



SEMAPHORE

Newsletter of the Maritime Law

Association of Australia and New Zealand



An Update on International Matters from Maritime New Zealand

New IMO web pages launched

MNZ's website has a new International Maritime Organization (IMO) section, with important information for all boat owners and operators in New Zealand. It also provides individuals and organisations with information about what's on the IMO agenda and the opportunity to influence its decisions.

The IMO, a specialised agency of the United Nations, is made up of 170 member states, including New Zealand. It is responsible for the safety and security of shipping and the prevention of marine pollution by ships. MNZ is the government agency responsible for representing New Zealand's interests at the IMO.

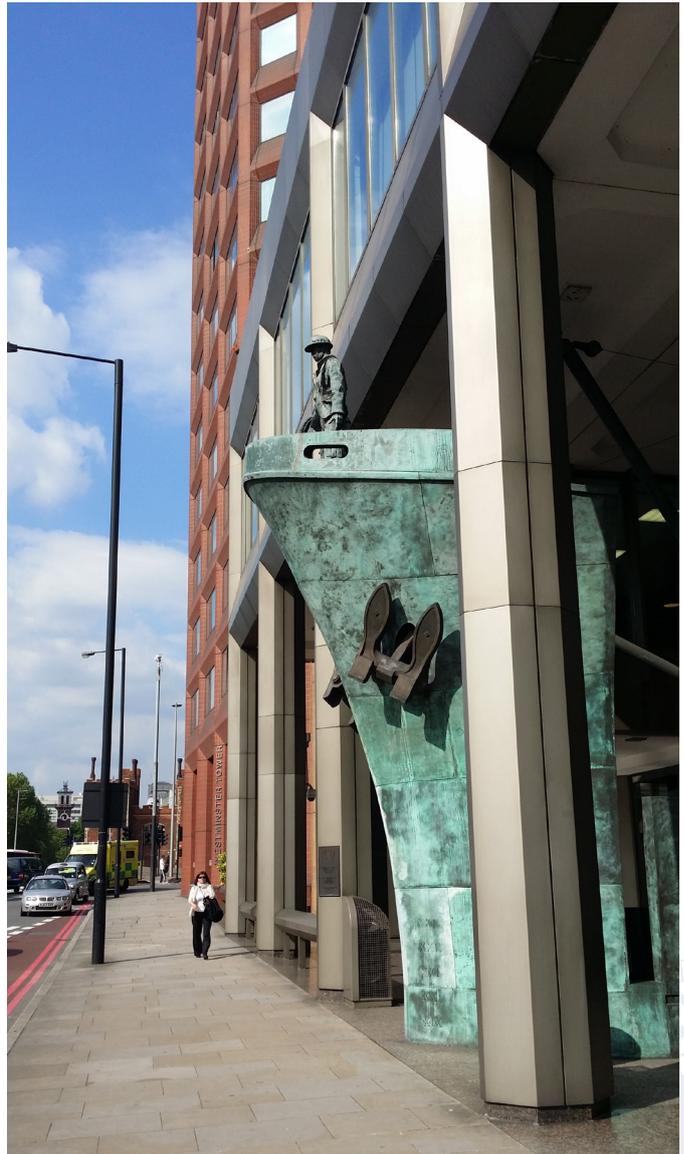
Ian Lancaster, MNZ's Principal Advisor — International, said anyone involved in the maritime industry should have a look at the new pages.

“The IMO is not just about big ships on international voyages. Its measures cover all aspects of shipping, including ship design, manning, operation, disposal of waste and environmental protection — so decisions made by the IMO affect all New Zealand boat owners and operators.”

Ian said all of these issues are negotiated at regular meetings of IMO committees and subcommittees. MNZ's IMO web pages include links to the agendas for upcoming meetings, and MNZ invites views and comment on the issues being considered.

“This is how New Zealand boat owners and operators can have their views heard on topics at the IMO,” said Ian.

The pages also provide recent news items from the IMO, including new mandatory and non-mandatory outputs — so New Zealand boat owners and operators can keep up to date with the latest information.



