proposed by NAV 54.

The industry has been given a long lead time to get used to the idea of ECDIS

carriage, with first effective date falling on 1 July 2012. From then onwards, all new passenger ships of 500gt and above and tankers of 3,000gt and above built for international voyages will be required to carry ECDIS

The timetable for implementation is as follows:

Ship type	Size	New ship*	Existing ship**
Passenger	≥500 gross tons	1 July 2012	No later than 1st survey after 1 July 2014
Tankers	≥3,000 gross tons	1 July 2012	No later than 1st survey after 1 July 2015
Dry cargo	≥50,000 gross tons	1 July 2013	No later than 1st survey after 1 July 2016
	≥20,000 gross tons	1 July 2013	No later than 1st survey after 1 July 2017
	≥10,000 gross tons	1 July 2013	No later than 1st survey after 1 July 2018
	≥3,000 gross tons	1 July 2014	Not required

* A new ship is defined as one in which the keel is laid on or after the cut-off date.

** Ships may be exempt from requirements if they will be taken permanently out of service within two years of the implementation date specified.

The Meeting was advised to inform their association members to consider the following when transiting from paper to electronic charts:

- Setting clear company policies on ECDIS. These may include related digital nautical publications.
- Laying out of the programme for the retrofitting of ECDIS on existing ships, taking into consideration the SOLAS phase-in dates.
- Training of ship officers,
- Reviewing of bridge procedures. Methods and procedures for electronic navigation have to be developed and taking into consideration a number of useful SN circulars and IHO publications
- Reviewing of company's and ship's safety management systems under the ISM Code for navigational procedures and crew documentation relating to ECDIS training.
- Selection of service providers for chart services which are most appropriate to the company's operational needs and which fulfill the carriage requirements, including updating service. A poor updating service, including continued using of cancelled ENC's, will render the ECDIS unfit for navigational use.
- Consideration of the ENC's required for the voyages undertaken by the company's vessels. There will be ENC cells which are more frequently used than others and consideration of the purchase of individual, units or folios of ENC's to cover areas of the various routes used by the company's vessels. It is important to remember that to improve safety of navigation as ECDIS is intended, it is

essential that *all* the required ENC's for each voyage are always on board and always available.

- Consideration of back-up arrangements, eg. paper charts, second ECDIS or other solutions.
- Consideration of the special requirements when using computers on board ship

In particular, as Port State Control officers are expected to demand evidence of ECDIS training, the Meeting may wish to ensure that their maritime administrations provide clear guidance on ECDIS training standards, either as a dedicated ECDIS course, or as part of a broader course.

REVISION OF MARPOL ANNEX V

The 19th SNEC was informed that the IMO MEPC is carrying out a review of MARPOL Annex V on regulations for the prevention of pollution by garbage. The Committee agreed to the concept of the general prohibition on discharge of garbage, however there were some concerns about the inadequacy of reception facilities in some places. Also whether the reception facilities at these sites would be required to accept all garbage types.

The Committee agreed that it would be impossible to discharge garbage if the facilities are inadequate.

The Committee agreed in principle to the amendments subject to provision of adequate facilities at port of call.

* * * * *

ANNEX 1



Asian Shipowners Forum

Safe Navigation & Environment Committee (SNEC)

c/o Federation of ASEAN Shipowners' Associations (FASA)
59 Tras Street, Singapore 078998
Tel: (65) 62225238 Fax: (65) 62225527
email: fasa@pacific.net.sg

PRESS RELEASE

17 September 2010

1. The 19th Interim Meeting of the Asian Shipowners' Forum (ASF) Safe Navigation & Environment Committee (SNEC) was held in Singapore on 17 September 2010. It was hosted by the Singapore Shipping Association (SSA).
2. The meeting was attended by representatives of shipowners' associations from Hong Kong, India, Japan, Korea, Chinese Taipei and the Federation of ASEAN Shipowners' Associations (FASA) as represented by the shipowners' associations of Indonesia, Malaysia, Philippines and Singapore.
3. Mr. S.S. Teo, President of SSA chaired the SNEC meeting on behalf of FASA.
4. During the meeting, the Committee considered and discussed current issues of concern relating to the safe navigation of ships and the protection of the marine environment.
5. The Committee continued to express grave concern at the threat posed by **Piracy and Armed Robbery** worldwide. In particular, the Committee noted that, from January to June 2010, Somali pirates had attacked 100 vessels, hijacked 27 ships and kidnapped 544 seafarers.

