

International Maritime Update

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Maritime update launched.

Welcome to the first of our periodic updates on international maritime activities. The idea of providing an update was raised in our industry forum on international engagement in November 2015.

This update provides summary information around international forums, international agreements, and other links to the international maritime community. We have included information from Maritime NZ and the Ministry of Transport. In future updates we hope to include input from industry.



In the articles below we set out an overview of recent and upcoming international activities, including upcoming IMO committee meetings that Maritime NZ will represent New Zealand at.

If there is anything that you would like to know more about we would love to hear from you. Our next industry forum is scheduled for 13 June 2016 and we hope to get feedback from you at the forum about how helpful you found this update and suggestions about how we could improve it.

Further information on our international engagement can be found at our IMO website:

www.maritimenz.govt.nz/IMO

Inside this issue:

Message from the Ministry	2
MLC and Ballast Water	2
Container Weight Verification	2
IMO mandatory member state audit scheme	3
New Conventions	3
Upcoming IMO meetings	3
New IMO Secretary General	4

Upcoming Event:

- Maritime International Engagement Forum - 13 June 2016

Key mandatory amendment to IMO instruments which will be entering into force (globally) July 2016

Two significant amendments to SOLAS will enter into force on 1 July 2016. The verification of gross mass of containers (more on this later in the Issue; and a retroactive requirement for the carriage of atmosphere testing instruments for enclosed

spaces. From 1 July 16 every ship to which chapter I of SOLAS applies shall carry an appropriate portable atmosphere testing instrument. As a minimum these shall be capable of measuring concentrations of oxygen, flammable gasses or

vapors, hydrogen sulphide and carbon monoxide. This requirement supports the mandatory drills for entry into enclosed spaces. Sadly NZ has had experience of loss of life resulting from entry into confined spaces.

Message from the Ministry of Transport

Emissions from Shipping

International shipping contributes 2.2 percent of the world's man-made CO₂ emissions. More importantly, international shipping has grown significantly over the last 20 years and is projected to continue growing. By 2050, shipping emissions could represent up to 14% of total global emissions (high international trade growth scenario).

The last 30 years have seen consistent improvements in efficiency and productivity in maritime transport as

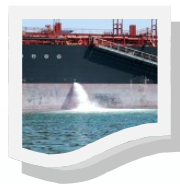
international shippers continue to refine business practices to reduce fuel costs. One such practice is slow steaming, which New Zealand has concerns about because of the perishable nature of our primary exports

Despite efforts made to improve efficiency, international shipping is coming under increasing pressure to manage its CO₂ emissions. Should it fail to do so and forecasts prove accurate, the emissions from international shipping will increasingly come under the

international spotlight. While recognising that UNFCCC institutions and market norms can provide some guidance, New Zealand hopes that the International Maritime Organization will be able to develop and implement emission reduction measures for the maritime industry

Did you know that Maritime NZ is actively involved in the Asia-Pacific Memorandum of Understanding on Port State Control?
Learn more about our involvement in the [Tokyo MOU](#)

NZ becoming party to MLC and ballast water



New Zealand Government is in the process of taking the final steps to become party to both the Maritime Labour Convention (MLC) and the

International Ballast Water Management Convention (BWM). All necessary consultation and relevant legislation has been completed with access to MLC due early 2016 and BWM end 2016 both with an entry into force 12 months later. Becoming party to MLC will ensure a level

playing field of rights and conditions for all seafarers in NZ waters, and being party to BWM will achieve increased environmental protection from invasive marine species and pathogens. For more information on MLC click [here](#).

Container Weight verification

Maritime New Zealand is currently consulting on the implementation of amendments to Regulation VI/2 of SOLAS that will require a packed export container to be provided with a verified gross mass. The amendments were adopted in

2014 and will enter into force on 1 July 2016. The amended SOLAS text requires shippers to provide a verified gross mass in the shipping

documents. This must be obtained using one of two methods. You can find more details of the consultation on Maritime NZ's website: [Consultation on SOLAS-related amendments](#)



IMO mandatory member state audit scheme

The audit of all Member States became mandatory from 1 January 2016, to determine the extent to which they give full and complete effect to their obligations and responsibilities contained in a number of IMO treaty instruments. The mandatory IMO instruments included in the scope of the Scheme cover safety of life at sea (SOLAS 1974 and its 1988 Protocol); prevention of pollution from ships (MARPOL); standards of training, certification and watchkeeping for seafarers (STCW 1978); load lines (LL 66 and its 1988 Protocol); tonnage measurement of ships (Tonnage 1969); and regulations for preventing

collisions at sea (COLREG 1972). The scheme addresses issues such as conformance in enacting appropriate legislation for the IMO instruments to which a Member State is a Party;



the implementation and enforcement of the applicable laws and regulations by the Member State; the delegation of authority to recognized

organizations (ROs); the related control and monitoring mechanism of the survey and certification

processes by the Member States. It is envisaged that all member states (171 states) will be audited within a rolling 7 year period and it is estimated

that New Zealand will be audited in early in 2021.

New Conventions

The government has given approval to New Zealand signing up to two new conventions subject to completion of the select committee process and the amendment of a number of maritime rules. The two conventions are:

The Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel

1995 (STCW-F). The Convention sets the regulatory framework for the training and certification of personnel employed on board fishing vessels in order to improve the safety of life and property at sea in the fishing industry and fishing vessels. It also requires basic (pre-sea) safety training for all fishing vessel personnel.

The Cape Town Agreement of

2012. The Cape Town Agreement of 2012 sets minimum standards for the design and construction of, and the equipment on, fishing vessels 24 metres in length and over. The Cape Town Agreement supersedes the 1993 Torremolinos Protocol relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels.

The rule development process will be completed in 2017.

In March, New Zealand will complete its STCW 'white list' audit in accordance with STCW reg I/8, ensuring continued benefit for NZ maritime schools and seafarers

IMO meeting attendance in next few months

New Zealand will be sending delegations to the following IMO meetings in February and March;

Sub-committee on pollution prevention and response; Sub-committee on navigation, communication and search and rescue; and Sub-committee on ship



SAR Plan for the provision of maritime SAR

systems and equipment. This is to cover a range of issues including Ballast Water Management Convention Port State Control Guidelines; Chair the Search and Rescue Working Group; development of the Global

services; and Development of mandatory measures for Onboard Lifting Appliances and Winches. Further information on the work of these meetings can be found at www.maritimenz.govt.nz/IMO

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Maritime NZ now has its own international pages on the Maritime NZ website. These pages give an overview of the role of IMO and its committees and sub-committees. We regularly upload the latest IMO meeting agendas and reports and invite your feedback on any upcoming issues. You can also find out more about New Zealand's progress towards ratification of international maritime conventions and the latest news on international issues including World Maritime Day.

You can subscribe to updates by clicking [here](#)



Maritime NZ and the Ministry of Transport recently funded an independent report on Maritime New Zealand's international maritime engagement strategy. The report has been completed by consulting company Martin Jenkins, and is now available on the Maritime NZ webpage at: www.maritimenz.govt.nz

Maritime NZ and the Ministry are working together to review the engagement strategy in light of the reports findings.



SAFE

SECURE

CLEAN

New IMO Secretary-General

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

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

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

tenure.

"IMO currently faces an array of challenges and issues such as implementation of Member State Audit Scheme, emissions from ships, application of Goal Based Standards, increasing traffic in polar waters, introduction of e-Navigation, the Ballast Water Management Convention, counter-piracy activities, cyber security and safety standards for passenger ships and fishing vessels, etc. "However, with the collective wisdom and insight of all

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