The front of the IMO building in London

The web pages feature:

- information about new international standards or instruments, including conventions that New Zealand is considering becoming a party to, and may affect New Zealand boat owners and operators
- agendas for upcoming IMO meetings — stakeholders can talk to MNZ before IMO committee and subcommittee meetings to have their views considered when New Zealand is formulating its position
- final reports from IMO committee and subcommittee meetings, recording what was discussed and actions taken.

The new IMO section can be found on the MNZ website at www.maritimenz.govt.nz/IMO, where people can also subscribe to IMO updates and be notified when new items are posted to the pages. Interested parties can also email international@maritimenz.govt.nz.

World Maritime Day

Every year, usually during the last week in September, the IMO celebrates World Maritime Day. The day is used to focus attention on the importance of shipping safety, maritime security and the marine environment and to emphasise a particular aspect of IMO's work.

This year, the theme is "maritime education and training". The IMO hopes to focus attention on the wider spectrum of maritime education and training, in particular its adequacy and quality. The IMO describes education and training as "the bedrock of a safe and secure shipping industry" and notes that in order to ensure its sustainability, the industry needs to preserve the quality, practical skills and competence of its seafarers.

The 1978 STCW Convention and Code, as amended, set the international benchmark for the training and education of seafarers. New Zealand ratified the STCW Convention and Code in 1986.

Keep informed about MNZ's involvement in World Maritime Day at <http://www.maritimenz.govt.nz/IMO/World-Maritime-Day>.

IMO conventions: effective implementation

Last year's World Maritime Day theme was "IMO conventions: effective implementation". New Zealand has adopted approximately 34 international conventions that apply to maritime safety, security and marine protection matters.

New Zealand legislation has been amended to allow for ratification of the Ballast Water Management Convention. A relevant Maritime Rule is currently being developed and public consultation on this will take place later this year.

The Ministry of Transport conducted public consultation last year on the merits of New Zealand becoming a party to the International Labour Organization Maritime Labour Convention and the IMO Supplementary Fund Protocol. These two conventions have been considered by the Transport and Industrial Relations Select Committee. Work is now underway to align New Zealand legislation with the requirements of the conventions.

New Zealand is currently working towards the ratification of two fishing-related conventions: the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F); and the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of

Fishing Vessels (SFV). Public consultation on the merits of New Zealand becoming a party to these conventions is likely to take place in April this year.

New Zealand is also currently in the early stages of considering the benefits associated with ratifying the Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol); and the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea superseded by the 2010 Protocol (the HNS Protocol).

Update on amendments to Maritime Rules to meet New Zealand's international obligations

The Omnibus Maritime and Marine Protection Rules IMO related Amendments 2015 enter into force on the 1st of April 2015. The purpose of the amendments is to ensure that the Maritime and Marine Protection Rules reflect changes to conventions to which New Zealand is a party adopted via the tacit acceptance procedure.

The relevant conventions are the International Convention for the Safety of Life at Sea (SOLAS); the International Convention for the Prevention of Pollution from Ships (MARPOL); and the International Convention for Safe Containers (CSC).

The amendments relate to:

- introduction of the new mandatory Code for Recognized Organizations (RO Code);
- adoption of the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code);
- Amendments to Annex I of the CSC;
- Amendments to Chapters II-1 and II-2 of SOLAS which, for the most part, cover the construction of new ships;
- The adoption of the new International Code on Intact Stability 2008 (2008 IS Code);
- Updated versions of the International Code of Safety for High Speed Craft (HSC Code); the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code); and the Code of Safety for Special Purpose Ships (SPS Code);
- Amendments to SOLAS Chapter XI-1 relating to company identification numbers and portable testing instruments;
- The adoption of the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (ESP Code);
- Amendments to SOLAS related to pilot transfer arrangements;
- Amendments to MARPOL to mandate the carriage of stability instruments on oil tankers; and
- Updates to the Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels.

Maritime New Zealand

April 2015