

# **C 114**

## **REPORTS FOR THE PERIODIC REVIEW OF NON-GOVERNMENTAL INTERNATIONAL ORGANIZATIONS IN CONSULTATIVE STATUS WITH IMO**

Related document: C 114/17(d)/1

The information contained in the following reports is provided by the non-governmental international organizations in consultative status with IMO. The Organization does not accept any responsibility for the accuracy or completeness of the information contained therein.

The use of particular designations of countries or territories in these reports does not imply any expression or opinion or judgement by IMO as to the legal status of such countries or territories, or of their authorities and institutions or of the delimitation of their boundaries, nor should it be construed as an endorsement or recommendation on the part of IMO.

<b>NAME AND ACRONYM:</b>	ACOPS (Advisory Committee on Protection of the Sea)
<b>DATE:</b>	23th March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The Advisory Committee on the Protection of the Sea (ACOPS) remains a committed Observer to the International Maritime Organisation. During the past biennium we have continued to interact with State Parties and other NGO Observers to IMO. ACOPS is a registered charity, number 290776. The charity's object and principal activity continues to be that of encouraging the prevention of marine pollution and promoting and conducting research into its causes and effects. ACOPS is broadly concerned with environmental policies and scientific issues. It also promotes high level seminars, meetings and lectures on critical marine policy issues. The charity continues to monitor marine pollution and collaborates with other national and international organisations concerned with environmental policies.</p> <p>During the period 2013-2015 an ACOPS delegation has:</p> <ul style="list-style-type: none"> <li>a. attended MEPC 65, 66 and 67. During MEPC 66 we attended a drafting group which considered amendments to MARPOL Annex VI Regulation 13 (Nitrogen Oxides) – although we did not openly input into the debate;</li> <li>b. tabled a paper at MEPC 66 (66/6/14) titled: <i>Comments on document MEPC 66/6/6, which itself provides comments to the technical questions raised in document MEPC 65/4/27</i>; and</li> <li>c. taken a keen interest in the development of the IMO Polar Code adopted in November 2014.</li> </ul> <p>Throughout 2012, prior to becoming a formal affiliate to ACOPS, IACCSEA participated in the NOx Review Correspondence Group within MEPC – ACOPS has subsequently maintained an interest in emissions and shipping-related discussions linked to climate change. Our new Chair, Prof. David Johnson has regularly attended MEPC and LC/LP during the past biennium. He has a specific interest in Special Areas and Particularly Sensitive Sea Areas and will continue this involvement on behalf of ACOPS.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>ACOPS publishes an Annual Survey of Reported Discharges Attributed to Vessels and Offshore Oil &amp; Gas Installations Operating in the United Kingdom Pollution Control Zone (last published January 2013). This Annual Survey is conducted on behalf of the UK MCA and is authored by Dr Trevor Dixon. ACOPS President Professor Hunt has written various articles related to climate change including:</p> <ul style="list-style-type: none"> <li>a. 24 March 2014 – The great Debate UK, changing weather patterns mean meteorology is more important than ever. Thomas Reuter Foundation;</li> <li>b. 22 March 2014 – Global warming to hit Asia hardest, warns new report on climate change. The Observer / Guardian;</li> <li>c. 18 December 2013 – China seeks to curb worst air pollution in 50 years. The House Magazine</li> </ul> <p>ACOPS also has attended workshops with the Asian Network on Climate and Technology (ANCST).</p> <p>Professor Hunt was also a member of the House of Lords Select Committee on the Arctic during the 2014-2015 session. The Select Committee report 'Responding to a Changing Arctic', with a specific section on increasing maritime access within Chapter 5, including potential for new shipping routes and associated risks, was published on 27 February 2015. Annual Marine Pollution Survey reports are available via the ACOPS website <a href="http://www.acops.org.uk/documents/annual-marine-pollution-survey-2012_000.pdf">http://www.acops.org.uk/documents/annual-marine-pollution-survey-2012_000.pdf</a></p>

<b>NAME AND ACRONYM:</b>	Bureau International des Containers (BIC)
<b>DATE:</b>	Feb 05 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Attendance DSC18 2013 and CCC1 2014 Attendance MSC92 2013 and MSC93 and MSC94 2014</p> <p>Participation in the Container Working Groups during DSC and CCC and participation on the Correspondence Group currently addressing the global ACEP database.</p> <p>Development of a global web-based database to offer to administrations a unique place to publish their ACEP programs as required by CSC 1972 as amended.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Publication in BIC's magazine of information related to work at CCC and MSC, including important amendments and circulars related to CSC and SOLAS.</p> <p>Publication of information related to CSC and ACEP on website <a href="http://www.bic-acep.org">www.bic-acep.org</a></p> <p>The 2014 BIC Award was awarded to a former Chairman of DSC, Ms. Olga Lefevre. The presentation took place at the IMO during the week of CCC1. The important contributions of Ms. Lefevre (and the important work of DSC/CCC) was covered by various news magazines as well as in the BIC magazine.</p>

<b>NAME AND ACRONYM:</b>	BIMCO
<b>DATE:</b>	18 February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>BIMCO is, and has, for many years, been an active organisation participating in a broad spectrum of IMO's work. BIMCO participates in every session of the Maritime Safety Committee, the Maritime Environmental Committee and their Sub-Committees, the Facilitation Committee, and the Legal Committee. In addition, BIMCO attends some Council and Assembly meetings.</p> <p>It is vital for BIMCO to partake in discussions and negotiations concerning the regulatory framework of the maritime industry. BIMCO shares IMO's aim to ensure regulations are not only practical and pragmatic, but even more importantly, global and uniformly applied thereby creating a level playing field for all stakeholders in the shipping industry.</p> <p>In this regard, BIMCO participates in working/drafting groups pertaining to marine safety and environmental protection, as well as security and legal questions at Sub-committee and Committee level. 22 different correspondence groups have been followed by BIMCO in the period.</p> <p>BIMCO has also sponsored or co-sponsored submissions on a number of topical issues. These pertain to air emissions, ballast water, life saving devices, piracy – off the coast of Somalia and in the Gulf of Guinea, armed guards, ISO PAS 28007, stowaways, human response to piracy, Stability Code, recycling, e-navigation, Polar Code, cyber security, biofouling, Electronic Chart Display &amp; Information System (ECDIS), cargo matters, port reception facilities, bio-fouling, tanker issues, and ship construction standards.</p> <p>BIMCO was, also, deeply involved in the IMO project on Reducing Administrative Burdens and was able to assist by gathering important information for the project from its worldwide membership. BIMCO was an active member of the Ad Hoc Steering Group for Reducing Administrative Requirements (SG-RAR), and not only hosted one of the meetings but also provided IT resources to host the information gathering process.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>BIMCO disseminates on a regular basis, important and relevant information to its members via the BIMCO website, where reports on IMO meetings are posted, with pre-, during and post meeting highlights as well as detailed reports thereafter. BIMCO also disseminates other important IMO information, such as IMO circulars, via the BIMCO website, thereby supporting efforts to ensure that the shipping industry is kept informed of developments taking place within the Organization. IMO shipping issues are also summarised in the BIMCO Bulletins, which is a quarterly magazine distributed to BIMCO members.</p> <p>The following publications have been co-developed by BIMCO:</p> <ul style="list-style-type: none"> <li>• The BIMCO 'Step-by-Step Ship Energy Efficiency Plan Manual' has been developed to guide owners and operators through the process of creating their own SEEMPs in-house.</li> </ul>

- The Step by Step Guide to Ballast Water Management gives shipowners and operators full understanding of how ballast water management regulations and options affect their operations.
- The Guide to Maritime Environmental & Efficiency Management provides practical guidance and resources that will equip any ship owner or operator with the tools to develop and implement an environmental and efficiency management system.

A number of publications can be purchased or downloaded free of cost from the BIMCO website:

- The Shipmaster's Security manual, a tool for the shipmaster and ship owners to reduce the human and economic cost related to security breaches and illegal maritime activities.
- Best Management Practises to deter piracy off the Coast of Somalia and in the Arabian Sea, which provides guidance to seafarers on the steps that should be taken to prepare and conduct a transit through the sea area affected by Somali based piracy.
- Guidelines for Owners, Operators and Masters for Protection Against Piracy in the Gulf of Guinea Region
- Pamphlet to seafarers on lifeboat safety and the use of Fall Preventer Devices (FPDs).
- Pamphlet on Single Voyage Ship Risk Assessment
- Guidance on Ship Citadel Construction and Use
- Guidance on the use of PMSCs and GUARDCON
- In close co-operation with the United States Coast Guard, a guide to seafarers on Port State Control Inspections in the USA
- The inspection regime of Paris MoU, endorsed by EMSA and the Paris MoU.
- The BIMCO and IBIA Bunkering Guide aims to enhance the general knowledge of ship personnel and supports instructions and procedures in the ships' Safety Management System (SMS), the Shipboard, Oil Pollution Emergency Plan (SOPEP) and/or the Shipboard Marine Pollution Emergency Plan (SMPEP).

<b>NAME AND ACRONYM:</b>	European Chemical Industry Council (Cefic)
<b>DATE:</b>	10 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>In 2013 -2014 Cefic participated in the PPR 1 and 2, ESPH 19 and 20, DSC 18 and CCC 1, MEPC 66 and 67 meetings.</p> <p>Substantial contribution has been provided to the developments of the new criteria of the IBC code ( Chapter 21) and the product lists in IBC code (Chapters 17 + 19), by contributing to the ESPH working group.</p> <p>Cefic provided the chemical Industry input for the developments of the Cargo Transport Unit (CTU) code</p> <p>Specific papers were submitted by Cefic or together with other Industry sectors or members states. For the 2013-2014 period, these are the followings:</p> <p><u>DSC 18/7/13</u> - Development of amendments to the IMDG code and supplements, including harmonization with the UN recommendations on the transport of dangerous goods, (together with IPPIC)</p> <p><i>Issue covered: comments to the technical name supplementing the proper shipping name – MARPOL requirements</i></p> <p><u>PPR 2/3/4</u> - Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC code, taking into account recommendations of GESAMP-EHS, (together with DGAC)</p> <p><i>Issue covered: Review of products requiring oxygen-dependent inhibitors</i></p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Cefic has two working groups gathering Chemicals manufacturers, who have interest in transportation of bulk and packed Chemicals by sea, and who are accurately following the regulatory development in these areas. That Cefic group is making a priority of the maritime Health, Safety and Environmental issues.</p> <p>Cefic is also working together with the downstream users of chemicals (e. g IPPIC) and with other industrial sector associations (e.g DGAC, Intertanko, CLECAT, ESC, Global Shippers Forum).</p> <p>CEFIC experts also provide advice on legal issues, e.g. the HNS Convention and global challenges, e.g. to prevent transfer of alien species with ballast water.</p> <p>Cefic has also a good network with the member states representatives (e.g Belgium France, Finland, Germany, Netherlands, Norway, UK etc...) and the European Commission.</p> <p>Some guidance has been developed by Cefic which is available from the Cefic web site: see for instance <a href="#">Guidance on Good Practices for Ship Vetting</a></p>

<b>NAME AND ACRONYM:</b>	Community of European Shipyards' Associations (CESA)
<b>DATE:</b>	13 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The purpose of CESA is – inter alia – to represent on a common basis the interests of the shipbuilding and shiprepair industry before the governing/advisory bodies of the EU/other international entities, in particular to promote safe and environmental friendly shipping, including an active contribution to the work of the IMO.</p> <p><u>CESA attended the following IMO meetings:</u></p> <ul style="list-style-type: none"> <li>• Marine Environment Protection Committee: <b>MEPC 65, MEPC 66, MEPC 67</b></li> <li>• Maritime Safety Committee: <b>MSC 92, MSC 93, MSC 94</b></li> <li>• Sub-Committee on Carriage of Cargoes and Containers: <b>CCC 1</b></li> <li>• Sub-Committee on Human Element, Training and Watchkeeping: <b>HTW 2</b></li> <li>• Sub-Committee on Pollution Prevention and Response: <b>PPR 1, PPR 2</b></li> <li>• Sub-Committee on Ship Design and Construction(formerly DE): <b>DE 57,SDC 1, SDC 2</b></li> <li>• Sub-Committee on Ship Systems and Equipment: <b>SSE 1</b></li> </ul> <p><u>CESA contributed to several WG, DG and CG, in particular on:</u></p> <ul style="list-style-type: none"> <li>• Testing of Watertight Compartments</li> <li>• Offshore Industry Vessel</li> <li>• Gas-fuelled Ships / IGF Code</li> <li>• Fibre Reinforced Plastic</li> <li>• Polar Code</li> <li>• Ballast Water Management</li> <li>• Air Pollution and Energy Efficiency</li> <li>• Goal-based New Ship Construction standards / Ship Construction File</li> <li>• GHG Emissions From Ships</li> <li>• Passenger Ship Safety</li> <li>• Subdivision and Damage Stability</li> </ul> <p><u>CESA submitted 16 documents (incl. joint subm.) to the sessions listed above on:</u></p> <ul style="list-style-type: none"> <li>• Damage Stability: <b>SDC 2/INF.3, MSC 93/6/16, SDC 1/7/6, SDC 1/24/4</b></li> <li>• Gas-fuelled Ships: <b>MSC 94/11/6, MSC 94/INF.11, CCC 1/4/12, SDC 1/24/7</b></li> <li>• Polar Code: <b>MEPC 66/11/11</b></li> <li>• Energy Efficiency: <b>MEPC 66/4/27, MEPC 66/4/20, MEPC 65/4/4</b></li> <li>• Tier III NO<sub>x</sub> Emissions: <b>MEPC 66/6/12</b></li> <li>• Offshore Industry Vessel: <b>SDC 1/18/2, DE 57/12/4, DE 57/12/5</b></li> </ul>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>CESA disseminates IMO working documents/results, promotes shipbuilding related IMO activities among national associations/member companies and co-ordinates these activities with non-European shipbuilders world-wide:</p> <ul style="list-style-type: none"> <li>• IMO related information is presented in annual reports and other publications;</li> <li>• CESA organizes workshop/seminars on IMO topics with shipbuilding significance in order provide a platform for in depth discussion with members and co-ordination with other industry organizations and European institutions (e.g. EC, EMSA);</li> <li>• CESA regularly presents IMO topics in the “Committee of Shipbuilding Specifics” (CESS), which is the technical advisory body of the international co-operation JECKU comprising shipbuilders from Japan, Europe, China, Korea and the USA;</li> <li>• CESA actively participates in the “Tripartite” and the “Cruise Ship Safety Forum” (CSSF), disseminating and discussing IMO regulatory initiatives among ship owners, classification societies and shipbuilders;</li> <li>• IMO submissions, reports are made available for members through the intranet.</li> </ul>

