SVERIGES FARTYGSBEFÄLSFÖRENING informerar augusti 2005

VÄRLDSSJÖFARTENS DAG

Den 12 oktober klockan 1300 kommer Världssjöfartens Dag att hållas på Sjöfartshögskolan Lindholmen, Göteborg. Generalsekreteraren vid International Maritime Organization (IMO) Mitrpoulos IMO-tal handlar i år om ”Sjöfarten, bärare av världshandeln” och kommer att hållas av Rolf P Nilsson, chefredaktör för Svensk Sjöfarts Tidning som fyller hundra år i år. Vi gratulerar!!

På kvällen arrangeras en 100-årsfest, där deltagarna på Världssjöfartens Dag inbjudes till självkostnadspris. I övrigt är själva dagen kostnadsfri och alla intresserade är välkomna. Närmare detaljer om program och anmälan kommer att publiceras inom vår fackpress.

REDERI AB HERON

Svithoid Tankers AB har den 2 augusti 2005 övertagit aktiemajoriteten i moderbolaget till Rederi AB Heron, Heron Intressenter AB och är helägare till bägge bolagen. Svithoid Tankers har inte för avsikt att driva fartyget utan har efter övertagandet försålt fartyget M/t Matvik till Baltic Claire Shipping Ltd på Isle of Man. De nya ägarna har för avsikt att säga upp samtliga anställda.

AVTALSFÖRHANDLINGAR

Föreningen har tidigare informerat om att parterna inte var överens om tolkningen av årets avtalsuppgörelse. Med anledning av detta har föreningen sagt upp alla enhetslöneavtal för omförhandling. Förhandling har genomförts och uppgörelse har träffats med vissa framsynta rederier som Wallenius, Broströms, Klaveness, Tor Line och Tarbit Shipping. Förhandlingarna kommer att fortsätta med övriga rederier. Vi hoppas att vi skall kunna avsluta denna rest från fjolåret, då det annars blir mycket komplicerade förhandlingar inför nästa år. Vi förstår inte redarnas synsätt när de behandlar sina anställda så olika, vilket är en klar orättvisa, beroende på om de seglar under ett enhetslöneavtal än om de går på storsjöavtalets grundbestämmelser.

SFBF har fått in ett antal önskemål och krav om förändringar inför nästa års förhandlingar som kommer att behandlas vid vår klubbordförande/avtalskonferens i Falkenberg nästa vecka 30-31 augusti. Avtalsyrkandena skall överlämnas till Sjöfartens Arbetsgivareförbund den 29 september i enlighet med den uppgörelse som gjordes i vintras med medlarna. Förhandlingsdagar är redan utsatta t o m december. Förhoppningen är att kunna träffa ett nytt avtal innan det nuvarande löpt ut. Vi hoppas dock att de framtida förhandlingarna skall kunna föras i en betydligt mer positiv anda än vad de gjorde senast och som tyvärr praktiskt taget utan förhandlingar ledde till varsel om konfliktåtgärder.

SJÖFARTSINSPEKTIONEN BEHÅLLER TILSYNEN ÖVER HANDELSFLOTTAN

De ombordanställdas organisationer har hos regeringen begärt att tillsynen av fartyg vad gäller arbetsmiljöbestämmelser skall överföras till Arbetsmiljöverket. Detta beroende på att inspektionen för närvarande har bristande resurser för att klara detta arbete. Det har klart framkommit i olika sammanhang att beslut rörande arbets- och vilotider, bemanning, bostäder, psykologiska och sociala och andra miljöfaktorer är baserade direkt på sjöfartspolitiska och sjösäkerhetsmässiga ställningstaganden än hänsynen till den enskilde sjömannens hälsa.

Arbetsmiljölagen trädde i kraft för fartyg för mer än två år sedan och några förändringar har vi hittills inte sett. Regeringen konstaterade att Sjöfartsinspektionen och Arbetsmiljöverket har kommit överens om samverkan, vilket innebär att Arbetsmiljöverket skall utnyttjas för utbildning av fartygsinspektörer och att Sjöfartsinspektionen tänker öka sina insatser på arbetsmiljöområdet. Därför beslöt regeringen att tillsynen skall ligga kvar hos Sjöfartsinspektionen.

HEMSTÄLLAN OM SJÖARBETSTIDSLAG

I maj 2004 uppvaktade de ombordanställdas organisationer infrastrukturminister Ulrica Messing och påtalade den orimliga arbetssituationen som råder ombord på grund av införandet av den nya vilotidslagen, där all tid förutom vilotiden nu kommit att betraktas och utgöra arbetstid, alltså 13/14 timmar per dygn och en årsarbetstid på 52 x 48 timmar.

