

## **XIV INTERNATIONAL SEMINAR OF RUSSIAN MARITIME REGISTER OF SHIPPING**

The XIV International Seminar of Russian Maritime Register of Shipping was held on 12 and 13 October 2011 in St. Petersburg. This year's theme was: Quality Shipping: XXI Century Standard. Maritime Community: Searching for a Balance of Interests.

The Russian Maritime Register of Shipping has invited many representatives of maritime administrations, shipping registers and maritime industry to participate in the XIV International Seminar.

Seminar was held at the Taleon Imperial Hotel. The seminar was chaired by Mr. Mikhail Ajvazov, General Director of the Russian Maritime Register of Shipping. More than 200 participants representing national maritime administrations, ship registers, industry, higher educational institutions etc. Representatives of international organizations concerned with maritime transport and shipbuilding, e.g. IMO, European Commission, EMSA, International Chambers of Shipping, INTERTANKO etc, also took part in this meeting.

The following presentations were delivered the first day of Seminar:

1. IMO's goal-based ship construction standards by J N. Westwood-Booth, Senior Deputy Director, Maritime Safety Division International Maritime Organization (IMO)

This presentation highlighted the following topics:

- Goal-based approach to international maritime regulations
- The five-tier GBS system (goals, functional requirements, verification of conformity, rules/regulations for ship design and construction, and industry practices and standards)
- New ship construction standards for bulk carriers and oil tankers
- Verification of conformity with IMO goal-based ship construction standards
- Timetable for the implementation of the GBS verification scheme

2. Maritime transport and the maritime safety perspective in the EU by Christos Economou, Deputy Head of Unit – Maritime Safety, Directorate-General for Mobility and Transport of European Commission.

His presentation addressed the initiatives launched by the EU:

- EU political initiatives:
  - 2009 EU maritime transport strategy – Strategic goals and recommendations for maritime transport policy EU until 2018;
  - 2011 EU White paper – Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system
- EU legislative initiatives relating to maritime safety
  - 3rd Maritime Safety Package
  - Social agenda for Maritime Transport
- The position of the EU on recent IMO developments
  - STCW Convention
  - MARPOL Annex VI (air pollution)
  - Green House Gas

3. Balance between prevention and response in the field of maritime safety, by Willem de Ruiter, EMSA Executive Director

He emphasized in his speech that the prevention can be realized through independent third party oversight, such as:

- Classification Societies
- National maritime education systems,
- Port State Control

He also emphasized that there are 12 classification societies recognised in EU to survey ships on behalf of EU Member States.

EMSA carries out vertical inspections of RO's on behalf of European Commission including: head offices, regional branches etc. The assessment cycle is 2 years during which EMSA prepares final report for Commission. Commission may impose sanctions which include fines or withdrawal of recognition.

Since 2004, some 127 inspections, worldwide including 50 head offices and 77 regional offices were carried out. The above mentioned inspections resulted in over 1.300 findings: relating to quality system failures, training and qualifications of surveyors, failures to implement Rules and statutory requirements. There are also horizontal findings across ROs (e.g. tank testing; conversions; follow-up in IMO)

EMSA carries out inspections of national maritime educational institutions in the EU member states, but in other countries as well. In accordance with that, EMSA carried out inspections in 23 EU and 33 Non-EU countries. Those inspections included about 200 educational institutions, which resulted in 1076 findings 495 of which in EU members states. The detected failures concerned the quality system, monitoring by the administration, certification requirements, training, use of simulators etc.

EMSA is assisting in the enhancement of harmonization throughout the region, to reinforce the level playing field, quality and fairness of inspections through:

- Training program on procedures for all port state control officers
- E-learning tool on enforcement of Conventions
- Digital library for port state control officers to access Convention texts (Rule check)
- Central database for inspections
- Inspection visits of EU Member States to verify compliance
- Participation in Paris MoU on behalf of the Commission

4. Balancing interests in international regulations – presentation delivered by Mr. Jeffrey Lantz United States Coast Guard Director of Commercial Regulations and Standards. His presentation addressed the development of international legislation as well as the current priorities.

The aim of an international regulation is to provide safety, security and environment protection. Problems encountered regarding international regulations are: too expensive, difficult implementation, lack of innovations, inefficiency etc.

He pointed out the interests of maritime industry (ship owners, ship operators, ship constructors, seafarers, classification societies) from one side and the community (people, environment and property) from the other.