<b>NAME AND ACRONYM:</b>	Comité International Radio-Maritime (CIRM)
<b>DATE:</b>	5 <sup>th</sup> February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>As an international association of manufacturers of electronic navigation and communication equipment, the IMO bodies of most relevance to CIRM are the Maritime Safety Committee and its sub-committee NCSR (formerly NAV and COMSAR). NCSR typically features a large number of agenda items of significant importance to CIRM. Other IMO bodies often include pertinent agenda items and when they do CIRM attends such meetings.</p> <p>In the past biennium CIRM attended MSC 92, MSC 93, MSC 94, NAV 59, NCSR 1, Joint IMO//ITU Experts Group 9, Joint IMO//ITU Experts Group 10, ICAO/IMO JWG-SAR 20, ICAO/IMO JWG-SAR 21, FAL 39, MEPC 66 and MEPC 67.</p> <p>CIRM participated heavily in the Correspondence Group on e-navigation (led by Norway) and the Correspondence Group on the Harmonization of e-nav Guidelines (led by Australia). CIRM is also an active member of the GMDSS Correspondence Group (led by RTCM).</p> <p>During this period CIRM submitted documents ICAO/IMO JWG-SAR/20-IP.4 and NCSR 1/9/3. CIRM were also co-sponsors of documents NAV 59/11, NAV 59/13, NCSR 1/4, NCSR 1/10, NCSR 1/INF.13, MSC 94/18/8, NCSR 2/7.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The CIRM Secretariat receives all documents published through IMODOCS. These documents are reviewed and papers of interests are distributed to the CIRM membership. Papers are posted on the members' area of CIRM's website (accessed by secure login) and members are alerted to recently published papers through email summaries.</p> <p>Prior to each relevant IMO meeting, the CIRM CTO prepares a meeting briefing for members, summarising pertinent agenda items and the associated input papers. Often a preparatory workshop will be convened where the CIRM Secretariat and interested members will meet to review relevant input papers, to ensure CIRM's delegation is prepared for the meeting. After all meetings CIRM has attended, a summary report is compiled and distributed to members.</p> <p>In December of each of the last three years CIRM has met with the IMO Secretariat (Mr Ashok Mahapatra) for an annual CIRM/IMO Cooperation Meeting. CIRM prepares heavily for this meeting and distributes a meeting report to all members afterwards.</p> <p>CIRM hosts an Annual Meeting for members and these have often featured a presentation on the work of IMO by an invited member of the IMO Secretariat. For example the 2013 Annual Meeting was attend by Mr Javier Yasnikouski, and the 2014 meeting by Mr Andy Winbow.</p>



<b>NAME AND ACRONYM:</b>	Cruise Lines International Association (CLIA)
<b>DATE:</b>	22 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>CLIA contributed substantially to the work of the IMO since it was granted consultative status with the Organization in 1993. During this review period 1 March 2013 to 28 Feb 2015, CLIA actively participated in and submitted documents to 24 IMO meetings, including related working and drafting groups as well as intersessional correspondence groups. In particular, CLIA attended (A) and submitted documents to (D) the following IMO meetings:</p> <table style="margin-left: 40px;"> <tr> <td>A28:</td> <td>A</td> <td>MEPC67:</td> <td>A/D</td> <td>PPR1:</td> <td>A</td> </tr> <tr> <td>MSC92:</td> <td>A/D</td> <td>FAL38:</td> <td>D</td> <td>PPR2:</td> <td>A</td> </tr> <tr> <td>MSC93:</td> <td>A/D</td> <td>NAV59:</td> <td>A/D</td> <td>HTW1:</td> <td>A</td> </tr> <tr> <td>MSC94:</td> <td>A/D</td> <td>DE57:</td> <td>A/D</td> <td>HTW2:</td> <td>A/D</td> </tr> <tr> <td>LEG100:</td> <td>A/D</td> <td>COMSAR18:</td> <td>A</td> <td>SSE1:</td> <td>A</td> </tr> <tr> <td>LEG101:</td> <td>D</td> <td>STW44:</td> <td>A</td> <td>NCSR1:</td> <td>A/D</td> </tr> <tr> <td>MEPC65:</td> <td>A/D</td> <td>SDC1:</td> <td>A/D</td> <td>III1:</td> <td>A</td> </tr> <tr> <td>MEPC66:</td> <td>A/D</td> <td>SDC2:</td> <td>A/D</td> <td>CCC1:</td> <td>A</td> </tr> </table> <p>Additionally, CLIA actively participated in 6 intersessional meetings as follows:</p> <ul style="list-style-type: none"> <li>Polar Code Working Group (ISWG PC 1)</li> <li>Polar Code Working Group (PC WG 1)</li> <li>4<sup>th</sup> ISWG Expert Group on Formal Safety Assessment (EG FSA 4)</li> <li>Symposium on the future of ship safety</li> <li>Symposium on a sustainable maritime transportation system</li> <li>Regional marine pollution workshop</li> </ul>	A28:	A	MEPC67:	A/D	PPR1:	A	MSC92:	A/D	FAL38:	D	PPR2:	A	MSC93:	A/D	NAV59:	A/D	HTW1:	A	MSC94:	A/D	DE57:	A/D	HTW2:	A/D	LEG100:	A/D	COMSAR18:	A	SSE1:	A	LEG101:	D	STW44:	A	NCSR1:	A/D	MEPC65:	A/D	SDC1:	A/D	III1:	A	MEPC66:	A/D	SDC2:	A/D	CCC1:	A
A28:	A	MEPC67:	A/D	PPR1:	A																																												
MSC92:	A/D	FAL38:	D	PPR2:	A																																												
MSC93:	A/D	NAV59:	A/D	HTW1:	A																																												
MSC94:	A/D	DE57:	A/D	HTW2:	A/D																																												
LEG100:	A/D	COMSAR18:	A	SSE1:	A																																												
LEG101:	D	STW44:	A	NCSR1:	A/D																																												
MEPC65:	A/D	SDC1:	A/D	III1:	A																																												
MEPC66:	A/D	SDC2:	A/D	CCC1:	A																																												
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Cruise Lines International Association (CLIA) – One Industry, One Voice</p> <p>Celebrating its 40th Anniversary in 2015, CLIA is the unified voice and leading authority of the global cruise community. As the largest cruise industry trade association with 15 offices globally, CLIA has representation in North and South America, Europe, Asia and Australasia.</p> <p>CLIA oceangoing members are comprised of 44 cruise line companies that own/operate 257 passenger ships globally and regionally under the flag of 14 Administrations, namely the Bahamas, Belgium, Bermuda, Ecuador, France, Italy, Malta, Marshall Islands, Netherlands, Norway, Panama, Portugal (Madeira), United Kingdom, and United States. These figures do not include other companies that own/operate non-oceangoing ships such as those that operate on rivers and inland waterways.</p> <p>CLIA member lines are represented through various committees, working groups, and other advisory bodies, including the CLIA Global Committee on Maritime Safety Matters; the CLIA Global Committee on Maritime Security Matters; and the CLIA Global Committee on Marine Environment Protection Matters.</p>																																																

<b>NAME AND ACRONYM:</b>	Comité Maritime International (CMI/IMC)
<b>DATE:</b>	March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The CMI is, according to its Constitution, "...a non-governmental not-for-profit international organisation established in 1897, the object of which is to contribute by all appropriate means and activities to the unification of maritime law in all its aspects." The CMI has affiliated national maritime law associations in more than 50 maritime states.</p> <p>In this context the CMI sends an observer delegation to all meetings of the IMO Legal Committee and occasionally to meetings of other IMO committees and has contributed to the drafting of all international treaties and instruments by the Legal committee during the past 25 years.</p> <p>In the past few years CMI has made submissions at Legal Committee meetings in relation to the proposal to increase limits of liability for property damage and loss of life claims (LEG 98/7/1) and Ratification of Conventions and other Treaty Instruments (LEG 101/8/5). The CMI has also contributed to the discussions which have taken place on other topics in the Legal Committee's Work Programme.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The CMI by means of its website, Conferences, Colloquia and publications, keeps its affiliated national Maritime Law Associations aware of all developments in the field of international maritime law and involves those associations and their members in the preparation of submissions to Legal Committee meetings and in the drafting of new international treaties.</p> <p>Each year the CMI, through the CMI Charitable Trust, funds the visits of its lecturers to teach at the International Maritime Law Institute in Malta.</p>

<b>NAME AND ACRONYM:</b>	Clean Shipping Coalition (CSC)
<b>DATE:</b>	31 <sup>st</sup> March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The Clean Shipping Coalition is interested in all aspects of the IMOs work as it relates to sustainable shipping, the protection of the marine environment and reducing the climate impacts of shipping. During the biennium covered by this report the CSC has in particular been involved in the organisation's consideration of black carbon (BC), the Polar Code, air pollution and energy efficiency, and reducing GHG emissions from international shipping. CSC sent delegations to Assembly28, MEPC65, MEPC66, MEPC67, MSC93, MSC94, PPR1, PPR2, DE57, and SDC1. CSC submitted the following documents (those marked with an * were submitted joint with others): MEPC 65/2/13*, MEPC 65/4/34, MEPC 65/4/35, MEPC 65/5/4, MEPC 65/11/5*, MEPC 66/3/4, MEPC66/4/28, MEPC66/4/29, MEPC66/4/30, MEPC66/6/16*, MEPC67/5/7, MEPC67/5/8, MEPC67/5/9, MEPC67/9/9*, MEPC 67/12/8, MEPC 67/INF.31, MSC94/3/17*, PPR 2/8/1, DE 57/11/11*, and DE57/11/20*.</p> <p>CSC held the following side events at these meetings: MEPC65: The Multiple Benefits of Reduced Ship Speed; MEPC66: The economic impacts of fuel and emissions MRV in maritime transport; and MEPC67: The energy efficiency of newly built ships: what's happened?</p> <p>The CSC also participated in the following working/drafting/correspondence groups: MEPC65 Working Group on MEPC resolution on technical co-operation and transfer of technology, MEPC65, 66 &amp; 57 WG on Air pollution and energy efficiency, MEPC66 WG on Further energy efficiency measures for ships, MEPC67 WG on the Polar Code, MEPC67 WG on Further technical and operational measures for enhancing energy efficiency of international shipping, MSC93 WG on the Polar Code, MSC94 joint WG on the Polar and IGF Codes, DE57 WG on the Polar Code, PPR1 &amp; 2 WG on Prevention of air pollution from ships, MEPC Correspondence Groups on EEDI Review, on Fuel Availability, on further technical and operational measures for enhancing energy efficiency, and on the Polar Code.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The Clean Shipping Coalition promotes its activities and the activities of its members and the IMO on its website (<a href="http://www.cleanshipping.org/">http://www.cleanshipping.org/</a>), via press work, publications, and at events organised by its member organisations. Since CSC is a membership organisation and its members are other environmental organisations these members (<a href="http://www.cleanshipping.org/members/">http://www.cleanshipping.org/members/</a>) also have their own web sites and do their own outreach and communications guaranteeing a very extensive reach.</p> <p>In support of their work at IMO CSC members routinely commission research and analysis and this is made available to the general public and of course to IMO member states via submission to one or other of the IMO committees. A good recent example of this kind of work can be found in document MEPC68/Inf.25, where two CSC members (Seas At Risk and Transport &amp; Environment) have commissioned new analysis of the energy efficiency of recently built ships. This study is available on their own websites, on the CSC website and also on the website of the consultants who undertook the work.</p>

<b>NAME AND ACRONYM:</b>	Dangerous Goods Advisory Council (DGAC)
<b>DATE:</b>	24 February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>DGAC is an international organization consisting of 170 members (chemical manufacturers, vessel operators and vessel freight forwarders) concerned with the safe transport of chemicals and dangerous goods by all modes of transport including vessel. We are specialists in dangerous goods properties and hazards of bulk chemicals (IMO IBC Code) and packaged dangerous goods (IMO IMDG Code). DGAC sends representatives and is an active participant at all IMO CCC and PPR Sub-Committee meetings (and their predecessor Sub-Committees) as well as to the CCC Editorial &amp; Technical Group and PPR ESPH Working Group meetings. DGAC has also participated in various correspondence groups, for example, Development of Measures to Prevent Loss of Containers. We have submitted or co-sponsored three submissions to Sub-Committee meetings in the past biennium (including a recent paper on oxygen dependent inhibitors for carriage of monomers listed in the IBC Code). DGAC's principal representative, Mr Michael Morrisette, has been participating in IMO meetings since 1973. He also contributes to the work of IMO as a member of the GESAMP Evaluation of Hazards of Harmful Substances Carried by Ships (EHS) Working Group.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>DGAC disseminates the reports of the IMO meetings it attends to its members, requesting input on various issues and bringing that information to future IMO meetings. We ensure that amendments to the various IMO Codes dealing with dangerous goods and bulk chemical transport by vessel come to the attention of all members directly or indirectly involved in these activities. DGAC is also a training organization; among our offerings are courses on the regulations for dangerous goods transport by vessel (IMDG Code). Our website, <a href="http://www.dgac.org">www.dgac.org</a>, contains up-to-date information on all modes of dangerous goods transport and the importance of safe operations and understanding/following regulations. We conduct two conferences per year with a focus on dangerous goods transport including by vessel.</p>