The Committee also expressed concern at the increasing number of attacks in the South China Sea, with eighteen incidents of piracy and armed robbery reported in waters off the Anambas and Mangkai islands to date. The Committee urged all States to cooperate and to take stronger, pro-active action, both on-shore and at sea, to prevent such crimes from taking place.

The Committee noted that the Secretary Generals of the International Maritime Organisation and the United Nations have both responded to a letter from the ASF expressing the ASF's concerns about pirate attacks in the Gulf of Aden, Somali Basin and the Indian Ocean.

The Committee welcomed the appointment of Mr. Jack Lang as the UN Special Advisor on piracy – it is to be hoped that he will facilitate the development of an effective mechanism for prosecuting captured pirates.

6. The Committee urged all ASF Members to sign the global e-petition by World Maritime Day on 23 September 2010. The e-petition demands concrete action to end the piracy that is putting lives at risk and threatening world trade
7. Considering the outcome of the 56th session of the IMO Sub-Committee on **Safety of Navigation** (NAV 56), the Committee was pleased to note that NAV 56 had provisionally adopted a proposal by the littoral States of Indonesia, Malaysia and Singapore that all applicable vessels display night signals consisting of three all-round green lights in a vertical line when crossing the Traffic Separation Scheme in the Singapore Strait, to be included as a recommendatory interim measure.
8. On **Prevention of Air Pollution from Ships**, the Committee agreed to support a proposal by the international associations, namely the International Chamber of Shipping, BIMCO, OCIMF and Intercargo calling for the formation of a Correspondence Group to investigate mechanisms by which an assessment of future fuel availability could be conducted.
9. The Committee also welcomed the completion of a draft regulatory text detailing requirements of the Energy Efficiency Design Index (EEDI) for new vessels and the Ship Energy Efficiency Management Plan (SEEMP) for all ships in operation to be approved at the forthcoming 61st Session of the IMO Marine Environment Protection Committee¹.

The Committee agreed that efforts to regulate and reduce emissions of greenhouse gases (GHG) from international shipping should focus on such technical and operational measures as the EEDI and SEEMP.

10. With regard to an ongoing review of MARPOL Annex V, the Committee agreed in principle to the amendments proposed by the Correspondence Group, subject to the provision of adequate reception facilities at the port of call.
11. The Committee was also pleased to host an informal meeting with the Association of Asian Classification Societies (ACS).
12. In closing, the members of the Committee expressed their appreciation to the SSA for hosting the 19th Interim Meeting of the SNEC in Singapore.

For any further questions, please contact:

Mr. Daniel Tan,
Secretary
ASF Safe Navigation & Environment Committee

Tel: (65) 62225238
Email: fasa@pacific.net.sg

¹ 61st MEPC meeting will be held on 27 September - 1 October 2010

Editor's note:

The Asian Shipowners' Forum is a voluntary organization of the shipowner associations of Australia, China, Chinese Taipei, Hong Kong, India, Japan, Korea and the Federation of ASEAN Shipowners' Associations comprising shipping associations of ASEAN countries. The aims of the ASF are to promote the interests of the Asian shipowning industries. Between annual ASF meetings, the ongoing work is carried out by the five Standing Committees; the Shipping Economics Review Committee, the Seafarers Committee, the Ship Recycling Committee, the Safe Navigation and Environment Committee, and the Ship Insurance and Liability Committee. It has been estimated that ASF owners and managers control and operate nearly 50% of the world's cargo carrying fleet.

Delegates List

Members of Asian Shipowners Forum At the 19th Interim Meeting of the Safe Navigation & Environment Committee

Members:

- | | | |
|------------------------------|---|-------------|
| 1. Mr S S Teo (Chairman) | - | FASA - SSA |
| 2. Mr Daniel Tan (Secretary) | - | FASA |
| 3. Mr Elvin Tan | - | ASF |
| 4. Mr Augusto Jr Y Arreza | - | FASA - FSA |
| 5. Mr Bibiano O Reynoso IV | - | FASA - FSA |
| 6. Capt Lengkong MJ | - | FASA – INSA |
| 7. Capt Intiaz Hussein | - | FASA - MASA |
| 8. Mr Patrick Phoon | - | FASA- SSA |
| 9. Mr Yukio Higashi | - | FASA- SSA |
| 10. Capt George Solomon | - | FASA- SSA |
| 11. Mr Martin Cresswell | - | HKSOA |
| 12. Mr Haider Nawaz | - | INSA |
| 13. Capt Osamu Handa | - | JSA |
| 14. Mr Ho Seong Kim | - | KSA |
| 15. Mr S.W. Jeon | - | KSA |
| 16. Capt Chyong-Jou Wang | - | NACS |