Speciellt påverkar detta arbetssituationen negativt på fartyg bemannade med enbart två nautiker, vilket också framkommit genom myndighetsuttalanden och rapporter, forskningsresultat mm.

Efter sommaren tillskrev organisationerna Sjöfartsinspektionen med en begäran att återinföra en arbetstidslag grundad på ILO-konventionen och EU-direktivets 8 timmar, men med möjlighet till avsteg genom kollektivavtal till en utökad arbetstid. Hänsyn kan då tas till arbetsbelastning, tjänstgöringsperioder ombord och de ombordanställdas arbetsmiljö mm.

Sjöfartsinspektionen har haft vår hemställan på remiss hos redarna, som naturligtvis var mycket negativa till den. Redarna ansåg att beslut om säkerhetsbemanning enbart skall ses som en säkerhetsfråga ”som arbetsmarknadens parter inte skall ha rätt att förfoga över”. ”En säkerhetsbemanning skall inte vara förhandlingsbar”. SFBF ser frågan betydligt vidare än så, då det är såväl en hälsofråga, som en sjösäkerhetsfråga och i båda fallen berör de ombordvarande direkt och därför skall de också kunna debatteras. Sjöfartsinspektionen har sänt vår hemställan tillsammans med redarnas svar, samt en egen inlaga till Näringsdepartementet för vidare handläggning.

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Inspektionens inlaga baserar sig också i första hand på sjösäkerhetsmässiga och sjöfartspolitiska grunder. Arbetssituationen, arbetsbelastningen och arbetsmiljön för de ombordanställda nämns inte.
Näringsdepartementet önskar nu synpunkter på de framförda åsikterna i en remissomgång senast den 6 september.

BEMANNING OCH FATIGUE

I samband med MEPC-mötet (Maritime Environmental Protection-Committee) i London i sommar (se under IFSMA nedan) arbetade en arbetsgrupp med frågan om ”human element”. Baserat på en rapport från sjöfartsinspektionen i Sverige rörande olyckor med fartyg med små bemanningar (befälhavare och en styrman) i svenska farvatten som berodde på, eller var beroende av, att vakthavande var uttröttad fördes en längre diskussion. IFSMA begärde att frågan skulle överföras till underkommittéerna för handläggning. MEPC beslöt mot bakgrund av den svenska rapporten och IFSMAS begäran att överlämna den för behandling av STW- underkommittén (Standards of Training and Watchkeeping) och för information till FSI-underkommitté (Flag State Implementation).
Vid IMO MSC möte i våras försökte även engelsmännen överlämna en motsvarande rapport från Maritime Accident Investigation Branch (MAIB), vilken stoppades av EU-kommissionen på grund av en kompetensfråga, när det gällde STCW-konventionen, vem som skall handlägga frågan. EU-kommissionen hävdar att STCW-konventionen där bl a arbetstider och bemanning behandlas ligger under deras revir och inte hos den nationella staten. Rapporten visade också att fartyg med små besättningar var överrepresenterade i olyckor på grund av trötthet. Trots att den ej kunde behandlas av IMO finns den dock som bakgrundsmaterial.

EU OCH IMO

SFBF kan konstatera att EU-kommissionen har ett starkt önskemål om att kunna få representera samtliga länder med en röst inom IMO och därmed överta medlemsländernas nuvarande roller. Än så länge finns det ett starkt motstånd från medlemsländer, redare och de fackliga organisationerna.

Basbeloppen 2006

Basbeloppen 2006 (Prisbasbeloppet (PBB) för år 2006 har beräknats till 39 700 kronor, d.v.s. en höjning med 300 kr jämfört med beloppet för 2005. PBB används bl.a. för beräkning av högsta sjukpenninggrundande inkomst, föräldrapenning samt sjukersättning. PBB påverkar också lönegränsen för sjuklön, föräldralön/havandeskapslön och ITPs sjukpension.

Det förhöjda prisbasbeloppet har beräknats till 40 500 kronor, en höjning med 200 kronor. Det förhöjda beloppet används för beräkning av pensionspoäng och för beräkning av familjeskyddet från ITPK.
Beloppen har beräknats av SCB på uppdrag av regeringen som skall fastställa dem.