<b>NAME AND ACRONYM:</b>	Euromot - European Association of Internal Combustion Engine Manufacturers
<b>DATE:</b>	19 Feb 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Euromot's primary interest is to provide the technical expertise of the worldwide combustion engine manufacturers to IMO's efforts on improving the emissions into the air from worldwide shipping. We are promoting international harmonisation of environmental requirements.</p> <p>Our contribution to IMO meetings during the past biennium is as follows:</p> <ol style="list-style-type: none"> <li>(1) <b>Attendance</b> of Euromot delegations, each 2 to 6 representatives per meeting, to MEPC 65, MEPC 66, MEPC 67, PPR 1, PPR 2 and CCC1</li> <li>(2) <b>Attendance</b> to the following Correspondence Groups: <ul style="list-style-type: none"> <li>–“Developments to implement the Tier III NOx Emission Standards under MARPOL Annex VI” (Report to MEPC 65)</li> <li>–“Guidance for Fuel oil Quality”(Report to MEPC 68)</li> <li>–“Consideration of the impact on the Arctic of emissions of black carbon from international shipping” (Report to PPR 1)</li> <li>–“Development of international code of safety for ships using gases or other low flashpoint fuels (IGF Code)” (Report to CCC 1)</li> </ul> </li> <li>(3) <b>Euromot submissions to:</b> MEPC66 (1), MEPC67 (3), PPR1 (2), CCC1 (1).</li> </ol>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Euromot's membership comprises of almost all of the industrial engine manufacturers worldwide (in total 40, based in the EU, USA, Asia) which are supplying combustion engines into the global marine and seagoing business.</p> <p>We disseminate the information and decisions of IMO across our member companies and publicly, via our website (<a href="http://www.euromot.org">www.euromot.org</a>) which provides daily notification schemes for new information, via monthly webmeetings and via technical face-to-face experts' meetings every 6 months. Our position finding process to develop submissions to IMO includes our members as well as international partner associations and equipment manufacturers.</p> <p>We are in consultative status at UNECE / Geneva and a registered trade association at the EU institutions in Brussels. We promote the outcome and the objectives of the IMO at these organisations by referring to the IMO requirements and proceedings as the most beneficial blueprint for developing transnational emission regulations. We are directly facilitating regulators and authorities to take over the IMO conclusions as a means for worldwide harmonised environmental regulations in the marine sector.</p> <p>Euromot has strong ties to national authorities in key member states of the marine environmental world, such as the USA, Norway, Japan, Germany, Netherlands, et.al. We promote the IMO conclusions also at national marine conferences via our partners in national trade associations.</p> <p>Euromot is part of an international platform of engine manufacturing trade associations, including the USA, China, Japan and India. We promote the IMO approach also in these countries and recommend our international partners to communicate this into their domestic regulatory framework channels.</p>

<b>NAME AND ACRONYM:</b>	Friends of the Earth International (FOEI)
<b>DATE:</b>	March 31, 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>FOEI's efforts center on improving sustainability in the shipping sector and ensuring the protection of human health and the marine and coastal environment. FOEI has been focused primarily on all facets of the Polar Code this past biennium, although we have also engaged on MARPOL Annex VI and underwater noise matters (see DE 57/WP.8 Drafting Group). With respect to developing a mandatory Code at IMO, we began work at its outset in 2009, continued our significant involvement through the biennium period, and intend to contribute through adoption of phase 1 and into the next phase.</p> <p>Specifically, for the relevant time period, we attended MSC 94 (submitting MSC 94/3/17 (Category C ships) &amp; MSC 94/3/20 (Voyage planning)), MEPC 67 (submitting MEPC 67/9/9 (Polar Code environmental protection)), MSC 93, MEPC 66 (submitting MEPC 66/6/16 (NOx Tier III standards)), SDC 1 (submitting SDC 1/3/23 (Reception facilities) &amp; SDC 1/3/15 (Polar Code application)), MEPC 65 (submitting MEPC 65/11/5 (Shipboard incineration in polar waters) &amp; MEPC 65/2/13 (BWM Convention ratification)), and DE 57 (submitting DE 57/11/11 (HFO use in Arctic waters), DE 57/11/13 (Environmental chapter in Polar Code), DE 57/11/14 (Wastewater discharge in Polar Code), DE 57/11/20 (Polar Code black carbon regulation), &amp; DE 57/11/23 (Oil pollution in polar waters)). We have also participated in perhaps every intersessional meeting (see MEPC 67-WP.8), correspondence group (see post-MS 94 (re ice operation limitations), MEPC 67/9, SDC 1/3/3, &amp; DE 57/11/6), and working group (see MSC 94-WP.7, MEPC 67-WP.14, MSC 93/WP.7, &amp; DE 57/WP.6) pertaining to the Polar Code.</p> <p>We believe our body of work demonstrates that we have been a leading environmental voice at this institution for many years, including this past biennium.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Friends of the Earth disseminates information on the IMO and its work to its more than 600,000 members and activists through the organization's website (see shipping-related information at <a href="http://www.foe.org/projects/oceans-and-forests/oceangoing-vessels">http://www.foe.org/projects/oceans-and-forests/oceangoing-vessels</a>), email lists, mailers, and direct communications, all of which are available free of charge. Friends of the Earth also communicates with its members and the general public via social media – which, in total, currently consists of more than 180,000 followers. In addition, Friends of the Earth makes information available to traditional media through direct contact with journalists, press releases and blogs (see <a href="http://www.foe.org/news">http://www.foe.org/news</a>), press conferences, and print and online newsletters and reports. Articles referencing our work as well as the IMO and international shipping regulation for the period of time at issue can be found at <a href="http://www.theguardian.com">www.theguardian.com</a>, <a href="http://www.scientificamerican.com">www.scientificamerican.com</a>, <a href="http://www.forbes.com">www.forbes.com</a>, <a href="http://www.sustainableshipping.com">www.sustainableshipping.com</a>, <a href="http://www.nunatsiaqonline.ca">http://www.nunatsiaqonline.ca</a>, and sites.utexas.edu, among others.</p>

<b>NAME AND ACRONYM:</b>	Federation of National Associations of Ship Brokers and Agents (FONASBA)
<b>DATE:</b>	20 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>FONASBA provides technical input to IMO Committees and Sub-committees, on those issues which the international ship broking and ship agency sectors are qualified to contribute. These therefore relate primarily to issues affecting ship to shore operations including, amongst others, those indicated below.</p> <p>Over the period under review, FONASBA has supported and participated in the working and correspondence groups on the amendments to SOLAS requiring the weighing of containers prior to loading. (See document DSC17/7/2)</p> <p>Additionally, the Federation has played an active role in the correspondence group on the review of the FAL Convention, proposing changes and contributing the definition of the ship agent included in the current revised draft Convention.</p> <p>FONASBA is also closely monitoring the development of the Single Window initiative and will comment on the operational implementation at the appropriate time.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>FONASBA regularly reports to its members, either via its Newsletter or directly, on relevant developments within IMO and on its contribution to IMO actions</p> <p>A report on IMO's actions is made to every Executive Board meeting and is a permanent item on the agenda of the Liner &amp; Port Agency Committee Plenary meeting at the Annual Meeting.</p> <p>The active and enthusiastic participation of FONASBA's Executive Board, sub-committees and members in developing FONASBA's inputs to the work of IMO is also encouraged.</p> <p>Ahead of the introduction of the SOLAS amendments on container weighing, FONASBA advised its members of the implications for port operations – and therefore also of ship agents – of the new measures, and has encouraged members to engage in direct dialogue with the relevant Member State authorities to ensure the smooth implementation of the regulations. Last October FONASBA undertook a survey of its members to ascertain the level of readiness in Member States for the new regulations and this will remain under regular review up to and beyond implementation.</p>

<b>NAME AND ACRONYM:</b>	Global Maritime Education and Training Association (GlobalMET)
<b>DATE:</b>	3 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Finalised the rewriting and final formatting of IMO Model Courses 7.01, 7.02, 7.03 and 7.04 to align with the Manila Amendments</p> <p>Attended HTW1 and HTW2 Sub-committee meetings with two person delegations and participated in as many drafting and working groups as possible</p> <p>Participated in the correspondence groups for the Advanced Oil and Gas tanker courses, training requirements under the polar code, passenger ship safety training and for the revised procedure for the preparation and review of IMO Model Courses</p> <p>Monitored papers and reports from MSC and the sub committees for issues relating to training and education.</p> <p>Offered to develop new IMO model course on Leadership and Management</p> <p>Worked with aligned organisations InterManager, IFSMA, IAMU, IMLA on positions for committee and sub committee meetings that we are unable to attend</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Details of IMO initiatives and programmes are reported in a monthly newsletter to all members and on the GlobalMET website</p> <p>Full membership is consulted on GlobalMET positions for HTW sub-committee meetings</p> <p>Reports are provided to all members following meeting attendance and through an arrangement with InterManager for those meetings where we are unable to attend.</p> <p>Members ensure that the work of IMO and changes to instruments are incorporated into the curriculum of approximately 200,000 seafarers who pass through the institutions of members annually</p>



<b>NAME AND ACRONYM:</b>	Greenpeace International
<b>DATE:</b>	7 <sup>th</sup> April 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>During the past biennium (1<sup>st</sup> March 2013-28<sup>th</sup> February 2015) representatives from Greenpeace International attended the following IMO meetings:</p> <ul style="list-style-type: none"> <li>- 44th session of the Sub-Committee on Standards of Training and Watchkeeping, 29 April - 03 May 2013</li> <li>- 65th Meeting of the Marine Environment Protection Committee, 13-17 May 2013</li> <li>- 92nd session of the Maritime safety Committee, 12-21 Jun 2013</li> <li>- 28th Assembly of the IMO Assembly 25 Nov-04 Dec 2013</li> <li>- 93rd Meeting of the Maritime Safety Committee, 14-23 May 2014</li> <li>- 94th Meeting of the Maritime Safety Committee, 17-21 Nov 2014</li> </ul> <p>There are a number of issues that the IMO has been and is currently addressing on marine environmental protection during the past biennium that are of direct importance and concern for Greenpeace's work and campaign priorities. The development of a mandatory code for ships operating in polar waters is of direct relevance to Greenpeace's work concerning increased environmental protection of the Arctic and Antarctic. Other issues include air emissions &amp; climate change, garbage, habitats protection, noise and ship strikes with marine mammals. Discussions on illegal, unregulated and unreported fishing relating to slavery issues on board fishing vessels are also of direct interest and relevance to Greenpeace's work.</p> <p>Safety at sea, in particular the right to peaceful and responsible protest at sea is another area of interest for Greenpeace because of our fleet of ships. We have also been interested in the discussions on the revised guidelines on the implementation of the International Safety Management (ISM) Code, to ensure its efficiency and user-friendliness.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>During the past biennium, Greenpeace has not had direct public engagement on the issues discussed during this period at the IMO. One of the key reasons for this low public profile on IMO-related issues is that the organisation has going through a period of restructure with a view to increasing our representation and effectiveness of campaign and advocacy work in other regions of the world, including Asia, Africa and South America. We have however been following closely the developments of the Polar Code, and will continue to monitor the effective implementation of the code and promote the need for strong environmental measures to protect these fragile regions. For the IMO meetings that Greenpeace was present, following internal protocol, a report of the meeting and other relevant feedback was circulated to relevant Greenpeace staff, with a view to promoting greater involvement in IMO-related issues in the future</p>

<b>NAME AND ACRONYM:</b>	International Association of Airport & Seaport Police (IAASP)
<b>DATE:</b>	17 May 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The International Association of Airport and Seaport Police is pleased to submit our answer for the periodic review of NGOs holding Consultative status with the IMO. Our organization takes seriously our obligations. Our officers and other command officials have regularly attended IMO meetings and assisted in working groups as subject matter experts. We were pleased to contribute along with officials of the United Kingdom, Cruise Line International Association, and the International Federation of Shipmasters in the adoption of the Crimes at Sea Manual. IMO documents and information through the official website are disseminated to appropriate seaport authorities globally along with other information related to security and safety. We are in the process of developing a mobile database for law enforcement and security that will allow for secure distribution and collaborative communication.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Our reach to maritime port authorities is global. Myself, other officers, and other senior police and security officers have had the opportunity to visit port authorities around the world discussing port security and policing. We actively sponsor the World Port Security Summit that has taken place in Hong Kong, Los Angeles, and Hamburg. The next Summit is anticipated at the Panama Canal in March 2016.</p> <p>In addition, we have several programs that support our IMO outreach promoting recognition and assistance. They include the 9/11 Medal, recognizing organizations and police /public safety officials who have distinguished themselves in fighting terrorism, serious transnational crime and disaster aftermath; Project Griffin International, an environment preventative terrorism program and our Global Security Supply Chain Knowledge-Base. More on each of these items can be found on our website.</p>

Reported by: Jay Grant, Secretary General, IAASP

<b>NAME AND ACRONYM:</b>	International Association of Classification Societies (IACS)
<b>DATE:</b>	9 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>In the 1 March 2013 to 28 February 2015 biennium, IACS has attended all the meetings of Maritime Safety Committee, Marine Environment Protection Committee, Facilitation Committee and the technical Sub-Committees; and to these meetings IACS has submitted, or co-sponsored, more than 100 documents. IACS has actively participated in the work of numerous Working Groups, Review Groups, Drafting Groups and Correspondence Groups. IACS actively supported, and participated in, the IMO's Future Ship Safety Symposium in June 2013. IACS is providing input to the newly activated Technical Cooperation Programme to establish technical guidelines and recommendations to improve safety of domestic passenger ships. IACS and all 12 of its Members have submitted their Rules for verification according to the Organization's requirements relating to Goal-based ship construction standards. IACS has agreed to provide the Organization with a service that is intended to facilitate the updating of the Organization's ESP Code based on the corresponding IACS Unified Requirements. The Marine Environment Protection Committee has accepted the offer made by IACS Members to provide, at no cost, EEDI data in order to facilitate the reviews that the Organization is required to undertake in accordance with regulation 21.6 of MARPOL Annex VI.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The outcomes of all IMO meetings that IACS attends are distributed to all IACS Members. These reports are scrutinized to assess how IACS can support the work of the Organization by undertaking intersessional work that is subsequently reported to the relevant IMO bodies. Noting in particular the theme for the 2014 World Maritime Day "IMO conventions: effective implementation", the development of IACS Unified Interpretations, and their submission to the organization for review, is considered <i>prime facie</i> evidence of how IACS promotes and facilitates the global and consistent implementation of IMO instruments. In numerous international fora, IACS and its Members promote the work of the IMO and supports its primacy as <u>the</u> global standard-setting authority for the safety, security and environmental performance of international shipping. Introduced in the last biennium, the IACS website now provides an open searchable database of all IACS Unified Interpretations and corresponding IMO circulars.</p>