ACS:

1. Dr Takuya Yoneya - NK
2. Mr Daisuke Shiraki - NK
3. Mr Li Zhiyuan - CCS

Absent (With apologies):

1. CSA
2. FASA – TSA
3. FASA - VSA



Asian Shipowners Forum

Safe Navigation & Environment Committee
(SNEC)

c/o Federation of ASEAN Shipowners' Associations (FASA)
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PRESS RELEASE

Date: 18 March 2011

ASIAN SHIPOWNERS EXPRESS OUTRAGE AT LACK OF GOVERNMENT ACTION IN FACE OF ESCALATING PIRACY INCIDENTS

At the 20th Interim Meeting of the Asian Shipowners' Forum (ASF) Safe Navigation & Environment Committee (SNEC) held in Singapore on 18 March 2011, representatives of Asian shipowners' associations expressed their anger and outrage at the increasing number of attacks on their ships and the brutality shown by Somali pirates.

“The current situation, where a handful of pirates in open skiffs can hold the world's economy hostage, is completely unacceptable – as responsible owners and managers, we must take all necessary steps to ensure the safety and wellbeing of our seafarers!” said Mr. S. S. Teo, SNEC Chairman. “Not only are seafarers being tortured and murdered – civilians and children are being targeted as well. The situation is increasingly untenable.”

It was noted that pirates had attacked 445 ships, hijacked 53 of them and taken 1181 seafarers hostage worldwide in 2010. Today, about 700 seafarers remain hostages in deplorable conditions off Somalia.

The Committee expressed very serious concern at the threat posed by pirates to international shipping, particularly in the Gulf of Aden, the Indian Ocean and in the waters off Somalia.

The Committee demands that all governments must act decisively and expeditiously to eradicate piracy and attacks on ships. Whilst appreciating the assistance and protection provided by the naval forces stationed in the Gulf of Aden presently, the Committee does not consider it sustainable in the longer term. The Committee is of the unanimous view that the United Nations and the International Maritime Organisation (IMO) must exercise strong political will to bring the situation under control.

The Meeting strongly supports the call by international shipping organisations worldwide to neutralise the threat of the captured, hostage-crewed mother ships that are allowing pirates to roam the Indian Ocean unimpeded. The Committee acknowledges that in addition to complying fully with all the measures put forward in the latest version of *Best Management Practices to deter piracy in the Gulf of Aden and off the Coast of Somalia*, which has been developed by the industry, the Committee notes and appreciates that individual ASF Members may adopt additional safety measures such as the use of armed guards to protect the lives and well-being of their seafarers.

Whilst the Committee further acknowledged that the use of private armed guards should be a measure of last resort, the Committee nonetheless welcomes the proposal by Singapore, with support from the Philippines, ICS and BIMCO, calling on the IMO to consider the development of non-mandatory guidance to assist ship owners and operators in employing private armed security service providers. Furthermore, the Committee supports the submission to IMO from the Bahamas and the Marshall Islands calling for the accreditation of independent maritime security providers.

In closing, the Committee stressed that whilst ship owners and managers should do their utmost to protect their seafarers, ultimate responsibility for ensuring safety of navigation on the high seas should rest with governments.

“This is the most pressing issue for the industry at this time” said Mr. S. S. Teo.

Hosted by the Singapore Shipping Association (SSA), the 20th Interim Meeting of the SNEC was attended by representatives of shipowners’ associations from Hong Kong, India, Chinese Taipei and the Federation of ASEAN Shipowners’ Associations (FASA) as represented by the shipowners’ associations of Indonesia, Malaysia, Philippines, Singapore, Thailand and Vietnam.

Mr. S.S. Teo, President of SSA chaired the SNEC meeting on behalf of FASA.

During the meeting, the Committee also considered and discussed current issues of concern relating to the safe navigation of ships and the protection of the marine environment.

