



NEWS HEADLINES

- ISM Code Concentration Inspection Campaign - Outcome
- Paris MOU Reports
- Tokyo MOU Reports
- IMO – fair treatment of seafarers
- IMO – TSS “In the Dover Strait”
- IMO – 2006 amendments to IMSO Convention
- IMO – Bahamas accedes to AFS and Bunkers Conventions
- IMO – points of contact regarding carriage of solid bulk cargoes
- IMO – points of contact for facilitation purposes
- Australia – Code of Safety for Special Purpose Ships
- Australia – LRIT notice
- Europe, EC – world’s cleanest ship
- Europe, EMSA – February newsletter
- Europe, EMSA – report on pollution preparedness and response
- Singapore – implementation of Southern South African Waters Special Area
- Singapore, MPA – familiarization with domestic maritime legislation
- UK, MCA – Facebook used to forge seafarer certificate
- USA, MARAD – employment of US officers on LNG tankers
- USA, Washington State – car carrier penalized despite lack of negligence
- USA, DOJ – shipping company & chief engineer plead guilty
- USA, DOJ – chief engineer pleads guilty
- USA, USCG – San Diego guilty plea for pollution incidents
- USA, USCG – conditions of entry regarding vessels arriving from Indonesia
- USA, MARAD Advisory – Niger Delta area
- IMO – piracy – December 2007
- IMO – reports on acts of piracy
- Piracy reporting update

MAJOR ISSUE OF THE MONTH

ISM Code Concentration Inspection Campaign - Outcome

Paris MOU Reports

The Paris MOU issued a [news release](#) stating that, from 1 September through 30 November 2007, member states and other affiliated nations conducted a Concentrated Inspection Campaign (CIC) examining visiting ships on their compliance with the International Safety Management (ISM) Code. Deficiencies were found during almost 20% of the inspections, but only 176 inspections (out of 5120 vessels inspected) revealed major ISM Code deficiencies resulting in detention with a rate of approx. 3.4%.

Tokyo MOU Reports

The Tokyo MOU issued a [press release](#) stating that, from 1 September through 30 November 2007, its members undertook a concentrated inspection campaign (CIC) to examine visiting ships for proper implementation and maintenance of the International Safety Management (ISM) Code. Results showed that, for the most part, ships were performing satisfactorily in this regard (104 vessels detained out of 4094 vessels inspected), with a detention rate of 2.6%.

[top](#)

Note: Links are active only on an HTML e-mail format. To roll into our e-mail list please register through our website.

IBS Monthly Newsletter 2008_02.doc

Web Site: www.ibsnet.gr

1/5

Why IBS:

1. World Class Quality
2. Best Value for Money
3. 450+ clients, 29 countries, 10 years in service





IMO NEWS

IMO – fair treatment of seafarers

The IMO issued a [news release](#) endorsing the joint campaign by the International Shipping Federation (ISF), the International Chamber of Shipping (ICS), and the International Transport Workers Federation (ITF) to promote the IMO/ILO Guidelines on Fair Treatment of Seafarers in the Event of a Maritime Accident.

IMO – TSS “In the Dover Strait”

The IMO issued a circular ([SN.1/Circ.269](#)) forwarding a communication from the French Government relating to the traffic separation scheme (TSS) “In the Dover Strait”. Because the wreck of the vessel MON BIJOU, which lies in the “up” lane of the TSS presents a snagging risk, fishing, trawling, and dredging are prohibited within one nautical mile of the wreck until further notice.

IMO – 2006 amendments to IMSO Convention

The IMO issued a circular ([INMARSAT.6/Circ.2](#)) stating that on 18 January 2008 the Slovak Republic became the first Party State to deposit its acceptance of the 2006 amendments to the Convention on the International Mobile Satellite Organization (IMSO). The amendments, which relate in large part to the Long-Range Tracking and Identification (LRIT) initiative, will come into force when acceptances have been received from 61 Party States.