<b>NAME AND ACRONYM:</b>	International Association of Drilling Contractors (IADC)
<b>DATE:</b>	<b>26 March 2015</b>

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IMO Meeting Attendance:  2013: FSI 21, DE 57, STW 44, MSC 92, DSC 18,  2014: SDC 1, HTW 1, SSE 1, MSC 93, MEPC 67, MSC 94  2015: HTW 2, SDC 2</p> <p>IMO Working Groups:  2013: FSI 21 Casualty Statistics &amp; Investigations WG, DE 57 Lifting Appliances WG, DE 57 Polar Code WG, DSC 18 Revision of Guidelines for Packing of Cargo Transport Units WG, DSC 18 Atmosphere Testing Instrument WG, STW 44 Training Matters WG, STW 44 Human Element WG, 2013 Polar Code Intersessional WG  2014: SDC 1 Polar Code WG, SDC 1 Classification of Offshore Industry Vessels WG, HTW 1 Training Matters WG 2, SSE 1 LSA WG, SSE 1 Lifting Appliances WG, MSC 93 Polar Code WG, MEPC 67 Polar Code WG, MSC 94 Drafting of SOLAS amendments WG, MSC 94 Polar Code WG,  2015: HTW 2 Human Element WG 3, SDC 2 Classification of Offshore Industry Vessels DG</p> <p>IMO Correspondence Groups:  Polar Code CG reporting to DE 57, Offshore Industry CG reporting to SDC 1, Polar Code CG reporting to SDC 1, Lifting Appliance CG reporting to SSE 1, Carriage of Industrial Personnel CG reporting to SDC 2, Offshore Construction Vessel CG reporting to SDC 2, Lifting Appliance CG reporting to SSE 2, Ice Operation CG reporting to MSC 95, LSA CG reporting to SSE 2</p> <p>Documents Submitted:  DE 57/18 – Onboard Lifting Appliances and Winches on MODUs and Other Vessels Employed in Offshore Exploration and Production Activities; STW 44/12 – Revision of the Recommendations on Training of Personnel on MOUs; MSC 93/20/5 – Review of the 2009 MODU Code, LSA Code, and MSC.1/Circ.1206/Rev.1 in Light of the 2010 “Deepwater Horizon” Incident</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IADC posts information regarding the IMO on its website, including items such as Committee meeting reports, meeting schedules, and IADC summaries of IMO activities. IADC sponsors industry workgroups to discuss potential IMO submissions and upcoming IMO agenda items of relevance to its members. IADC also regularly makes presentations at industry and public meetings regarding IMO activities.</p>

<b>NAME AND ACRONYM:</b>	The International Association of Institutes of Navigation, IAIN
<b>DATE:</b>	26 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IAIN has been newly represented at all meetings of MSC, NAV and NCSR since May 2013. At those meetings, as well as attending relevant segments of the plenary sessions, he also part-attended relevant navigation equipment related Working Groups. Of particular relevance to IAIN's support of IMO has been the work towards multi-system high integrity positioning receivers, the e-navigation programme and the review of GMDSS. IAIN is particularly interested in the user interface issues of navigation-related equipment and so, for instance, expects to contribute to the evolution of the S-Mode concept.</p> <p>IAIN's focus on navigation encompasses best navigational practice, evolving technology and end user needs over all navigational sectors – maritime, air, land and space. This broad interest helps bring relevant experience of other navigational sectors into IMO's knowledge base. Because of IAIN's equal relevance to legislators, end users, service providers, manufacturers and learned bodies, IAIN's representation at IMO naturally involves interaction with a wide number of delegates to understand and convey the various (and sometimes conflicting) interests on what are the appropriate solutions for evolving and new navigation-related systems.</p> <p>IAIN has a particular interest in autonomous systems, especially maritime ones and their safe interaction with existing manned vessels. One of IAIN's largest members, the Royal Institute of Navigation, has been involved with the initial development of requirements for such vessels in the UK. This has resulted in an information paper on the subject, which has been submitted jointly to the next MSC meeting by the UK, IAIN and IMarEST.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The Royal Institute of Navigation coordinates the dissemination of relevant IMO information on behalf of IAIN. Member national institutes of navigation also obtain relevant detailed information from other IMO-related sources, such as their IMO national member organisations.</p> <p>The most notable contribution in the promotion of IMO work and interest made by the national members of IAIN is in their conferences and seminars that embrace maritime navigation-related matters. For instance, at the Royal Institute of Navigation's international conference in February 2015, there were papers that directly encompassed IMO-relevant work on e-navigation and multi-system positioning. There were also other IMO-relevant presentations, including decision support for collision situations at sea, advanced weather routing for ships and advanced concepts for navigation lights.</p>

<b>NAME AND ACRONYM:</b>	<b>International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)</b>
<b>DATE:</b>	3 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>List of IALA attendees to various IMO Meetings from March 1, 2013 to February 28, 2015, please see attached.</p> <p><i>IALA has submitted documents to the following:</i></p> <ul style="list-style-type: none"> <li>• <i>MSC94</i></li> <li>• <i>NCSR 1</i></li> <li>• <i>NCSR 2</i></li> <li>• <i>TCC 64</i></li> </ul> <p><i>IALA continues to be involved in the following :</i></p> <ul style="list-style-type: none"> <li>• <i>E-Navigation correspondence group</i></li> <li>• <i>MSC WG</i></li> <li>• <i>NAV &amp; COMSAR WG</i></li> </ul>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IALA disseminates information on and promotes the work of IMO to its:</p> <ul style="list-style-type: none"> <li>• IALA Council members,</li> <li>• IALA members,</li> <li>• IALA Bulletins,</li> <li>• IALA Committee meetings inputs</li> <li>• IALA Website.</li> </ul>

<b>NAME AND ACRONYM:</b>	International Association of Maritime Universities (IAMU)
<b>DATE:</b>	25 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IAMU is the association of maritime universities that provide MET on the level of higher education. We are therefore interested in contemporary issues on quality MET to achieve safe, effective and environmentally friendly operation of ships. IAMU Representatives participated in the following IMO meetings:</p> <p>2013</p> <ul style="list-style-type: none"> <li>- STW44 (29 Apr-3 May)</li> <li>- MEPC65 (13-17 May)</li> <li>- MSC92 (12-21 June)</li> <li>- NAV59 (2-6 Sept)</li> <li>- Assembly 28 (25 Nov - 4 Dec)</li> </ul> <p>2014</p> <ul style="list-style-type: none"> <li>- MEPC66 (31 Mar-4 Apr)</li> <li>- MSC93 (12-19 May)</li> <li>- NCSR1 (30 Jun-4 Jul)</li> <li>- MEPC67 (13-17 Oct)</li> </ul> <p>2015</p> <ul style="list-style-type: none"> <li>- HTW2(02-06 Feb)</li> <li>- IAMU had an extraordinary International Executive Board (IEB) meeting in IMO Headquarters on 6 February 2015 in order to discuss future collaboration between IAMU and WMU/IMO. IMO Secretary General participated in this meeting.</li> </ul> <p>The following documents were submitted to the 2<sup>nd</sup> session of the HTW Subcommittee:</p> <ul style="list-style-type: none"> <li>- Role of the human element IAMU understanding of some human element issues (HTW 2/INF.2)</li> <li>- Validation of Model Training Courses Review and revision of IMO model courses pursuant to the 2010 Manila Amendments to the STCW Convention and Code (HTW2/INF.4, jointly submitted by IMLA and IAMU)</li> </ul>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IMO Liaison Committee (IMOLC) is one of the standing committee in IEB, which is responsible for:</p> <ol style="list-style-type: none"> <li>a) Representing IAMU at IMO and transmitting IAMU input to IMO as approved by IEB;</li> <li>b) Ongoing monitoring of IMO business agenda and documentation, and subsequent reporting to IEB;</li> <li>c) Liaising with IMO Secretariat and the NGO's accredited at IMO.</li> </ol> <p>IMOLC has annually published an activity report based on meeting reports prepared by those who participate in corresponded IMO meetings as listed above. The annual report is also delivered to all member universities through IAMU web site &lt;<a href="http://iamu-edu.org/">http://iamu-edu.org/</a>&gt; .</p>

<b>NAME AND ACRONYM:</b>	International Association of Ports & Harbors, IAPH, Tokyo, Japan
<b>DATE:</b>	10 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium 1 March 2013 to 28 February 2015</b></p> <p>IAPH has been represented at IMO (and IMCO) since 1967 and in the reporting biennium the following meetings were attended by its representatives::</p> <p>Committees: FAL 38, 39, LEG 100, MEPC 65, 66, 67 and MSC 93</p> <p>Sub-Committees: BLG 17, CCC 1, DSC 18, FP 56, PPR 1, SSE 1</p> <p>Working Groups ESPH 19</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Our Association publishes a digital bi-weekly bulletin IAPH Online Newsletter - the last one was No.330 of March 5, 2015 - in which reports of attendance to the above meetings are published.</p> <p>In addition we publish a bi-monthly magazine "Ports &amp; Harbors" now in its 59<sup>th</sup> year, in which more editorial comments about IMO's work and our participation therein are included.</p> <p>On a regular meeting IAPH organizes meetings of port officials around the globe where again the latest developments in IMO are highlighted and the last items include container weighing, the ISPS Code, LNG as fuel etc..</p> <p>The last few meetings were in April 2014 in Sydney, Australia and in November 2015 in Mombasa. Kenya; the next one will be in Hamburg Germany in June 2015.</p> <p>Our website contains a wealth of information on issues such a climate change, marine pollution etc. we also list an agenda of maritime events.</p> <p>In 2008 we have started a special working arrangements among port that is named the World Ports Climate Initiative (WPCI) where we seek to implement measures that are discussed or have been agreed within the IMO</p> <p>We operate a few websites dedicated to special subjects such as On-shore Power Supply, Use of LNG as fuel, etc.</p>



<b>NAME AND ACRONYM:</b>	International Bunker Industry Association (IBIA)
<b>DATE:</b>	19/01/2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IBIA represents the marine fuel supply industry and comprises members and organisations throughout the supply chain from “the Wellhead to the Engine” and also includes organisations associated with the supply chain e.g. Ports, Marine Lawyers, Insurance and fuel testing organisations.</p> <p>IBIA have a representative who attends all relevant IMO sessions.</p> <p>Over the past two years we have submitted papers to and participated at the following sessions.</p> <p>MEPC, MSC, BLG, PPR, HTW and CCC</p> <p>IBIA is also taking part in the correspondence groups on Fuel Quality and Fuel availability.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IBIA - makes information available to all its members and organisations through newsletters on specific topics and through its magazine and websites.</p> <p>It also authors articles in various other publications across the marine industry.</p> <p>IBIA holds an annual international convention. Regional forums in Europe, Africa, Americas, Asia, and the Middle East. It speaks at international fuel conferences and at specific shipping industry events e.g London International shipping week. Sea Asia, Maritime Week Americas, SIBCON, FUJCON etc</p>

<b>NAME AND ACRONYM:</b>	International Bulk Terminals Association (IBTA)
<b>DATE:</b>	12 February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Attended the following:-  MSC 92, 93, and 94  MEPC 65, 66, and 67  DSC 18 submitted a paper DSC 18/6/21  CCC1</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>We circulate information to our members in a monthly newsletter. We also hold two meetings a year at which the first item on the agenda is a presentation by the Executive Director on "Latest Developments at IMO".</p> <p>The Executive Director has also spoken at "9th Annual Russian &amp; CIS Coal Summit in Moscow", "NAMC-NMA Workshop in Washington DC", "TOC Europe in London" and "Dry Bulk Europe in Amsterdam" at which his topic was always "Latest Developments at IMO" or "MARPOL Annex V and the IMSBC Code – the Terminals Perspective".</p>

<b>NAME AND ACRONYM:</b>	International Chamber of Commerce (ICC)
<b>DATE:</b>	24 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The International Maritime Bureau (IMB) is a specialised division of the ICC. It sits at the IMO under the ICC seat. The IMB is the head office for the only 24hour non-governmental and non-profit Piracy Reporting Centre in the world.</p> <p>The meetings most attended are the MSC. Over the years, the IMB has tabled many papers and also taken an active part in the various working groups involved in the discussions of piracy and armed robbery. Among other things the IMB has also been part of the redrafting of MSC circ 622 and 623, which are not 1333 and 1334 respectively.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The IMB Piracy Reporting Centre is the single point of contact for Masters and ship owners to report incidents of piracy and armed robbery occurring onboard their vessels anywhere in the world. As soon as the incident is received it is broadcast to the Regional law enforcement as well as ship to advise and alert them of the incident. The IMB then forwards the incident report to the IMO for reference as well as to upload to GISIS.</p> <p>This procedure is spoken about in all piracy conferences and workshops in which the IMB is invited to present.</p>

<b>NAME AND ACRONYM:</b>	International Cargo Handling Co-ordination Association (ICHCA)
<b>DATE:</b>	18 <sup>th</sup> March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>ICHCA is a regular attendee at many meetings of IMO including, MSC and its sub-committees, especially CCC (and its E&amp;T group) and SSE. Delegations from ICHCA also attend MEPC as appropriate.  ICHCA sometimes has delegations of 10 or more persons.  ICHCA takes an active role in formal correspondence groups, these recently covering such activities as;</p> <p>ACEP Database  Verification of Container Weights  Ship's Lifting Appliances  IMO Type Portable tanks  Vessel emissions  HMR substances  Cargo Liquefaction issues  CTU Code  among others.</p> <p>ICHCA was asked by the Group of Experts (IMO/ILO/UNECE) developing the new CTU Code to recommend an expert to author the Code itself and the deputy Chairman of ICHCA's Technical Panel was duly appointed. The Chairman of the Group , Chris Welsh of GSF is an active ICHCA member</p> <p>ICHCA has submitted several papers to MSC sub-committees recently to contribute to important outcomes, and joins in the working groups that are convened from time to time.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>As the only NGO representing the cargo handling sector with all the world's leading terminal operators and other interests within its membership , ICHCA is very proud of its NGO status and regularly disseminates information to its membership vie e-mail, newsletters, technical journals, web-site, Linked- in, twitter feeds etc.</p> <p>IMO staff have attended ICHCA's own meetings and seminars.</p> <p>ICHCA's well respected technical panel (ISP) has 70 experts from around the world and they assist ICHCA in "internal" correspondence groups to support ICHCA's technical adviser in work related to IMO formal correspondence groups.  We believe our Panel of Experts is a valuable resource in assisting the IMO with its work</p>