For any further questions, please contact:

Mr. Daniel Tan,
Secretary
ASF Safe Navigation & Environment Committee

Tel: (65) 62225238
Email: fasa@pacific.net.sg

Editor's note:

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Delegates List

Members of Asian Shipowners Forum At the 20th Interim Meeting of the Safe Navigation & Environment Committee

Members:

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| 1. Mr S S Teo (Chairman) | - | FASA - SSA |
| 2. Mr Daniel Tan (Secretary) | - | FASA |
| 3. Mr Yuichi Sonoda | - | ASF |
| 4. Mr Elvin Tan | - | ASF |
| 5. Mr Augusto Jr Y Arreza | - | FASA - FSA |
| 6. Mr Bibiano O Reynoso IV | - | FASA - FSA |
| 7. Capt Lengkong MJ | - | FASA – INSA |
| 8. Ir. Nordin Mat Yusoff | - | FASA - MASA |
| 9. Mr Patrick Phoon | - | FASA- SSA |
| 10. Mr Aloysius Seow | - | FASA - SSA |
| 11. Mr Bjorn Hojgaard | - | FASA - SSA |
| 12. Mr Yukio Higashi | - | FASA- SSA |
| 13. Mr Colin Payne | - | FASA - SSA |
| 14. Capt George Solomon | - | FASA- SSA |
| 15. Mr Bhumindr Harinsuit | - | FASA – TSA |
| 16. Mr Kachaphol Harinsuit | - | FASA – TSA |
| 17. Mr Huynh Hong Vu | - | FASA - VSA |
| 18. Mr Arthur Bowring | - | HKSOA |
| 19. Mr Haider Nawaz | - | INSA |
| 20. Capt Yu Yuh Cherng | - | NACS |

Absent (With apologies):

1. ASA
2. CSA
3. KSA

ANNEX 2

SAFE NAVIGATION & ENVIRONMENT COMMITTEE (SNEC)

▼ CHAIRMAN

Mr. S.S. Teo	Managing Director, Pacific International Lines (Pte) Ltd	FASA-SSA
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▼ SECRETARY

Mr. Daniel Tan	Secretary General, Federation of ASEAN Shipowners' Association	FASA
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▼ MEMBERS

Ms Angela Gillham	Manager (Industry Ops and Environment), Australia Shipowners' Association	ASA
Capt. Chen Zhengjie	Director (Safety & Tech Superintendent Div), China Ocean Shipping (Group) Corp.	CSA
Capt. Zhou Xiaokang	General Manager (Safety Mgmt Div), China Shipping (Group) Corp.	CSA
Capt. Wang Guifu	Dy GM (Safety Supervision Admin Div) Sinotrans & CSC Holdings Co., Ltd	CSA
Mr. Li Cunyin	Deputy Secretary, China Shipowners' Association	CSA
Mr. Bibiano O Reynoso IV	Chief Executive Officer/President, Aurora Shipping Inc.	FASA-FSA
Mr .Augusto Y. Arreza Jr	Executive Director, Filipino Shipowners' Association	FASA-FSA
Mr. Lolok Sudjatmiko	President Director, PT. Niaga Sapta Samudera	FASA-INSA
Mr. Budhi Halim	President Director, PT. Indo Mega Maritim	FASA-INSA
Capt. Leng kong MJ	Director, PT. Tresnamuda Sejati	FASA-INSA
Ir. Nordin Mat Yusoff	Vice President-Group Technical Services, MISC Berhad	FASA-MASA
Capt. Mohd Noor Kasim	Executive Secretary, Malaysian Shipowners' Association	FASA-MASA

Mr. Patrick Phoon	Dy Managing Director, Evergreen Shipping Agency(S) Pte Ltd	FASA-SSA
Mr. Bhumindr Harinsuit	Managing Director, Harinsuit Transport Co., Ltd	FASA-TSA
Mr. Prateep Tiewtranon	Chairman, Sim Paetra International Co Ltd	FASA-TSA
Mr. Huynh Honh Vu	Chief Executive Officer, Sea Transport & Chartering Company	FASA-VSA
Mr. Le Cu Tan	Vice Chief Executive Officer, Vietnam Petroleum Technical & Svs JS Corp	FASA-VSA
Mr. Troung Van Minh	Vice Chief Executive Officer, Vietnam Tanker JS Co.	FASA-VSA
Mr. Vikrant S Bhatia	Chief Executive Officer, KC Maritime Ltd	HKSOA
Mr. Anil Devli	Chief Executive Officer, Indian National Shipowners' Association	INSA
Mr. Haider Nawaz	VP-Business Development, Varun Shipping Company Limited	INSA
Mr. Koichi Muto	President, Mitsui O.S.K. Lines, Ltd.	JSA
Mr. Jong-Seug Park	President, Korea Marine Transport Co. Ltd	KSA
Mr. Kyuho Whang	Persident & Chief Executive Officer, SK Shipping Co., Ltd	KSA
Mr. Lin Pei-Chiao, Patrick	Executive Vice President, Evergreen Marine Corp.(Taiwan) Ltd	NACS