IMO – Bahamas accedes to AFS and Bunkers Conventions

The IMO issued a [news release](#) stating that the Commonwealth of the Bahamas has formally acceded to the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 (AFS Convention) and the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention). The AFS Convention will enter into force, both generally and for the Bahamas, on 17 September 2008. The Bunkers Convention will enter into force, both generally and for the Bahamas, on 21 November 2008.

IMO – points of contact regarding carriage of solid bulk cargoes

The IMO issued a circular ([BC.1/Circ.65](#)) providing an updated list of contact names and addresses of the offices of designated national competent authorities responsible for the safe carriage of grain and solid bulk cargoes.

IMO – points of contact for facilitation purposes

The IMO issued a circular ([FAL.5/Circ.25](#)) providing an updated list of points of contact at designated national authorities and international organizations for facilitation purposes.

[top](#)

NATIONAL ADMINISTRATION AND PORT STATE CONTROL NEWS

Australia – Code of Safety for Special Purpose Ships

The Australian Maritime Safety Authority (AMSA) issued a notice ([Marine Notice 5/2008](#)) reminding owners, operators, and masters of special purpose ships (SPS) that Australia has given effect to the IMO Code of Safety for Special Purpose Ships. All Australian SPS and SPS of other nations engaged on a voyage commencing or terminating at a port in Australia or an Australian Territory must be in compliance with the SPS Code of Safety, unless an exemption is granted.

Australia – LRIT notice

The Australian Maritime Safety Authority (AMSA) issued a notice ([Marine Notice 6/2008](#)) reminding owners and operators of the imminent introduction of long range identification and tracking (LRIT) requirements. The new SOLAS regulation V/19-1 entered into effect on 1 January 2008 with compliance required by 31 December 2008. Ship-based LRIT equipment must be capable of being configured to transmit the following information every 6 hours: (1) the identity of the ship; (2) the position of the ship; and (3) the date and time of the position.

Note: Links are active only on an HTML e-mail format. To roll into our e-mail list please register through our website.

IBS Monthly Newsletter 2008_02.doc

Web Site: www.ibsnet.gr

2/5

Why IBS:

1. World Class Quality

2. Best Value for Money

3. 450+ clients, 29 countries, 10 years in service





Europe, EC – world's cleanest ship

The European Commission (EC) issued a [press release](#) stating that the M/V VICTORIA is moored in the Port of Brussels illustrating how clean shipping technology is revolutionizing the way goods are transported. The ship utilizes the latest marine engine and other technologies to minimize emissions and improve efficiency.

Europe, EMSA – February newsletter

The European Maritime Safety Agency (EMSA) released the [February 2008](#) edition of its newsletter. The edition discusses, among other things, training inspections undertaken in Bangladesh and a pilot course on response to hazardous and noxious substance (HNS) incidents.

Europe, EMSA – report on pollution preparedness and response

The European Maritime Safety Agency (EMSA) issued its annual report for 2007 on [Pollution Preparedness and Response](#). The report focuses on the network of stand-by oil recovery vessels around Europe and the European satellite oil spill monitoring and detection service – CleanSeaNet.

Singapore – implementation of Southern South African Waters Special Area

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 4 of 2008](#)) advising owners and operators of Singapore ships that regulations have been adopted, with effect from 1 November 2008, implementing the Southern South African Waters Special Area for Singapore ships. The MARPOL regulations come into force, though, on 1 March 2008. Oil tankers are prohibited from washing their cargo tanks while transiting these waters.

Singapore, MPA – familiarization with domestic maritime legislation

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 6 of 2008](#)) reminding that all management-level officers (masters, chief mates, chief engineer officers, and second engineer officers) on Singapore-registered ships must have appropriate knowledge of Singapore's maritime legislation.