<b>NAME AND ACRONYM:</b>	International Christian Maritime Association - ICMA
<b>DATE:</b>	12 <sup>th</sup> February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The relevant agenda items contributed to are primarily 'human element' issues as well as technical developments that impact upon seafarers. For example the Guidelines relating to the impact of fatigue. Much work has been done by the ICMA delegation on the guidelines for the fair treatment of seafarers and the discussions leading to the guidelines contained in ISO PAS 28007.</p> <p>The ICMA Delegation co-sponsored MSC PIRACY AND ARMED ROBBERY AGAINST SHIPS (MSC 93/16/1, 11 February 2014) submitted by Korea and others.</p> <p>Interim guidelines on measures relating to the welfare of seafarers and their families affected by piracy off the coast of Somalia</p> <p>The ICMA delegation attended the FAL Sub Committee, Leg Sub Committee, FSI sub Committee, MSC and MEPC</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The work the IMO is promulgated to its membership through its executive committee and the heads of all of its twenty eight member organisations. They then circulate the items to their staff, volunteers and supporters and in the course of their ship visiting offer such information to seafarers, shipping companies. The ICMA network enables dissemination throughout the maritime community. This covers about 650 ports.</p> <p>The ICMA web site (currently being rebuilt), updates news of the IMO as does the web sites of its members.</p> <p>Some ICMA members have their international publications. One member publishes 'The Sea' and the 'FAN'. These publications have a print run of 160,000 and 78,000 with readership of &gt;500,000 and &gt;95,000 respectively. The Sea is given directly to seafarers on board their ships in over one hundred and ninety ports, shipping companies and a number of Flag States.</p> <p>Port Chaplains and other ship visitors often discuss with seafarers, issues that directly or indirectly affect their lives e.g., the provisions of the Facilitation Convention and the ISPS Code in terms of enabling their shore leave and how the STCW convention requirements for Watchkeeping hours are adhered to or contravened</p> <p>All training programmes and conferences have sections that refer to IMO Conventions with an emphasis on ISPS. This enables Maritime Ministry practitioners to pass on effectively provisions and protocols of IMO Conventions to the maritime communities that they serve.</p> <p>One ICMA member participates in the UK MCA IMO briefing and HEAG working group.</p> <p>One ICMA member regularly engages with the USA Coastguard on IMO issues. One Nordic member is the lead as 1<sup>st</sup> responders to maritime casualties and another provides the sailing chaplains programme both of which directly enables dialogue with seafarers and the implementation of STCW.</p> <p>One member, has written many articles promoting SOLAS, ISM and ISPS. It also has on-line training for marine environmental protection, has completed fifteen workshops for this education and training and produced 143,000 pamphlets promoting MARPOL.</p> <p>ICMA member organisations dialogue with their country's maritime safety authority.</p> <p>ICMA members use a variety of social media to promote the IMO.</p> <p>ICMA conferences include updates on regulatory issues and distribute IMO circulars.</p>

<b>NAME AND ACRONYM:</b>	International Council of Marine Industry Associations - ICOMIA
<b>DATE:</b>	Wednesday 11 <sup>th</sup> March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p><b>For the Biennium 1<sup>st</sup> March 2013 to 28<sup>th</sup> February 2015</b></p> <p><b>Attendance:</b> DE 57, STW 44, MEPC 65, MSC 92, NAV 59, SDC 1, PPR 1, HTW 1, SSE 1, MEPC 66, MSC 93, NCSR 1, MEPC 67, MSC 94, PPR 2, HTW 2, SDC 2.</p> <p><b>Working groups:</b> Role of the Human Element (STW 44). Further technical and operational measures for enhancing energy efficiency of international shipping (MEPC 66).</p> <p><b>Drafting groups:</b> Amendments to Mandatory Instruments (MEPC 66). Amendments to Mandatory Instruments (MEPC 67).</p> <p><b>Correspondence groups:</b> Assessment of technological developments to implement the Tier III NOx emission standards under MARPOL Annex VI. Guidelines for use of fibre reinforced plastic (FRP) within ship structures.</p> <p><b>Documents submitted:</b> MEPC 65/4/8 (ICOMIA and SYBAss), MEPC 65/INF.15 (ICOMIA and SYBAss), MEPC 65/4/32 (Marshall Islands, Cook Islands, ICOMIA and SYBAss).</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>One of the committee's within ICOMIA is the Superyacht Division Committee which meets annually. Global members of this committee receive a full IMO Summary Report of important activities affecting this sector. Within this committee there are certain working groups allocated to discuss important issues such as NOx Tier III Regulations as well as the Inventory of Hazardous Materials. These groups often hold workshops during tradeshows or important events attended by our members and other professionals. Additional allocated groups such as the Superyacht Refit group and the Superyacht Coatings Applicator group as well as our Environmental Committee consider environmental legislation which impacts almost all sectors, and seeks to further guide the industry on environmental compliance.</p> <p>The ICOMIA Marketing department regularly informs the marine industry via bi-annual Technical and Environmental News Bulletins sent to our members as well as by posting them on our online library and by using social media platforms such as LinkedIn, Twitter, Facebook etc.</p>

<b>NAME AND ACRONYM:</b>	International Chamber of Shipping (ICS)
<b>DATE:</b>	26 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The International Chamber of Shipping (ICS) is the principal international trade association for merchant shipowners, representing 36 national shipowners' associations and over 80% of the world merchant fleet.</p> <p>ICS is engaged in the promotion of high standards of operation across all shipping operations and is an advocate for the global shipping industry on all technical, legal, employment affairs and trade policy issues that may impact on international ship operations. The work of the International Maritime Organization (IMO) is therefore of great interest to ICS.</p> <p>With the exception of meetings of the Technical Co-operation Committee (TC), ICS has attended all meetings of the IMO Assembly, Council, Committees and Sub-Committees in the past biennium. ICS has also participated in over 18 working/drafting groups and over 15 correspondence groups wherein the subject matter has been of particular interest to our membership (full lists available upon request).</p> <p>A detailed (but not exhaustive) list of ICS submissions to IMO Committees and Sub-Committees during the past biennium, including papers which ICS has co-sponsored with Member States and/or other non-governmental organisations, can be viewed via the following link: <a href="http://www.ics-shipping.org/submissions/imo">www.ics-shipping.org/submissions/imo</a></p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>ICS provides its members with an extensive written pre-meeting brief and post-meeting report of all IMO Committee and Sub-Committee meetings. The work of IMO is the subject of discussions during ICS Board, Committee, Sub-Committee and Panel meetings, in order to develop ICS policy positions on IMO's work and to disseminate IMO decisions to the international shipping industry.</p> <p>ICS produces publications and free resources for shipping companies, including best practice guides and guidelines on the implementation of international regulations, many of which refer to and promote IMO Conventions and Codes. Full lists of ICS publications and free resources can be viewed at <a href="http://www.ics-shipping.org/publications">www.ics-shipping.org/publications</a> and <a href="http://www.ics-shipping.org/free-resources">www.ics-shipping.org/free-resources</a> respectively.</p> <p>In collaboration with the Comité Maritime International, ICS is currently conducting an ongoing campaign to promote the ratification by governments of certain international maritime instruments, including IMO instruments. The campaign brochure can be downloaded at: <a href="http://www.ics-shipping.org/docs/maritimetryratification">www.ics-shipping.org/docs/maritimetryratification</a></p> <p>More generally, a core principle of ICS is the maintenance of a global regulatory framework for international shipping. Through publications and regular participation in a wide range of conferences, seminars, workshops and meetings, ICS promotes the role of IMO as the shipping industry's global regulator.</p>

<b>NAME AND ACRONYM:</b>	International Electrotechnical Commission (IEC)
<b>DATE:</b>	2015-02-03

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>An IEC delegation attended the meetings of:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">NAV 58 2-6 July 2012</td> <td style="width: 50%;">COMSAR 16 12-16 March 2012</td> </tr> <tr> <td>NAV 59 2-6 Sept 2013</td> <td>COMSAR 17 21-25 Jan 2013</td> </tr> <tr> <td>MSC 90 16-25 May 2012</td> <td>NCSR 1 30 June-4 July 2014</td> </tr> <tr> <td>MSC 91 26-30 Nov 2012</td> <td></td> </tr> <tr> <td>MSC 92 12-21 June 2013</td> <td></td> </tr> <tr> <td>MSC 93 14-23 May 2014</td> <td></td> </tr> <tr> <td>MSC 94 17-21 Nov 2014</td> <td></td> </tr> </table> <p>IEC submitted the following documents:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">NAV 58/13/1</td> <td>Progress on standards development by the IEC</td> </tr> <tr> <td>NAV 59/19</td> <td>Progress on standards development by the IEC</td> </tr> <tr> <td>COMSAR 16/9</td> <td>Specification of distress alert buttons</td> </tr> <tr> <td>NCSR 1/27/1</td> <td>Progress on standards development by the IEC</td> </tr> </table>	NAV 58 2-6 July 2012	COMSAR 16 12-16 March 2012	NAV 59 2-6 Sept 2013	COMSAR 17 21-25 Jan 2013	MSC 90 16-25 May 2012	NCSR 1 30 June-4 July 2014	MSC 91 26-30 Nov 2012		MSC 92 12-21 June 2013		MSC 93 14-23 May 2014		MSC 94 17-21 Nov 2014		NAV 58/13/1	Progress on standards development by the IEC	NAV 59/19	Progress on standards development by the IEC	COMSAR 16/9	Specification of distress alert buttons	NCSR 1/27/1	Progress on standards development by the IEC
NAV 58 2-6 July 2012	COMSAR 16 12-16 March 2012																						
NAV 59 2-6 Sept 2013	COMSAR 17 21-25 Jan 2013																						
MSC 90 16-25 May 2012	NCSR 1 30 June-4 July 2014																						
MSC 91 26-30 Nov 2012																							
MSC 92 12-21 June 2013																							
MSC 93 14-23 May 2014																							
MSC 94 17-21 Nov 2014																							
NAV 58/13/1	Progress on standards development by the IEC																						
NAV 59/19	Progress on standards development by the IEC																						
COMSAR 16/9	Specification of distress alert buttons																						
NCSR 1/27/1	Progress on standards development by the IEC																						
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The International Electrotechnical Commission publishes standards for maritime electrical, navigation and communication equipment and systems. These standards are widely used and assist the Organization by providing Administrations with test methods to enable them to verify that the performance standards of the Organization can be verified.</p> <p>The International Electrotechnical Commission promotes the work of the Organization through Strategic direction 1.1 and High-level action 1.1.2.</p>																						



<b>NAME AND ACRONYM:</b>	International Fund for Animal Welfare (IFAW)
<b>DATE:</b>	07/04/2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>A key focus of IFAW's work with the Organization is on issues that affect marine wildlife including underwater noise, ship strikes and oil spill response. IFAW has provided technical input into development of guidance documents by the Organization and continues to work on these issues through research and outreach. This ongoing work will enable IFAW to provide technical advice to the Organization whenever these issues arise on the agenda in the future.</p> <p>IFAW was an active member of the working group that developed Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life (MEPC.1/Circ.833). This included participation in the correspondence group and drafting group at DE57 (DE57/17; DE57/WP.8).</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Following the adoption of the noise guidelines (MEPC.1/Circ.833) IFAW has continued to conduct research to facilitate their implementation and further development<sup>1</sup>.</p> <p>IFAW participates actively in the work of the International Whaling Commission (IWC). There we have provided information on the activities of IMO as they relate to underwater noise and ship strikes. This has included, in collaboration with the Government of Belgium, a leaflet in six languages for mariners on how to avoid collisions with whales.</p> <p>IFAW has also continued to help development of a global database of ship strike incidents by IWC, contributed to a guidance document specifically for off-shore recreational events to supplement MEPC.1/Circ.674<sup>2</sup> and conducted a review of ship strikes in Japanese waters<sup>3</sup>.</p> <p>In 2011, IFAW responded to a request from the IMO Secretariat for information on blue whales and ship strikes off southern Sri Lanka. This is an area where very high densities of blue whales are found in one of the world's busiest shipping lanes. IFAW has since contributed to a collaborative project with the University of Ruhuna in Sri Lanka and Biosphere Foundation to conduct surveys in 2014 and 2015<sup>4</sup>.</p> <p>IFAW contributed to an analysis of sperm whale overlap with shipping in the Hellenic Trench, Greece, where there is concern over ship strikes to a small population of sperm whales.<sup>5</sup></p> <p>IFAW has also continued to work with the shipping industry to help ensure mariners have easy access to up-to-date information regarding whales. This has included the WhaleAlert (<a href="http://www.whalealert.org/">www.whalealert.org/</a>) application for mobile devices, and dialogue with the industry.</p>

<sup>1</sup> Leaper, R., Renilson, M.R., and Ryan, C. 2014. Reducing underwater noise from large commercial ships: current status and future directions. *Journal of Ocean Technology*, Vol. 9, No. 1, pp. 50-69.

<sup>2</sup> Ritter, F., Panigada, S. and Leaper, R. IWC guidance for organisers of off-shore recreational boating events to minimise of collisions with cetaceans. 4pp. Paper SC/65b/HIM04. IWC Scientific Committee, Bled, Slovenia.

<sup>3</sup> Funahashi, N. Review of ship strike with whales in Japanese waters. 3pp. Paper SC/65b/HIM03. IWC Scientific Committee, Bled, Slovenia.

