

International Maritime Update

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Upcoming Event:

- International Maritime Engagement Forum - 8 December 2016

Ballast Water Convention enters into force in 2017

Accession by Finland has triggered the entry into force of a key international measure for environmental protection that aims to stop the spread of potentially invasive aquatic species in ships' ballast water.

The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) will enter into force on 8 September 2017, marking a landmark step towards halting the spread of invasive aquatic species, which can cause havoc for local ecosystems, affect biodiversity and lead to substantial economic loss. Under the Convention's terms, ships will be required to manage their ballast water to remove, render harmless, or avoid the uptake or discharge of aquatic organisms and

pathogens within ballast water and sediments. "This is a truly significant milestone for the health of our planet," said IMO Secretary-General Kitack Lim.

Her Excellency Mrs. Päivi Luostarinen Permanent Representative of Finland to IMO, handed over the country's instrument of acceptance to the Ballast Water Management Convention on 8 September 2016.

The accession brings the combined tonnage of contracting States to the treaty to 35.1441%, with 52 contracting Parties. The convention stipulates that it will enter into force 12

months after ratification by a minimum of 30 States, representing 35% of world merchant shipping tonnage. New Zealand is currently working towards becoming party to the BWM



convention to ensure biosecurity of NZ waters and is endeavoring to aim for an entry into force date aligned to that of the convention.

Polar Code will be entering into force (globally) 1 Jan 2017

IMO has adopted the International Code for Ships Operating in Polar Waters (Polar Code) and related amendments to make it mandatory under both the International Convention for the Safety of Life at Sea (SOLAS) and the

International Convention for the Prevention of Pollution from Ships (MARPOL).

The Polar Code will enter into force on 1 January 2017, and marks an historic milestone in the Organization's work to protect ships and people

aboard them in the harsh polar environment.

The Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating the poles.

Message from the Ministry of Transport

The Ministry of Transport is interested in receiving feedback on international rules that will require lower limits of sulphur in marine fuel.

The current global limit for sulphur content in marine fuel oil is 3.5% for ships trading outside of designated Emission Control Areas (where a 0.1% sulphur limit applies). That limit is scheduled to be reduced to 0.5% on 1 January 2020.

The Ministry will attend the October 2016 meeting of the IMO Marine Environment Protection Committee, which is likely to decide whether the reduction will go ahead as

scheduled, based on whether sufficient compliant fuel will be available by that date. An alternate deadline of 1 January 2025 may apply if this is not the case.

The IMO's decision will be important to New Zealand from the standpoint of fuel refining and supply. Although New Zealand-registered ships are not required to follow these regulations, the overwhelming majority of ships that carry our trade, and the cruise liners that visit our ports, will be. Our energy sector will also need to decide whether to supply 0.5% sulphur fuel and, if so,

whether to source it domestically or internationally. Marsden Point can currently refine 3.5% sulphur fuel but would need to retool in order to produce 0.5% sulphur fuel oil.

The decision will not only affect these investment decisions, but those of ship owners who may consider alternate compliance mechanisms (such as exhaust gas cleaning systems), switch to alternate fuels such as liquefied natural gas, or send ships for early recycling.

We are keen to talk with industry on next steps, and anticipate these discussions starting in November.

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](#)

Survival craft safety: SOLAS amendments adopted

The Maritime Safety Committee in May adopted amendments to SOLAS regulations III/3 and III/20 to make mandatory the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and

release gear.

These provisions, with an entry into force date of 1 January 2020, aims to prevent accidents with survival craft and addresses longstanding issues such as the need for a uniform, safe and documented standard related to the servicing of these appliances, as well as the authorization,

qualification and certification requirements to ensure that a reliable service is provided.

The adoption of the amendment and requirements for maintenance, thorough examination, operational testing, overhaul and repair represents the culmination of some ten years work on the issue.

Cyber security - interim guidelines approved

The Maritime Safety Committee in May approved interim guidelines on maritime cyber risk management, aimed at enabling stakeholders to take the necessary steps to safeguard shipping from current and emerging threats and vulnerabilities related to digitization, integration and automation of processes and systems in shipping.

The interim guidelines are

intended to provide high-level recommendations for maritime cyber risk management, which refers to a measure of the extent to which a technology asset is

threatened by a potential circumstance or event, which may result in shipping-related operational, safety or security failures as a consequence of information or systems being corrupted, lost or

compromised. The guidelines include background information, functional elements and best practices for effective cyber risk management.