UK, MCA – Facebook used to forge seafarer certificate

The UK Maritime and Coastguard Agency (MCA) issued a [press notice](#) stating that a woman recently copied an original yachtmaster's certificate from the Facebook Internet site. She then altered the certificate to make it look like it had been issued to her. She used the forged certificate to hire a yacht. The MCA cautions mariners to not publish copies of their certificates on the Internet. It also advises those checking mariner certificates to require production of the original document.

USA, MARAD – employment of US officers on LNG tankers

The US Department of Transportation (DOT) issued a [news release](#) stating that the Maritime Administration (MARAD) has negotiated an agreement with Shell International Trading Company for the hiring of US merchant marine officers to serve on that company's liquefied natural gas (LNG) carriers.

[top](#)

VIOLATIONS & PENALTIES

USA, Washington State – car carrier penalized despite lack of negligence

The Washington State Department of Ecology issued a [news release](#) stating that it assessed civil penalties against a bunkering company and a car carrier following a 50-gallon spill of diesel fuel into the Columbia River during a fuel transfer. The cause of the spill was negligence on the part of the bunkering company, which was fined \$14,000. The news release goes on to state that the operator of the car carrier "is being fined \$1,000 for the diesel spill to the river because the fuel came from the ship's hose. They were not found negligent."

It is widely accepted that the Authorities should immediately rescind the civil penalty against the car carrier. It is one thing to impose no-fault liability for the cost of oil spill clean-up, while it something else to impose civil penalties against innocent parties.

Note: Links are active only on an HTML e-mail format. To roll into our e-mail list please register through our website.
IBS Monthly Newsletter 2008_02.doc Web Site: www.ibsnet.gr 3/5

Why IBS:

1. World Class Quality
2. Best Value for Money
3. 450+ clients, 29 countries, 10 years in service





USA, DOJ – shipping company & chief engineer plead guilty

The US Department of Justice issued a [press release](#) stating that a shipping company and the chief engineer of one of the company's ships pleaded guilty to violation of the Act to Prevent Pollution from Ships (APPS) and making a materially false statement to the US Coast Guard by presenting an oil record book containing known false entries. With assistance from several crewmembers, Coast Guard inspectors found and seized the bypass hose and pipes used to pump oily waste directly overboard.

USA, DOJ – chief engineer pleads guilty

The Department of Justice issued a [news release](#) stating that the former chief engineer on a car carrier pleaded guilty in federal court to conspiracy and making a false statement in the ship's oil record book. The owner had previously pleaded guilty and was sentenced to pay a criminal fine of \$1 million, to pay \$500,000 in community service, and to serve three years probation under terms of an environmental compliance program.

USA, USCG – San Diego guilty plea for pollution incidents

The US Coast Guard issued a [press release](#) stating that a San Diego man pled guilty in federal court to three intentional oil-pollution incidents in San Diego Harbor. As part of the plea agreement, the defendant agreed to reimburse the US Coast Guard in the amount of \$12,203.64 and the California Department of Fish and Game in the amount of \$2,404.20 for costs incurred in responding to the incidents.

[top](#)

SECURITY AND PIRACY REPORTING UPDATE

USA, USCG – conditions of entry regarding vessels arriving from Indonesia

The US Coast Guard issued a notice ([73 Fed. Reg. 10042](#)) stating that, effective March 10, it will impose conditions of entry on vessels arriving from Indonesia. With the exception of vessels arriving from certain named ports, any vessel arriving in the United States that called in Indonesia during its previous five port calls must demonstrate the following:

- (1) that it implemented measures in accordance with the ship's security plan equivalent to Security Level 2;
- (2) that each access point to the vessel was guarded and that the guards had total visibility of the exterior to the ship while in the Indonesian port;
- (3) that it attempted to execute a Declaration of Security;
- (4) that it logged all security actions in the ship's log;
- (5) that it reported such actions to the USCG Captain of the Port (COTP) prior to arrival in the United States; and
- (6) that each access point to the vessel is guarded and that the guards have total visibility of the exterior to the ship during US port calls.