SFBFs FRITIDSHUS

Vill Du boka någon av lägenheterna i föreningens hus i Tegefjäll eller i Torrevieja, kontakta Inga Bergenmalm på kansliet i Stockholm, tel 08-10 60 15. I Torrevieja är båda lägenheterna lediga fram till den 18 september.

SFBF INFO

Vill du erhålla denna info till fler email-adresser eller har du eller ditt fartyg ändrat emailadress? Hör av dig till inga.bergenmalm@sfbf.se
Sprid gärna SFBFs nyhetsbrev ombord till Dina skeppskamrater. SFBFs nyhetsbrev finns även i lay-outad upplaga, som pdf-fil, på vår hemsida: www.sfbf.se

IFSMAs NYHETSBREV
NEWS FROM THE INTERNATIONAL FEDERATION OF SHIPMASTERS ASSOCIATIONS - IFSMA

In June IFSMA held its Annual General Assembly (AGA) in Mariehamn, Åland, Finland hosted jointly by Swedish Ship Officers’ Association and the Finnish Ship’s Officers’ Union. It was a very successful assembly and details of the event and resolutions decided are in the Minutes of the 31st Annual General Assembly posted on the main web sight www.ifsma.org. Members will be sent full details by post including the annual report.

COMMAND SEMINARS

Prior to the AGA IFSMA supported and the Secretary General, Rodger Mc Donald, participated in the first of this year’s Command Seminars held in Oslo on the 9th and 10th June 2005. This is a joint Seminar established by The Nautical Institute with Lloyds List events, IFSMA, Det Norske Veritas, Nor-Shipping and UK Hydrographic Office.

It will be interesting to see how the debate develops in the future and I hope members will do their best to support and attend the remaining Command Seminars for 2005 to be held in Plymouth UK on the 14th to the 16th September, Mumbai, India 7th to 8th October, Singapore 13th to 14th October and Houston, USA 8th to 9th November.

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THE IMO SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV) 6-10 June 2005

The key points relating to IFSMA matters are as follows:

ECDIS

The Sub-Committee agreed that High-speed Craft should be fitted with an Electronic Chart Display and Information System (ECDIS) on a mandatory basis. A proposal for draft amendments to the International Code of Safety for High-Speed Craft 2000 (2000 HSC Code) would require ECDIS to be fitted to all new craft and to all existing craft under a phase-in schedule with a proposed final implementation date of 2010. The proposed amendments will be submitted to the Maritime Safety Committee (MSC) at its 81st session in May 2006 for consideration.

It was also agreed that there should be a Formal Safety Assessment (FSA) study on the use of ECDIS on ships other than high speed craft and passenger ships prior to any discussion on a possible carriage requirement for other ships. Furthermore consideration should be given to performance standards for ECDIS at the next NAV session.

Performance standards for electronic charts were adopted in 1995. Circular MSC.64 (67) reflects the back-up arrangements in case of ECDIS failure. Additional amendments were adopted in 1998 by resolution MSC.86(70) to permit operation of ECDIS in the Raster Chart Display System (RCDS) mode.

It was further agreed that Member States should be invited to consider which paper charts would meet the ”appropriate folio of up to-date paper charts” in territorial seas and where Electronic Navigational Charts did not exist, and to communicate this information to the International Hydrographic Office for inclusion in their online chart catalogue.

VOYAGE DATA RECORDER

Performance standards for Voyage Data Recorders (VDRs) and Simplified VDRs were reviewed and it was agreed that amendments were needed with regard to download and playback equipment. A Safety of Navigation circular ‘Recommended means for extracting stored data from voyage data recorders’ was also approved. This circular recommends that all VDR and S-VDR systems installed on or after 1 July 2006 be supplied with an accessible means for extracting the stored data from the VDR or S-VDR to a computer.

GALILEO

Draft Performance standards for ship-borne Galileo receiver equipment were prepared and the Sub-Committee recommended that Performance standards for ship-borne Galileo receiver equipment be included on the agenda for its next session. It was agreed that it was important to complete the performance standards by 2006 in order to give time for industry to produce equipment ahead of the Galileo system becoming operational in 2008. It is anticipated that Galileo will be proposed by the Galileo system operators to the Organization as a component of the World Wide Radio-navigation System.