He *inter alia* listed the future steps to be taken by IMO:

- amendments to SOLAS Chapter II-2
- new ship construction standards
- Polar Code
- safety and environment
- development of guidelines for generic goal based regulations
- reducing administrative burden of regulations

5. Recent developments on Port State control in the Black Sea region – presentation by Husein Judge, Secretary, MoU Secretariat for Port State control in the Black Sea. His presentation contained the precise data on inspections carried out in the Black Sea region.

6. What should a responsible ship owner expect from a responsible flag state – presentation delivered by Simon Bennett, Director of External Relations, International Chamber of Shipping. In this presentation he highlighted the obligations of a flag state such as: infrastructure, international maritime instruments, implementations and bringing into force, surveys and inspections, ISM Code, maritime security, seafarers training standards, living conditions on board ships, working hours of seafarers, maritime casualty investigations, voluntary audit scheme of IMO member state etc.

7. Training of seafarers in the present conditions– by Ivan Kostylev, president of State Maritime Academy Makarov. In his speech he introduced statistics on training of seafarers at the Makarov Academy.

8. Development of air emissions standards for international shipping– by Rear Admiral Robert North, US Coast Guard on behalf of the Marshall Islands Registry

9. The developments on marine environmental protection and tracking systems in Black Sea and Mediterranean regions – presentation by Özkan POYRAZ, General- Director, Turkish Maritime Directorate

10. Enhancing corporate social responsibility: the way towards quality shipping – by Aleksey Kljavin, president, Association of shipping companies.

The next day the following presentations were delivered:

1. The Hong Kong Convention and the operational practicalities and realities of ship recycling – by Mr Nigel E Smith International Registrar of Shipping & Seamen & Alternate Permanent Representative to IMO of the Government of St. Kitts & Nevis

2. INTERTANKO's recent key initiatives to improve maritime safety, security and environmental protection – by Katharina Stanzel, Deputy Managing Director INTERTANKO:

3. Recent developments in Russian maritime transport safety legislation– by Mr. Pavel Shishkov, Deputy Director, Russian Maritime Register of Shipping.

After all papers have been delivered, the participants to the XIV International Seminar have adopted the following common statement

#### **STATEMENT OF THE PARTICIPANTS TO THE XIV INTERNATIONAL SEMINAR**

##### **“Quality Shipping: XXI Century Standard. Maritime Community: Searching for a Balance of Interests”**

Participants to the Seminar,

NOTING that, despite the global financial crisis, the maritime community is steady in further development and implementation of international standards of maritime safety and environment protection, having made appreciable progress in this respect,

RECOGNIZING, nevertheless, the lack of radical improvement in casualty statistics involving loss of life and environmental damage,

RECOGNIZING FURTHER that, along with undoubted success achieved through improving technical aspects of shipbuilding and shipping, it is necessary to provide quality in industry as a whole,

REALIZING that the search for a balance of interests in the sphere of the world maritime transport is one of top priorities in ensuring quality shipping and consequent improving the maritime industry image,

SHARING SERIOUS CONCERN of the society over continuing acts of piracy which represent an imminent threat to human life and maritime safety,

SHARING ALSO DEEP CONCERN of the world's community over global climate change,

BEING CONVINCED that a successful solution to problems related to the implementation and further improvement of international standards of navigation safety, including universal reduction of the shipping impact on the environment, can only be achieved through a balance of interests of all the stakeholders,

1. HIGHLY APPRECIATE all the measures and actions, proposed or being undertaken by bodies represented at the International Seminar, which are aimed at enhancing maritime safety and taking priority and long-term measures to protect the environment;

2. SUPPORT activities of International Maritime Organization, regional and national bodies discharging legislative and supervising functions in the sphere of maritime safety and pollution prevention;

3. EMPHASIZE THE NECESSITY for complete and harmonized implementation of international conventions' requirements;
4. NOTE THE IMPORTANCE of international coordination of concerted action in the sphere of training maritime and shore-based experts with due regard for environmental safety issues, of raising the profile of maritime vocation, of cooperation of all the shipping participants at all levels aimed at supply of young people to the industry;
5. INVITE ship owners and maritime academies to join efforts in training newcomers and upgrading ship officers' qualification;
6. DECLARE their commitment to make all possible efforts to ensure quality shipping;
7. URGE all stakeholders to continue and strengthen their cooperation aimed at rendering the development of the world shipping a sustainable process, inherently safe and sound ecologically, as well as to speedy and effectively eradicate the acts of piracy.

St. Petersburg, Oct 13, 2011