Mandatory electronic data exchange for international shipping adopted

Mandatory requirements for the electronic exchange of information on cargo, crew and passengers have been adopted by the International Maritime Organization (IMO), as part of a revised and modernized annex to the Convention on Facilitation of International Maritime Traffic (FAL), which aims to harmonize procedures for ship's arrival, stay and departure from port.

The new standard relating to the obligation of public authorities to establish systems for the electronic exchange of information, within a period of three years after the adoption of the amendments, is among important changes in the revised Annex, which is

expected to enter into force on 1 January 2018, under the tacit acceptance procedure.

There will be a transitional period of 12 months from the date of the introduction of such systems to make electronic transmission mandatory, during which period paper and electronic documents would be allowed.

The update is aimed at ensuring the FAL treaty adequately addresses the shipping industry's present and emerging needs and serves to facilitate and expedite international maritime traffic. The objective is to prevent unnecessary delays to ships and to persons and property on board.

A new recommended practice encourages the use of the "single window" concept, to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal without duplication.

Other revised standards cover shore leave and access to shore-side facilities for crew, including the addition of a paragraph in the standard to say that there should be no discrimination, in respect of shore leave, on grounds of nationality, race, colour, sex, religion, political opinion, or social origin, and irrespective of the flag State of the ship

Carriage of industrial personnel - outline for new SOLAS chapter and code endorsed

Maritime Safety Committee has endorsed the draft outline for a new proposed SOLAS chapter related to the carriage of more than 12 industrial personnel on board vessels engaged on international voyages, and the outline of a proposed mandatory code. The SOLAS

chapter and code would be aimed at ensuring the safe and efficient transfer of technicians serving and servicing installations in the growing offshore alternative energy sectors.

The new chapter and code will be developed by the Sub-Committee on Ship

Design and Construction (SDC).



Asia-Pacific Memorandum of Understanding on Port State Control (Tokyo MOU)

Tokyo MOU will be holding the annual Technical Working Group (TWG and Port State Control Committee (PSCC) meetings in Hobart, Tasmania, 13 to 20 Oct 2016. MNZ will be strongly represented at these meetings, which play an important part in developing and leading issues around port State control throughout the Asia-Pacific region. The purpose

of the TWG is to deal with improvements in the technical aspects of the PSC operating procedures, and continually improving the targeting system, including enhancements to the Asia Pacific Computerized Information System (APCIS). The PSCC deals with strategic direction of the Tokyo MOU, and how closer cooperation can bring about the aim of the Tokyo

MOU - "to establish an effective port State control regime in the Asia-Pacific region through co-operation of its members and harmonization of their activities, to eliminate substandard shipping so as to promote maritime safety, to protect the marine environment and to safeguard working and living conditions on board ships".

<http://www.tokyo-mou.org/>

Danish ships to be issued with digital

certificates

Denmark is an international frontrunner as ships flying the Danish flag are being digitally certified as of June 2016.

<http://www.dma.dk/news/Sider/Danishshipsstobeissuedwithdigitalcertificates.aspx>

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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](#)



Next International Maritime Engagement Forum

Insert in your calendars a place holder for the next International Maritime Engagement Forum:

**09:00 to 13:00, 8th December 2016,
 Maritime New Zealand office.**

E-mail any topics or ideas you wish discussed or wish to present to the forum to international@maritimenz.govt.nz



SAFE

SECURE

CLEAN

World Maritime Day

The World Maritime Day theme for 2016 is "Shipping: indispensable to the world".

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

According to the United Nations Conference on Trade and



Development (UNCTAD), around 80 per cent of global trade by volume and over 70 per cent of global trade by value are carried by sea and are handled by ports worldwide. These shares are even higher in the case of most developing countries. Without shipping the import and export of goods on the scale necessary to sustain the modern world would not be possible.

There are more than 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150

nations and manned by more than a million seafarers of virtually every nationality.

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

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

As part of New Zealand's celebration of World Maritime Day, Maritime NZ hosted an annual maritime industry national forum in Wellington on 2 September 2016.

Further information on our celebration can be found at <http://www.maritimenz.govt.nz/world-maritime-day/>