VOYAGE AND PASSAGE PLANNING FOR PASSENGER SHIPS OPERATING IN REMOTE

For some time now concerns have been raised about passenger ships on ‘exploration’ cruises such as operating in Arctic or Antarctic waters and a draft resolution that recommends that passenger ships operating in remote areas should include in their detailed voyage and passage plans additional items such as:

the source, age, and the quality of the hydrographic data on which the charts to be used are based;

limitations of available Maritime Safety Information (MSI) data and Search and Rescue resources;

availability or lack of aids to navigation;

places of refuge;

safe areas and no-go areas; surveyed marine corridors, if available;

contingency plans for emergencies in view of limited support available for assistance in remote areas.

where applicable, to include knowledge of ice and ice formations;

how environmental conditions such as current, wind, calm weather, fog and different seasons affect the ice and navigation in ice;

what measures to be taken before entering waters where ice may be present.

The Committee endorsed a draft Assembly Resolution on Voyage and passage planning for passenger ships operating in remote areas for submission to the MSC at its 81st session in 2006, with a view to adoption at the 25th session of the Assembly in 2007. The draft resolution, as a stand-alone document for passenger ships operating in remote areas, is intended to supplement resolution A.893(21) Guidelines for voyage planning.

PASSENGER SHIP SAFETY

As part of the ongoing work by IMO on passenger ship safety, the Committee reviewed relevant draft Performance standards for essential systems and equipment on passenger ships for safe return to port after a casualty and for three hour time to remain habitable after a casualty. With respect

to navigation systems, the Sub Committee agreed the following revised wording: ”Equipment essential for navigation, position fixing and detection of risk of collision should also be available. The vessel should be capable of displaying the proper light configuration in compliance with the International Regulations for Preventing Collisions at Sea.”

INTEGRATED NAVIGATION SYSTEMS

A correspondence group will continue the work in developing the text of the performance standards for a revised draft structure of performance standards for Integrated Navigation Systems (INS).
The draft structure will provide the framework for the performance standards to be developed in several sections which will include
purpose;
scope;
application;
ádefinitions;
Part A - Integration of navigational information to include system requirements;
Part B - Task-related requirements for Integrated Navigational Systems to include operational requirements; compliance with SOLAS;
configuration of INS; functional requirements for displays of INS;
automatic control systems;
back up and fallback arrangement; technical requirements;
Part C - Alarm management system;
and Part D - Documentation requirements.
The revised performance standards should allow for the proper application of SOLAS regulation V/15 Principles relating to bridge design, design and arrangement of navigational systems and equipment and bridge procedures and overcome the limitations of the existing performance standards for INS.

CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS – SPS CODE

The Sub-Committee recommended that special purpose ships should comply with the provisions of chapter V of the 1974 SOLAS Convention as amended and that words to that effect should be included in the revised Code. The SPS Code was adopted in 1983 and is being revised to reflect amendments to SOLAS adopted since 1983.

SHIP'S ROUTEING

The Sub-Committee approved the following new or amended ships' routeing measures for submission to the MSC 81st session in May 2006 for adoption:
New traffic separation schemes for seven Colombian ports:
i. Puerto Bolivar,
ii. Santa Marta,
iii. Barranquilla,
iv. Turbo,
v. Cartagena,
vi. Buenaventura including Bahia Malaga and
vii. Tumaco;
Amendments to the existing Traffic Separation Schemes ”In the Strait of Juan de Fuca and its approaches” (Canada and the United States);
Amendment to the existing Traffic Separation Scheme ”Off Cabo de Gata” (Spain);
Amendments to the Existing Traffic Separation Scheme ”Off Porkkala Lighthouse” (Estonia, Finland and the Russian Federation); and
Amendments to Existing Traffic Separation Scheme ”In the Strait of Dover and Adjacent Waters” (United Kingdom);
Amendment to the existing Area to be Avoided: CS4 Buoy, Dover Strait (United Kingdom);
Two new Areas to be Avoided in the Colombian part of the Caribbean Sea - the Rosario Islands and Salmedina Bank, and the Gulf of Morrosquillo (Colombia); and
Canary Islands Particularly Sensitive Sea Area (PSSA) - associated protective measures: Establishment of new Traffic Separation Schemes; Areas to be Avoided; and a new mandatory Ship Reporting System.
The following ships' routeing systems were approved for submission to the 24th session of the Assembly in November-December 2005 for adoption:
Amendments to the existing mandatory ship reporting system ”In the Great Belt Traffic Area”;
Galapagos Archipelago PSSA - establishment of a new Area to be Avoided as an associated protective measure; and
Baltic Sea Area PSSA - Establishment of new Traffic Separation Schemes; a recommended Deep-Water Route; Areas to be Avoided; and amendments to existing Traffic Separation Schemes” as associated protective measures.
IMO's Technical Co-operation Committee held its session from the 15-17 June 2004.
IFSMA was unable to be represented as we were all attending the AGA, we are aware that the following subjects were discussed.