<sup>4</sup> Priyadarshana, T., Randage, S.M., Alling, A., Calderan, S., Gordon, J., Leaper, R. and Porter, L. 2014. Preliminary results of surveys to investigate overlap between shipping and blue whale distribution off southern Sri Lanka. 11pp. Paper SC/65b/HIM06. IWC Scientific Committee, Bled, Slovenia.

<sup>5</sup> Frantzis, A., Leaper, R., Paraskevi, A. and Lekkas, D. Distribution patterns of sperm whales in relation to shipping density in the Hellenic Trench, Greece. 11pp. SC/65b/HIM07

<b>NAME &amp; ACRONYM:</b>	International Federation of Shipmasters' Associations
<b>DATE:</b>	Monday, 30 <sup>th</sup> March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IFSMA attends every possible meeting and during the period in question attended all Committee and Sub-Committee Meetings as well as Council and Assembly. Where possible members attending the IMO will take part in WG; DG; WP IFSMA also partakes in intercessional correspondence groups.</p> <p>IFSMA chooses carefully the papers that it will co-sponsor and believes that it is judged by the quality of the co-sponsorship, not the quantity. In addition, IFSMA Assistant Secretary General is a member of the panel for the IMO Award for Exceptional Bravery at Sea.</p> <p>Work is conducted in conjunction with the External Relations Department in mentoring Interns at the IMO.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the organization to its membership and/or beyond</b></p> <p>A report is made after every meeting attended at the IMO and this includes any interventions made, who has attended on behalf of IFSMA, and General Observations on the Agenda Items and the stance IFSMA has taken.</p> <p>This is reported to the IFSMA Executive Council every month and then circulated to members. This has now been updated so that the IFSMA website contains a section titled IFSMA at the IMO.</p> <p>IFSMA coordinates a group titled NGO Group. This has 13 members, of which most hold NGO status at the IMO and this informal group meet twice a year to discuss matters in the maritime industry with due regard to human element issues and how it affects personnel working in the shipping industry whether on board or ashore.</p> <p>At each Annual General Assembly the Secretary General and the Executive Council report on work at the IMO and its continued support for the IMO and its focus and direction to improving all parts of the shipping industry.</p> <p>All members are encouraged to comment on the IMO on the blog on the IFSMA website where there are matters of interest or that are a matter for debate.</p> <p>One of the most effective dissemination of the IMO has been through inviting member associations to visit the IFSMA HQ and while doing so spend a half day at the IMO. This has been very successful and all feedback has been positive.</p>

<b>NAME AND ACRONYM:</b>	International Harbour Masters' Association (IHMA)
<b>DATE:</b>	18 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IHMA unites those responsible for the safe, secure, efficient and environmentally sound conduct of marine operations in port waters and has contributed as follows:</p> <ol style="list-style-type: none"> <li>1. IHMA's long-standing Nautical Port Information project is currently focused on the development of a web-based application called Avanti which provides validated nautical information for port users. Avanti is recognised in the E-Navigation Strategy Implementation Plan as an example of a Maritime Service Portfolio 4 (Local Port Services).</li> <li>2. The Association's members, many of whom are responsible for the maintenance of Aids to Navigation, take an interest in the deliberations of NCSR. At NAV 59 it was noted that IHMA will be represented on the IMO's Zero Accident campaign Panel of Experts.</li> <li>3. IHMA is following the FAL Committee's discussions on training and education for mooring personnel at FAL 38, because the development of new guidelines will have a direct impact on its members.</li> <li>4. Captain Kevin Richardson, current IHMA President, contributed to the informal Correspondence Group's review of International Signs at Airports and Marine Terminals.</li> <li>5. Port reception facilities are another area of interest and IHMA provided a correction to the port reception facility pro-forma tabled at MEPC 66.</li> <li>6. Harbour masters are acutely aware of the unacceptable level of accidents associated with wire rope breakages, a number of which have taken place in ports, and participated in the SSE 1 Correspondence Group on onboard lifting appliances and winches.</li> <li>7. Harbour masters take a keen interest in any matters where there is likely to be an impact at the ship-shore interface, hence its participation in the MEPC 67 Correspondence Group on bunker fuel quality and its supply.</li> <li>8. OPRC-HNS related manuals, guidelines and guidance are also of great interest to harbour masters and IHMA has recently requested to participate in the PPR 2 Correspondence Group which is reviewing these documents.</li> </ol>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Each week the Secretary, IHMA, (and accredited representative) reviews IMO Docs and sends relevant documents to members, for example, IMO Circulars. After attendance at Committees, the Secretary writes a report which focuses on items of interest to harbour masters. The report is emailed to all members and is also available to members on the IHMA's website in the members' area. IHMA holds a biennial congress at which many of the items listed at 1 above are discussed. The Avanti (MSP 4) application noted above is being developed in co-operation with the UK Hydrographic Office, BIMCO and shipping companies. IHMA member Capt Ben van Scherpenzeel gave a presentation about Avanti at the 8<sup>th</sup> Seoul International Maritime Forum in April 2014 and it is noted that Mr Ashok Mahapatra, Senior Deputy Director of Maritime Safety Division, IMO, also presented at the Forum.</p>

<b>NAME AND ACRONYM:</b>	Institute of International Container Lessors (IICL)
<b>DATE:</b>	13 April 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IICL is a trade association whose container leasing members own approximately 45% of world international container fleet. The IMO initiatives have major impact on members and their customers, vendors, and business associates therefore it is an important part of the industry and can provide practical insight, advice and support to the IMO members in improving container safety and quality.</p> <p>A major area of focus of the IICL is container safety including application and understanding of the Convention for Safe Containers (CSC), container safety/quality inspection/repair, safe container handling/securing, and packing of cargo transport units.</p> <p>The IICL consistently participates in the CCC and prior DSC meetings. Other meetings are attended as may be warranted based upon subjects addressed.</p> <p>The IICL participates in relevant working groups and correspondence groups pertaining to containers and cargo transport units. It is presently involved in the Global ACEP Database Correspondence Group.</p> <p>The IICL is currently leading an IMO informal industry working group to address best practices for preventing the use of counterfeit refrigerants in container refrigeration machinery. Papers was presented at DSC 18 and CCC1. The matter is on-going therefore additional papers are expected to be presented in upcoming CCC meetings.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Information is disseminated to 14 IICL members through correspondence, meetings, IICL and working groups. Information is disseminated to the public via the IICL website, press releases and participation in public events</p> <p>The IICL administers an annual worldwide container inspector examination that includes testing on the CSC, to approximately 1,000 candidates.</p> <p>The IICL offers an online CSC course and quiz via its website and online store.</p> <p>The IICL is an authorized reseller of CSC publications, which are sold via its online store in both paper and electronic versions.</p>

<b>NAME AND ACRONYM:</b>	IIDM - Instituto Iberoamericano de Derecho Marítimo
<b>DATE:</b>	<b>03/24/2015</b>

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>During the period of 1st March 2013 to 28th February 2015, IIDM attended the 101st session of the Legal Committee.</p> <p>The IIDM delegation was composed of its president, Mr. Leven Siano, its Vice-President for Brazilian branch of IIDM, Mrs. Fabiana Martins, and one associate member.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>In order to disseminate information on the 101st session of the Legal Committee to IIDM's associates, Mrs. Fabiana Martins, who is also the Coordinator of the International Organization Commission of IIDM, prepared a paper that can be found through the following link (<a href="http://iidmaritimo.org/instituto/wp-content/uploads/2014/05/Informe-da-101%C2%AA-reuni%C3%A3o-do-Comit%C3%AA-Legal-da-IMO.pdf">http://iidmaritimo.org/instituto/wp-content/uploads/2014/05/Informe-da-101%C2%AA-reuni%C3%A3o-do-Comit%C3%AA-Legal-da-IMO.pdf</a>). This paper was sent for all IIDM's associates (through IIDM's Circular 50) and is important to identify the activities in which IIDM could develop work with IMO.</p> <p>After the participation in the 101st session of the Legal Committee, IIDM started to organize its XIX International Congress. The last panel of the Congress was entirely dedicated to IMO LEGAL COMMITTEE. This panel had as debater Mr. Frederick J. Kenney (IMO). The speakers were Capt. André Pano Beirão (Brazilian Navy), on "Public Order and Sovereignty"; Mr. Christopher O. Davis (CMI Vice-President), on "Obstacles to Uniformity encountered by CMI"; Mr. François Marier (from Canada), on "Correspondence Group HNS Convention (IMO); Mr. Kofi Mbiah (Chairman of the Legal Committee at IMO) on "The role of the IMO Legal Committee" and Mr. Leven Siano (IIDM President) who spoke on "The role of the IIDM and post enactment problems".</p> <p>Other panels were also related to IMO's interest, for example: "Perils of the Sea" (two panels in which speeches of "Piracy and Terrorism" and "Places of Refuge" were made), "Limitation of Liability" and "Liabilities on the carriage of goods by sea". More than 170 people attended the XIX IIDM International Congress, including as speakers: one professor at the International Maritime Law Institute; two professors at the Institute of Maritime Law of the University of Southampton; one professor at the University of Lisboa; two Vice-Presidents at CMI; the president of the MLA, one speaker from EMSA. Most of the work presented during the Congress (and all the power point presentations used in the last panel dedicated to IMO LEGAL COMMITTEE) can be found at (<a href="https://drive.google.com/folderview?id=0B0u3iEMKo2wDdjN0RVc4NjMtaTA&amp;usp=sharing">https://drive.google.com/folderview?id=0B0u3iEMKo2wDdjN0RVc4NjMtaTA&amp;usp=sharing</a>)</p>

<b>NAME AND ACRONYM:</b>	International Iron Metallics Association (IIMA)
<b>DATE:</b>	March 29 <sup>th</sup> 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IIMA has been interested in various issues, the two most important of which are:</p> <ul style="list-style-type: none"> <li>• Preparation of a schedule for DRI Fines in the IMSBC code: IIMA (which includes among its membership producers and shippers of this cargo) has attended meetings of the DSC/CCC and E&amp;T committees during the past biennium. At E&amp;T21, after the rejection of a new proposal from Venezuela, IIMA offered to assist and coordinate the efforts of stakeholders to bring this long-running matter to a successful conclusion. This process is now ongoing, with the active involvement of bulk shipping and insurance stakeholders, with a view to completing the process during E&amp;T/CCC meetings in 2016.</li> <li>• Participating in the discussions about classification of cargoes as HME or non-HME (and the availability of suitable port reception facilities) in the context of MARPOL Annex V and in the classification of cargoes as MHB in the context of the IMSBC Code. IIMA is an association member of the International Council on Mining &amp; Metals (ICMM) which represents most of the world's largest mining companies, shipping vast tonnages of ores and concentrates globally. In co-operation with ICMM, IIMA has attended meetings of the E&amp;T and CCC committees where these matters have been discussed. The document "CCC1/5/15 - AMENDMENTS TO THE IMSBC CODE AND SUPPLEMENTS Process for developing the proposed indicative HME and non-HME lists under MARPOL Annex V" was submitted by Chile, Peru and IIMA. IIMA/ICMM has been an active member of the DSC Correspondence Group on "HME Substances within the IMSBC Code in relation to MARPOL Annex V": IIMA provided detailed comments to all four rounds of correspondence on the potential for the creation on HME lists and coordinated and submitted detailed assessments from international metals commodity associations. IIMA/ICMM organised a workshop at CCC1 to describe methods for assessing the HME properties of mineral ores and concentrates. This was well attended by IMO delegates and provided useful context for the ensuing debate over the utility of HME/non-HME lists.</li> </ul>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IIMA disseminates information on developments at the IMO through its various committees and members' plenary meetings, as well as by posting relevant (non-confidential) documents in the members' area of its website. In the context of its work on DRI Fines and the IMSBC Code, IIMA intends to promote the eventual Schedule as widely as possible to ensure compliance and best practice globally. IIMA is in the process of preparing a variety of information, guidance and best practice documents to be published in the public area of its website to support the Schedule.</p> <p>With respect to the MARPOL Annex V HME and IMSBC Code MHB classification issues, as well as other matters, the work of the IMO is distributed to the global mining industry (companies and regional associations) through both IIMA's and ICMM's networks.</p>

<b>NAME AND ACRONYM:</b>	International Life-saving Appliance Manufacturers' Association ILAMA
<b>DATE:</b>	3 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>ILAMA was represented at the following IMO meetings and took part in relevant Working Groups: DE57 March 2013; Maritime and Safety Committee – June 2013; Inter-sessional Working Group Meeting on Polar Code – October 2013; SSE 1 – March 2014; MSC 93 May 2014;</p> <p>The following are ILAMA submissions: DE 57/6/1 DE57/10 DE57/15 SSE1/8/3 SSE 1 /20/4</p> <p>ILAMA took part in the following Correspondence Groups: 2013 – Draft Interim Code for Ships Operating in Polar Waters; 2014 - LSA CG on Development of Draft Goalbased Guidelines on the Framework of Requirements for Ships' Life-saving Appliances 2014 – MSC - Correspondence Group on Ice Limitations</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Regular ILAMA technical meetings take place where IMO papers are discussed and submissions drawn up. In addition members are kept informed by regular circulation of notification of IMO documents via email. Representatives from organizations such as ILG, IACS, INTERTANKO and ISO have been invited to attend technical meetings for discussion with the members. ILAMA member representatives have also met with senior IMO representatives for discussion on issues identified within their NGO status. The ILAMA website makes reference to our Consultative status at IMO. We have an Accredited Representative at IMO who attends SDC, SSE and MSC meetings as appropriate.</p>