Note: Similar conditions of entry have been imposed on ships arriving in the United States from Cameroon, Equatorial Guinea, Guinea-Bissau, Liberia, and Mauritania.

USA, MARAD Advisory – Niger Delta area

The US Maritime Administration (MARAD) issued an advisory warning that extreme caution and vigilance should be exercised by ships operating in the Niger Delta area of Nigerian waters due to numerous acts of aggression against vessels and reports of excessive fines being levied by Nigerian Drug Enforcement Officers. US-flag vessels should refer to MARSEC Directive 104-6, Guidelines for US Vessels Operating in High Risk Waters. This directive is Sensitive Security Information (SSI), but may be obtained from your local USCG Captain of the Port (COTP), as indicated in a

[Federal Register notice](#). The MARAD Advisory may be obtained from the [National Geospatial-Intelligence Agency](#) (NGA) Internet site, but only after detailed searching. It should be posted on the MARAD Internet site in the near future. Related information concerning security measures for ships in high risk areas may be found in [Port Security Advisory 2-06](#). (2/12/08).

IMO – piracy – December 2007

The IMO issued a circular ([MSC.4/Circ.113](#)) stating that, during December 2007, it received reports of 16 acts of piracy and armed robbery against ships.

Note: Links are active only on an HTML e-mail format. To roll into our e-mail list please register through our website.
IBS Monthly Newsletter 2008_02.doc Web Site: www.ibsnet.gr 4/5

Why IBS:

1. World Class Quality
2. Best Value for Money
3. 450+ clients, 29 countries, 10 years in service





IMO – reports on acts of piracy

The IMO issued a circular ([MSC.4/Circ.114](#)) stating that, during the fourth quarter of 2007, it received 69 reports of acts of piracy and armed robbery against ships.

Piracy reporting update

Reporting of incidents

In accordance with IMO and other third parties all ships are advised to maintain anti-piracy watches and report all piratical attacks and suspicious movements of craft to the IMB Piracy Reporting Centre, Kuala Lumpur, Malaysia.

Tel ++ 60 3 2078 5763

Fax ++ 60 3 2078 5769

Telex MA 31880 IMBPCI

24 Hours Anti Piracy HELPLINE Tel: ++ 60 3 2031 0014

E-mail imbkl@icc-ccs.org

To view the latest Weekly Piracy Report please see [IMB website](#).

[top](#)

About IBS

IBS is a premier provider of Maritime Solutions in the areas of **Quality, Health, Safety, Environmental, Crisis, Security and Risk (QHSE – CSR)** Management. Solutions range includes Consulting, Shipboard Documentation Development, training onboard and ashore plus development of computer based training in the above areas.

In order to fully meet customer requirements and exceed customer expectations as necessary, the Firm is operating an Integrated Quality Management System certified to ISO 9001:2000 standard and is a member to HELMEPA and INTERTANKO.

Visit our Website : For more information on our products and services please visit our corporate Website at www.ibsnet.gr

IBS Newsletter Contact

In our effort to continuously improve the quality of the service that we provide we do need your feedback. To ensure that we continue to provide the best possible service, please let us know if you would prefer the IBS Monthly NEWS to be sent to an alternative e-mail address and/or to one of your colleagues.

E-mail to IBS Newsdesk : newsdesk@ibsnet.gr

Disclaimer:

IBS' Monthly Newsletter is for distribution to selected recipients only. The information it contains should not be taken as any form of advice and should not be relied upon without independent verification. Furthermore, IBS does not accept any responsibility for any errors or omissions or any consequences there from.

Note: Links are active only on an HTML e-mail format. To roll into our e-mail list please register through our website.

IBS Monthly Newsletter 2008_02.doc

Web Site: www.ibsnet.gr

5/5

Why IBS:

1. World Class Quality
2. Best Value for Money
3. 450+ clients, 29 countries, 10 years in service