REPORTS FROM IMO TRAINING INSTITUTES

The Committee was updated on the work of the three training institutes operating under the auspices of IMO.
IMO World Maritime University (WMU)
IMO International Maritime Law Institute (IMLI)
IMO International Maritime Academy (IMA)

WOMEN IN THE MARITIME SECTOR

The committee heard that during 15 years that the IMO Programme for the Integration of Women in the Maritime Sector (IWMS) has been in operation a great deal had been achieved in making gender-awareness part of the culture in technical co-operation, and indeed beyond, within the Secretariat.

Command Seminar held in Oslo on the 9th and 10th June 2005

Although attendance at the first command seminar was rather disappointing, the content of the papers and the arrangements for syndicated workshops to discuss key issues was excellent.

The seminar closely looked at training, competency and support factors, and today's problems of fatigue were given much consideration. The general consensus was that whilst there have been considerable advances in technology; its implementation has increased fatigue. GMDSS replacing the radio officer was given as an example of how a technological improvement benefited the owner by reducing the manning levels, whilst adding further responsibilities to the Master and watch-keeping officers.

Other key issues discussed were how we could improve the image of the industry; the multi culture issues on board ship; risk management and communications onboard.

In July the Secretary General represented IFSMA at the Maritime Accident Investigation Board meeting in Southampton. These discussions were held in confidence but some important issues were raised, which will be reported on when the final findings can be published.

IFSMA attended two IMO meetings this month: the Facilitation Committee (FAL), 32nd session: 4-8 July 2005 and the Marine Environment Protection Committee (MEPC), 53rd session: 18-22 July 2005. The key points of interest to IFSMA raised at those meetings were as follows:

FAL 32

Some Amendments to the FAL Convention were adopted and these included some important developments:

a Recommended Practice for public authorities to develop the necessary procedures in order to use pre-arrival and pre-departure information to facilitate the processing of information, and thus expedite release and clearance of cargo and persons;

a Recommended Practice that all information should be submitted to a single point to avoid duplication encouragement of electronic transmission of information.

PERSONS RESCUED AT SEA

As amendments to the SOLAS and SAR Conventions are expected to enter into force on 1 July 2006 will place for the first time, obligations on Contracting Governments to "co-ordinate and co-operate" so that assisted survivors are disembarked from the assisting ship and delivered to a place of safety within a reasonable time.

The proposed amendment would also require public authorities to facilitate the arrival and departure of ships engaged in the rescue of persons in distress at sea in order to provide a place of safety for such persons.

TRAINING SHORE-SIDE MOORING PERSONNEL

Guidelines have been developed to provide Member Governments, port authorities and the port industry with guidance on recommended training and education for shore-side mooring personnel to assure the shipping industry and the public at large that there is an adequate level of competence available in ports, to enable ships to enter, stay and leave a port safely, secure and efficiently.

DECREASE IN STOWAWAY INCIDENTS REPORTED

It was pleasing to note the decrease in reported incidents of stowaways since the adoption of the 2002 amendments to the FAL Convention and the entry-into-force on 1 July 2004, of the ISPS Code.

The annual statistics of incidents reported to IMO for the years 2003 and 2004 showed that 281 stowaway incidents had occurred (183 in 2003 and 98 in 2004), involving 686 stowaways (476 in 2003 and 210 in 2004). The most affected areas were West Africa (208 stowaways - 43.70% of the total in 2003 and 106 stowaways - 54.48 % of the total in 2004) and the Mediterranean, Black Sea and North Sea (114 stowaways - 23.95% in 2003 and 64 stowaways - 30.48% in 2004).

CERTIFICATES AND DOCUMENTS REQUIRED TO BE CARRIED ON BOARD SHIPS

Following an ICS initiative the Committee agreed to consider whether, in future, access to the information on certificates of ships engaged on international voyages might be facilitated and simplified through the use of modern communication technology, such as access to online databases.

As ships are required to carry certain certificates and documents on board for validation when necessary, the Committee agreed that a detailed analysis needed to be carried out to determine which certificates and documents have to be kept on board vessels and which may be retained in electronic format. Careful consideration was also necessary to be given to who could access such electronic documents.