<b>NAME AND ACRONYM:</b>	Institute of Marine Engineering, Science & Technology (IMarEST)
<b>DATE:</b>	23 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium (1 March 2013-28 Feb 2015)</b></p> <p>IMarEST attended: MEPC65-67, submitted 4 papers (MEPC65/5/1,INF3/Rev1, MEPC66/INF19,31), made 1 presentation (MEPC65); joined 8 correspondence groups (CG); MSC92-94, 2 CG; PPR1-2, 6 papers (PPR1/INF4,INF5,1/6, PPR2/2/2,2/2/6,2/6), 1 presentation (PPR2), 3 CG; DE57,SDC1-2,SSE1, 2CG; FSI21/III1, 2 CG); STW44,HTW1, 1 paper (HTW2/INF2), 1 presentation (STW44); 3 workshops/symposia (Future Ship Safety, GHG Emissions, Transfer of Technology); active participation in casualty analysis; co-hosted/organized a Shipping Industry Forum on Ballast Water Management (BWM) with, <i>inter alia</i>, GloBallast in Korea (October 2013) and 7<sup>th</sup> International Conference on BWM, November 2014, Singapore. Topics currently followed in detail include: Air Pollution Prevention from Ships, BWM, Biofouling, Black Carbon, Bunker Delivery Notes, Chemical Pollution, Dispersant Guidelines, Engine and Machinery Room Safety, Energy Efficiency, Escape from Enclosed Spaces, Fatigue, Fire Prevention, Formal Safety Assessment, GHG, Human Element, IGF Code, Marine Fuels, NOx Control, Underwater Noise. In pursuit of its vision of a world where marine resources and activities are sustained, managed and developed for the benefit of humanity, and of its overarching principles to advance seafarer safety, sustainability, the use of scientific evidence and technological capability, the Institute seeks to serve, within its fields of competence, as a source of impartial, professional, technical and scientific advice of the highest quality in order to assist in the work of IMO.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Dissemination by IMarEST of information on and promotion of IMO's work includes maintenance of a dedicated IMO page on the IMarEST website (<a href="http://www.imarest.org">http://www.imarest.org</a>) where reports of and submissions to IMO meetings and IMO-related activities are posted, together with notifications in the IMarEST newsroom, Emarine, and the Marine Professional of developments and new materials on the IMO page; support for a Ballast Water Expert Group, Biofouling Management Group and Human Element Working Group, each with a dedicated IMarEST web page and all focussed on IMO activities in their respective areas. The IMarEST further highlights the work of the IMO through a number of social medial channels including twitter and via its groups on Facebook and LinkedIn, and held a workshop on social media engagement which was attended by appropriate members of the IMO secretariat.</p>



<b>NAME AND ACRONYM:</b>	International Marine Contractors Association (IMCA)
<b>DATE:</b>	26 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IMCA is the international association representing companies and organisations engaged in providing offshore marine construction services in support of the oil and gas and renewable energy industries. IMCA members operate a wide range of offshore support vessels, including dive support, pipe-lay and heavy lift vessels.</p> <p>IMCA has particular expertise in the operation of dynamically positioned vessels and offshore commercial diving, and has an interest in any IMO work that affects the design, construction and operation of offshore support vessels.</p> <p>In the 2013 to 2015 biennium, IMCA participated in working groups and intersessional correspondence groups on issues directly affecting the design and construction of offshore support vessels, including: development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (PPR); classification of offshore industry vessels and a review of the need for a non-mandatory code for offshore construction support vessels (SDC); Guidelines addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages (SDC); the development of amendments to Part B of the 2008 IS Code on towing, lifting and anchor-handling operations (SDC); measures for onboard lifting appliances and winches (SSE).</p> <p>IMCA submitted proposals for Amendments to the Guidelines for vessels with dynamic positioning (DP) systems (MSC/Circ.645) (SSE 2) and also co-sponsored a number of commenting papers on more general shipping industry issues, including life saving appliances (SSE 1 and SSE 2), polar code reception facilities (SDC 1) and ballast water management (MEPC 67 and MEPC 68).</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Short summaries of the IMO developments being followed by IMCA are included in the written reports on regulatory developments provided for the quarterly meetings of IMCA Committees and regional section meetings, and are distributed with the minutes, which are available on the members' only section of the IMCA website.</p> <p>Key IMO issues are also highlighted in the regular IMO update in the quarterly IMCA newsletter, Making Waves, which is distributed throughout the offshore marine industry.</p> <p>More detailed information and guidance on implementing IMO provisions (such as the new SOLAS regulation on enclosed space entry training and drills, and the STCW security training requirements) are provided in briefings to members, which are promulgated via the members' only section of the IMCA website.</p>

<b>NAME AND ACRONYM:</b>	International Maritime Health Association (IMHA)
<b>DATE:</b>	9 <sup>th</sup> February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IMHA attended HTW 1 and 2. We presented an inf. paper on colour vision testing to HTW 1 and a paper on seafarer medical examinations under STCW and on colour vision testing for decision to HTW 2.</p> <p>These papers were in response to late concerns expressed by parties to the STCW Convention about the practicality of the requirements for colour vision testing. These concerns had not been addressed by them while the convention was being drafted.</p> <p>In response to these same concerns IMHA co-organised an international expert workshop in Kobe, Japan in January 2014 at no cost to IMO and this produced a consensus view of the way ahead. Extensive discussions with CIE, the international body that sets technical criteria for lighting and for visual requirements, have taken place to encourage them to renew their technical recommendations for colour vision testing (CIE 141:2001) as these form the basis for the requirements in the STCW Manila amendments.</p> <p>More widely IMHA has continued to advise national authorities and other bodies on the implementation of the medical fitness standards in STCW 1/9. This has followed from the major role played by IMHA members in the drafting of the ILO/IMO guidelines on medical examinations of seafarers.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IMO officials have attended and made presentations at our request at a number of maritime health conferences.</p> <p>IMHA keeps its membership informed of all IMO associated work through the IMHA Newsletter. Prof. T Carter and other IMHA members have made many international presentations on the ILO and IMO requirements and IMHA members advise on recommendations for medical fitness assessments as well as developing quality and accreditation systems for doctors and clinics performing such assessments.</p> <p>We continue to monitor changes to national requirements for the issue of statutory medical certificates of fitness as well as conducting the review work that is essential to update criteria in responses to developments in medical practice.</p> <p>The report of the Kobe workshop is available on the IMHA Website.</p>

<b>NAME AND ACRONYM:</b>	International Maritime Lecturers Association (IMLA)
<b>DATE:</b>	30 <sup>th</sup> March, 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>In the past biennium, IMLA delegations have participated in the meetings of STW 44, HTW 1, MSC 93 and HTW 2. The documents submitted are as follows:</p> <ul style="list-style-type: none"> <li>✧ STW 44 INF.7 On MET Teaching Resources ePlatform</li> <li>✧ STW 44 INF.8 Presenting information to seafarers – Addressing tanker casualties</li> <li>✧ HTW 1 INF.5 Updating information on MET teaching resources ePlatform</li> <li>✧ HTW 1/3/7 Proposing and undertaking the revision of IMO Model Course 3.17, Maritime English</li> <li>✧ HTW 1/10/3 Proposing the revised composition of validation group personnel</li> <li>✧ MSC 93/20/7 Comments on the development of a new model course relating to COLREG</li> <li>✧ HTW 2 INF.4 Proposing and undertaking the revision of IMO Model Courses 6.09 &amp; 3.12 pursuant to the 2010 Manila Amendments to the STCW Convention and Code (co-sponsored with IAMU)</li> </ul> <p>Further, at HTW2 IMLA's revision of Model Course 3.17, Maritime English, was reviewed by Drafting Group 2 and subsequently validated at the final plenary.</p> <p>As an international, independent, professional Association consisting of individual members IMLA's core interest is in all items and issues related to Maritime Education and Training, such as the recent validation of model training courses, development of guidance for the implementation of the 2010 Manila Amendments and the role of the human element.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IMLA publishes each IMO meeting summary and uploads relevant meeting reports on its website. In its quarterly Newsletter, which is circulated to all members and beyond, it retains space to include a number of items concerning IMO meetings. Delegates attending IMO meetings are required to submit meeting reports which are sent to all members. The items related to IMO are always on the agenda of our Annual General Meeting and conference. These items include the IMO meeting programme, the main agenda of each meeting, the appeal for IMO proposal documents and all IMO activities relating to IMLA, such as the congratulation letter from Secretary-General for IMLA's 30<sup>th</sup> anniversary.</p>

<b>NAME AND ACRONYM:</b>	International Maritime Pilots' Association (IMPA)
<b>DATE:</b>	23 January 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IMPA contributes on matters concerning Navigation, Navigation Technology, Bridge Procedures, Port Entry, Shiphandling and Securing, Towage, VTS, Aids to Navigation, Hydrography and Ship Design.</p> <p><b>IMO Meetings attended by IMPA 1/3/13-1/2/15</b>  FSI 2013, DE57 2013, FAL38 2013, STW44 2013, MEPC65 2013, MSC92 2013, NAV59 2013, 27<sup>th</sup> Extraordinary Session of Council 2013, Assembly 28 2013, SDCI (Formerly DE, FP and SLF) 2014, HTW1 (Formerly STW) 2014, SSE1 (Formerly DE, FP and SLF) 2014, MEPC66 2014, MSC93 2014, NCSR1 (Formerly NAV) 2014, III (Formerly FSI) 2014, MEPC67 2014 and MSC94 201</p> <p><b>IMPA /Co-sponsored papers</b>  NCSR 1/24/2 – 9 May 2014 - Comments on IACS Unified Interpretation□Pilot Transfer Arrangements (SOLAS regulation V/23.3.3). Submitted by the International Maritime Pilots' Association (IMPA)</p> <p>MSC 94/9/5 - 26 September 2014 - NAVIGATION, COMMUNICATIONS, SEARCH AND RESCUE - Comments on the draft circular on pilot transfer arrangements (SOLAS regulation V/23.3.3) and document MSC 94/9/1</p> <p>MSC 94/20/1 – 10 September 2014 - Guidelines on Places of refuge for ships in need of assistance – resolution A.949(23) Submitted by Liberia, the Marshall Islands, IMPA, IFSMA, INTERTANKO, INTERCARGO and INTERMANAGER</p> <p><b>W/C/D Groups</b>  IMPA has been involved in the FSI/III Accident Investigation WG/CG, all E-Nav W/C/D Groups and the STW/HTW WG on the Polar Code.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IMPA very strongly supports the work of IMO, and indeed, it is its 'raison d'etre'. The IMPA website (<a href="http://www.impahq.org">www.impahq.org</a>) has considerable reference to IMO (including Resolution A960 and SOLAS V) as prime sources of information.</p> <p>Information on IMO outcomes and events are conveyed to members via the members' area of its website, and occasionally in hard copy such as ECDIS operating anomalies.</p> <p>IMPA has (with IMO permission) reprinted some safety critical specifications for pilot ladder provision in hard copy as guidance for Naval Architects and shipyards.</p> <p>The "Wheelhouse Poster" on ladder rigging was created and paid for by IMPA, at no cost to IMO, and is freely available as a download.</p> <p>IMPA does not use social media sites.</p>

<b>NAME AND ACRONYM:</b>	International Maritime Rescue Federation – IMRF
<b>DATE:</b>	10 Feb 2015 (report for the 1 Mar 13 – 28 Feb 15 biennium)

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>During this period the IMRF attended MSC 92, MSC 93, MSC 94, NCSR 1, and the 20<sup>th</sup> and 21<sup>st</sup> sessions of the ICAO/IMO Joint Working Group on SAR.</p> <p>At and between these meetings the IMRF contributed to, <i>inter alia</i>, work on the MSC sub-committee reorganisation; passenger ship safety, including SAR cooperation planning; improvements to GISIS and the better dissemination of IMO Circulars relevant to SAR; recovery guidance, including assisting IMO Publishing with the 2014 edition of its <i>Pocket Guide to Recovery Techniques</i>; amendments to and suggestions for the reorganisation of the IAMSAR Manual; and on non-responsive SPOCs in North &amp; West Africa.</p> <p>Assisting with the IMO's technical cooperation work, the IMRF has also contributed to SAR development and training in the North &amp; West and the West African SAR regions. This includes developing and hosting regional SAR web-pages at the request of the IMO regional coordinators in these regions: see <a href="http://www.international-maritime-rescue.org">www.international-maritime-rescue.org</a>. The IMRF has also assisted at IMO regional seminars in Fiji, Sri Lanka and Indonesia.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The work of the IMO, and of the IMRF in the IMO context, is regularly reported and promoted on the IMRF's website, <a href="http://www.international-maritime-rescue.org">www.international-maritime-rescue.org</a>; in our free newsletter to our member SAR organisations and other interested parties around the world; at IMRF conferences and workshops; and at the quadrennial World Maritime Rescue Congress. We particularly promote the IAMSAR Manual and other IMO-published guidance of relevance to SAR.</p> <p>We provide dedicated web-pages for the North &amp; West and West African SAR regions, as noted above. Press releases are sent to leading maritime publications, co-written with IMO regional coordinators.</p> <p>We operate an online bookshop acting, <i>inter alia</i>, as an agent for IMO Publishing.</p> <p>Working with the IMO Secretariat we have established a freely-available online database of relevant IMO Circulars etc, to enable their wider dissemination.</p> <p>Our Mass Rescue Operations Project, including the MRO workshops run as part of the project, is firmly rooted in the relevant IMO provisions – the IAMSAR Manual, etc – and contributes to their improvement.</p> <p>We are represented on the assessment panel for the IMO's annual awards for bravery at sea.</p>