FACILITATION IN AVOIDING SAFETY THREATENING CONDITIONS

The Committee approved a circular on Facilitation in avoiding safety threatening conditions. The Circular notes that the Committee has received reports of a number of incidents wherein public authorities refused or delayed, for various reasons, the movement of material, equipment, fuel and any other supplies to ships essential for their safe operations. Consequently, ships had proceeded to sea in unsafe conditions, often presenting a hazard to other ships and the marine environment. The Committee agreed that public authorities should not unreasonably prevent, except in the case of judicial proceedings, the delivery of essential supplies to a ship.

MEPC 53

Amendments to MARPOL Annex VI

MEPC adopted amendments to the *Regulations for the Prevention of Air Pollution from Ships* in MARPOL Annex VI. The entry into force date for the North Sea SECA amendment is expected to be 21 November 2006, with its full implementation 12 months later.

MARPOL Annex VI entered into force on 19 May 2005 and sets limits on sulphur oxide (SOx) and nitrogen oxide (NOx) emissions from ship exhausts and prohibits deliberate emissions of ozone-depleting substances.

The Annex establishes a global cap of 4.5 percent by mass (% m/m) on the sulphur content of fuel oil. The sulphur content of fuel oil used onboard ships operating in a SECA must not exceed 1.5% m/m or, alternatively, ships must fit an exhaust gas cleaning system or use other methods to limit SOx emissions.

The Committee noted information gained from monitoring the worldwide sulphur content in fuel oils for 2004 which gave a three-year (2002-2004) rolling average of sulphur content in fuel oil worldwide of 2.67% m/m.

FATIGUE AND MANNING

IFSMA supported by representatives from national governments, including Sweden, which had submitted a report on accidents with ships manned with minor crews, succeded to get the matter of fatigue and manning on the agenda for consideration of the Sub-Committee of STW (Standards of Training and Watchkeeping) and should also go to Sub-Committee of FSI (Flag state Implementation). The President of IFSMA, Christer Lindvall participated at this meeting.

RECYCLING OF SHIPS

High priority will be given to a new instrument on recycling of ships with a view to providing legally binding and globally applicable regulations. In its initial consideration of issues related to the development of mandatory requirements on ship recycling the prohibition of the use of certain hazardous materials in the construction and equipment of ships was considered.

PARTICULARLY SENSITIVE SEA AREAS

MEPC agreed to the designation of the following new Particularly Sensitive Sea Areas (PSSAs), which were previously approved in principle:

Extension of the existing Great Barrier Reef PSSA to include the Torres Strait

Canary Islands

the Galapagos Archipelago

the Baltic Sea area

BALLAST WATER AND SEDIMENTS

The Guidelines for uniform implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), was adopted. These guidelines cover ballast water management equivalent compliance; approval of ballast water management systems; ballast water management and development of ballast water management plans; ballast water exchange and the Procedure for approval of ballast water management systems that make use of Active Substances.

It was agreed that the draft Guidelines for approval and oversight of prototype ballast water treatment technology programmes would be considered for adoption at the next session.

APPROVAL OF BALLAST WATER MANAGEMENT SYSTEMS

The Committee agreed that a dedicated GESAMP -Ballast Water Technical Group on Active Substances would be established, when needed, to review any proposals submitted for approval of Ballast Water Management systems that make use of Active Substances. This group would then report to the Organization on whether such a proposal presents unreasonable risk to the environment, human health, property or resources in accordance with the criteria specified in the Procedure for approval of ballast water management systems that make use of Active Substances.

The GESAMP-BW Technical Group will be financed through a fee scheme and paid for by the body or industry requesting approval of a ballast water management system using Active Substances.

SHIP-TO-SHIP OIL TRANSFER

The Committee agreed to consider the development of amendments to MARPOL to prevent the risk of pollution during oil transfer operations between ships at sea. It agreed to include a high priority item on "amendments to MARPOL

Annex I for the Prevention of marine pollution during oil transfer operations between ships at sea" in the work programme of the Sub-committee on Bulk Liquids and Gases (BLG) with a target completion date of 2007.
It was recognized that the technical and operational issues pertaining to the potential risk of pollution during ship-to-ship transfer of oil cargoes at sea should take into account the principles of international maritime law, including UNCLOS, and the rights and obligations of coastal and flag States.

PORT RECEPTION FACILITIES

MEPC approved a Revised consolidated format for reporting alleged inadequacy of port reception facilities and an MEPC circular on Waste reception facility reporting requirements. The Committee also agreed to develop a port reception facility database (PRFD) as a module of the IMO Global Integrated Shipping Information System (GISIS).