<b>NAME AND ACRONYM:</b>	International Association of Dry Cargo Shipowners (Intercargo)
<b>DATE:</b>	31 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Intercargo represents a membership of over 150 dry bulk owners and operators together with a number of other service providers whose combined fleet comprises more than 1,200 dry bulk carriers over 10,000dwt, operating globally.</p> <p>Intercargo's interest in the work of IMO pertains to all activities related to the safety, security and environmental protection of dry bulk carriers and our contribution to the work of IMO has been to provide expert advice and information to its Committees and Subcommittees on bulk carrier design, safe carriage of cargoes, construction and operation through the submission of documents, interventions during plenary and working group deliberations and assisting the Secretariat, as necessary, in better understanding issues related to the dry bulk sector as a whole.</p> <p>During this reporting period, Intercargo attended Assembly 28, Council 112 and 113, MSC 92, 93 and 94, MEPC 65, 66 and 67, FAL 38, CCC 1, DSC 18, HTW 1 and 2, STW 44, III 1, E&amp;T 22, FSI 21, NAV 59, PPR 1 and 2, SDC 1 and 2, DE 57, SSE 1. As resources have permitted, Intercargo participated in as many working groups, drafting groups and correspondence groups as possible that addressed issues related to dry bulk ships. During the reporting period, Intercargo submitted/co-sponsored a large number of papers to the above mentioned Committees and Subcommittees.</p> <p>Some of the major agenda items of the above mentioned Committees and Subcommittees relevant to Intercargo and its members include Measures to Enhance Maritime Security, Goal Based Standards for New Ships, Formal Safety Assessment, Piracy and Armed Robbery Against Ships, IACS Interpretations, Harmful Aquatic Organisms in Ballast Water, Recycling of Ships, Air Pollution, Energy Efficiency, Reduction of GHG Emissions, Mandatory Code for Ships Operating in Polar Waters, Implementation and Enforcement of MARPOL, Inadequacy of Reception Facilities, Harmful Anti-Fouling Systems, Role of the Human Element, Fair Treatment of Seafarers, Liability and Compensation, eNavigation, ECDIS, LRIT, Lifesaving Appliances, Testing of Watertight Compartments and Damage Stability Requirements.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Intercargo disseminates information on and promotes the work of IMO to our Members, Associate Members and other industry stakeholders through our regular news bulletins, London Committee meetings, internal committee meetings, seminars and workshops, our website and most importantly, at our bi-annual Members' meetings. Intercargo also meets with local/regional authorities to promote implementation/enforcement of standards adopted by IMO.</p> <p>The above are used to disseminate the work of the IMO Committees and Subcommittee meetings, to discuss issues to be debated at, and the outcomes of, the IMO meetings, to establish Intercargo positions on those issues and to provide general information about the principles of IMO with the main objective of assisting our members in complying with all applicable and appropriate IMO requirements and guidelines.</p>

<b>NAME AND ACRONYM:</b>	Interferry														
<b>DATE:</b>	20/02/2015														
<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Interferry has participated in the below Committee and Sub-Committee meetings during the review period 1 March 2013 to 28 February 2015:</p> <table border="0"> <tr> <td>MSC92</td> <td>TC 63 (one submission)</td> </tr> <tr> <td>MSC93 (one submission)</td> <td>TC64</td> </tr> <tr> <td>MSC94</td> <td>CCC1</td> </tr> <tr> <td>MEPC66 (one submission)</td> <td>HTW2 (one submission)</td> </tr> <tr> <td>MEPC67 (three submissions)</td> <td>PPR1</td> </tr> <tr> <td>SDC1</td> <td>PPR2</td> </tr> <tr> <td>SDC2</td> <td></td> </tr> </table> <p>Furthermore, on invitation by the Secretary General, Interferry has during the period been engaged in developing:  <i>“Guidelines on the safe operation requirements for “Coastal and Inter-Island passenger ships not engaged on International Voyages”</i>  to be concluded and disseminated in Manila, April 2015.</p>	MSC92	TC 63 (one submission)	MSC93 (one submission)	TC64	MSC94	CCC1	MEPC66 (one submission)	HTW2 (one submission)	MEPC67 (three submissions)	PPR1	SDC1	PPR2	SDC2	
MSC92	TC 63 (one submission)														
MSC93 (one submission)	TC64														
MSC94	CCC1														
MEPC66 (one submission)	HTW2 (one submission)														
MEPC67 (three submissions)	PPR1														
SDC1	PPR2														
SDC2															
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Interferry disseminates ongoing development of international maritime regulations at its own <a href="#">annual conference</a>; at the annual <a href="#">Ferry Shipping Conference</a>; in regular <a href="#">newsletters</a> to Interferry members; at the <a href="#">DNVGL Ferry Committee</a> and by directly involving members on on-going regulatory affairs.</p> <p>An entire session on development of passenger ship safety was held during the annual Interferry Conference on Malta, Oct 2013. The Chairman of the IMO Council, Mr Jeff Lantz, was a special guest speaker at the annual Interferry Conference in Vancouver Oct 2014.</p>														

Reported by Johan Roos, Director Regulatory Affairs, Interferry  
johan.roos@interferry.com

<b>NAME AND ACRONYM:</b>	International Ship Managers Association - InterManager
<b>DATE:</b>	24.03.2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p>
	<p><i>InterManager appointed Permanent Representative to IMO. Capt. Paddy McKnight attends majority of the IMO meetings and writes full reports for our members.</i></p> <p>Our interest is in Safety, Management, Human Element and Bureaucracy.</p> <p>InterManager recent projects include:</p> <p>Martha – Fatigue at sea  Shipping KPIS – benchmarking platform for Ship Owners and Manager  APRO – psychometric testing of the sea staff  Ballast Water – we strongly believe that it should be 8 300 ports who are equipped with BW facilities and not 80 000 ships. This would definitely help mother earth with CO2 emission  Plastic Money – providing credit and pre paid cards to seafarers  Meet and Great – allowing seafarers to clear airport immigrations without undue delays  Lifeboat safety – InterManager maintains database of all fatal accidents caused by Lifeboats  Mass Rescues at Sea – InterManager provides detailed guidelines for ship managers and operators how to deal with Immigrants and Mass rescue operations  Red Tape Survey – Danish Maritime Administration and InterManager carried out internationally wide survey among the seafarers – results were published by Denmark.  InterManager has co-sponsored two initiatives in 2015 already : Intertanko’s – Places of Refuge and Australia’s - Implementing e-navigation to enhance the safety of navigation and protection of the marine environment</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p>
	<p><i>Capt. McKnight reports are distributed within 24 hours of IMO meetings.</i></p> <p>Reports are available from: <a href="http://www.intermanager.org/category/imo-updates">http://www.intermanager.org/category/imo-updates</a></p>



<b>NAME AND ACRONYM:</b>	International Association of Independent Tanker Owners (INTERTANKO)
<b>DATE:</b>	2 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>As the representative and spokesperson for more than 200 independent tanker owners whose combined fleet comprises more than 3,000 tankers totalling 270 million dwt operating worldwide, INTERTANKO's interest in the work of IMO pertains to all activities related to the safety, security and environmental protection of oil and chemical tankers. INTERTANKO's contribution to the work of IMO has been to provide expert advice and information to its Committees and Subcommittees on tanker design, construction and operation through the submission of documents, interventions during plenary and working group deliberations and assisting the Secretariat, as necessary, in better understanding issues related to oil and chemical tankers.</p> <p>During this reporting period, INTERTANKO attended Assembly 28, Council 112, MSC 92, 93 and 94, MEPC 65, 66 and 67, LEG 100 and 101, FAL 38, CCC 1, DSC 18, HTW 1 and 2, STW 44, III 1, FSI 21, NCSR 1, NAV 59, PPR 1 and 2, SDC 1 and 2, DE 57, SSE 1. As resources have permitted, INTERTANKO participated in as many working groups, drafting groups and correspondence groups as possible that addressed issues related to oil and/or chemical tankers. During this reporting period, INTERTANKO submitted or co-sponsored 20 documents to the above mentioned Committees and Subcommittees.</p> <p>Some of the major agenda items of the above mentioned Committees and Subcommittees relevant to INTERTANKO and its members include Measures to Enhance Maritime Security, Goal Based Standards for New Ships, Formal Safety Assessment, Piracy and Armed Robbery Against Ships, IACS Interpretations, Harmful Aquatic Organisms in Ballast Water, Recycling of Ships, Air Pollution, Energy Efficiency, Reduction of GHG Emissions, Mandatory Code for Ships Operating in Polar Waters, Implementation and Enforcement of MARPOL, Inadequacy of Reception Facilities, Harmful Anti-Fouling Systems, Role of the Human Element, Fair Treatment of Seafarers, Liability and Compensation, eNavigation, ECDIS, LRIT, Evaluation of Safety and Pollution Hazards of Chemicals, Lifesaving Appliances, Testing of Watertight Compartments and Damage Stability Requirements for Tankers.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>INTERTANKO disseminates information on and promotes the work of IMO to our Members, Associate Members and other tanker industry stakeholders through our Weekly News bulletins, regional panel meetings, internal committee meetings, seminars, workshops and our web site. INTERTANKO meets with local/regional authorities to promote implementation/enforcement of standards adopted by IMO.</p> <p>These vehicles are used to disseminate the work of the IMO Committees and Subcommittees meetings, to discuss issues to be debated at, and the outcomes of, the IMO meetings, to establish INTERTANKO positions on the issues to be debated at the IMO meetings and to provide general information about the principles of IMO with the main objective of assisting our members in complying with all applicable and appropriate IMO requirements and guidelines.</p>

<b>NAME AND ACRONYM:</b>	International Association of Oil and Gas Producers (IOGP)
<b>DATE:</b>	13 April 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IOGP (formerly OGP and before 1999 the E&amp;P Forum) has a long association with the work of IMO. We have been regular participants at and contributors to the Marine Environment Protection Committee, the Maritime Safety Committee and the Legal Committee (including sub-committees of each as appropriate). As our name implies our focus is on the Oil and Gas Industry Exploration and Production (E&amp;P) sector which is formally outside the main remit of IMO. From time to time however, though on relatively fewer occasions over the reporting period, we have attended meetings of the MEPC and OPRC-HNS committees (presenting papers at the latter) and have also been observing the discussions in the Legal Committee on the topic of a proposed 'fund convention' for the offshore industry (IOGP has a paper submitted to the 102<sup>nd</sup> meeting of the Legal Committee). We continue to follow these issues as well as the discussions in MEPC on marine sound as they relate to shipping and possibly by extension to the E&amp;P Sector.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IOGP is a member driven organisation and a main thrust of activity is keeping our members informed of current issues in IMO, how these might impact the E&amp;P sector. We collect their views and experience as part of any submissions we may feel are appropriate at IMO Committee meetings. The overall aim is to ensure that the E&amp;P industry understands the importance of the IMO in the overall framework of regulatory bodies that protect the marine environment and those who use it.</p>

<b>NAME AND ACRONYM:</b>	International Ocean Institute (IOI) <i>ioihq@ioihq.org.mt</i>
<b>DATE:</b>	27 <sup>th</sup> March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p><b><u>IOI Headquarters (IOI HQ) and IOI Malta Operational Centre (Training course)</u></b></p> <ul style="list-style-type: none"> <li>• Attendance by Antonella Vassallo (then interim General Manager of the IOI) to the REMPEC/IMO 3rd Offshore Protocol Working Group Meeting, Malta, 17-18 June 2014;</li> <li>• Special class visits to the International Maritime Law Institute (IMLI/IMO) in Malta during the annual IOI Training Programme on Regional Ocean Governance for the Mediterranean, Black, Baltic and Caspian Seas, Malta (2013 &amp; 2014) and lectures by the faculty of IMLI;</li> </ul> <p><b><u>IOI Southern Africa Operational Centre (IOI SA)</u></b></p> <ul style="list-style-type: none"> <li>• November 2014 - IMO GloBallast workshop on Compliance Monitoring and Enforcement and Port Surveys. Director of IOI SA, Adnan Awad, participated as lead lecturer.</li> <li>• IMO-GBP/IOI-SA/IUCN/NIO Partnership to complete Monograph Series publication #22, Guidelines for Conducting Port Biological Baseline Surveys. Adnan Awad was Lead Author and coordinator of technical input. Published 2014.</li> <li>• November 2014 - IOI-SA co-hosted the African Maritime Domain Conference, with arrangements made for sponsored presentations from IMO and WMU.</li> <li>• Director of IOI-SA participates as a member of the IMO-GBP Global Programme Task Force (GPTF).</li> <li>• The IOI-SA hosted a GPTF meeting in Cape Town in September 2012.</li> <li>• IOI-SA invited IMO to be represented on the ongoing Panel of Experts for African Ocean Governance, convened under arrangement with UNEP-RS Abidjan Convention.</li> <li>• Developed the African Ocean Governance Training Course package with financial support from IMO-ITCP</li> <li>• Participated in and gave presentations at IMO-GBP Ballast Water Conferences.</li> <li>• IOI-SA helped develop the training package on CME for the IMO-GBP.</li> </ul> <p><i>(d) dissemination and promotion of the work of IMO. (NB: Please see box 2 below)</i></p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p><i>The International Ocean Institute, through its capacity building and training programmes provides information on the IMO, its role and functions and supports the activities of the IMO to promote the dissemination of its principles and work. The IOI capacity building programme is international and regional in scope and information has been offered on the training programmes shown below, some of which have been offered annually for more than 30 years.</i></p> <p><b><u>COURSE / TRAINING PROGRAMME &amp; COUNTRY &amp; events offered between the 1 March 2013 to 28 February 2015:</u></b> all the programmes refer specially to IMO topics such as IMO's efforts to reduce emissions from ships (in particular greenhouse gases) and the MARPOL Annex V on garbage from ships and Annex IV on sewage which now includes the concept of Special Areas (especially in the Black and Mediterranean Seas), ship recycling, invasive species from ballast water and disposal of waste in these regional seas esp. London Protocol which addresses a range of issues including carbon capture and sequestration and export of CO2 waste streams; geo-engineering and future topics undergoing regulatory development. <b>IOI INTERNATIONAL PROGRAMMES:</b> (1) Ocean Governance: Policy, Law and Management in Canada; 2013 &amp; 2014; (2) Post Graduate Degree: Master's in Art in Ocean Governance in Malta: academic yrs 2014/5 &amp; 2015/2016. <b>IOI REGIONAL PROGRAMMES :</b> (1) Training Programme on Regional Ocean Governance for the Mediterranean, Black, Baltic &amp; Caspian Seas in Malta: 2013 &amp; 2014; (2) Ocean Governance Training Programme for Africa in South Africa: 2013; (3) Training Programme on the Sustainable Development and Governance of the Caspian Sea Turkmenistan: 2013 &amp; 2014; (4) Training Programme on Ocean Governance for the Western Pacific Region in PR China: 2013.</p>

<b>NAME AND ACRONYM:</b>	IPIECA International Petroleum Industry Environmental Conservation Association
<b>DATE:</b>	13.03.2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IPIECA:</p> <ul style="list-style-type: none"> <li>- OPRC-HNS 15, 7-10 May 2013 <ul style="list-style-type: none"> <li>• Attended the Technical Working Group meeting of the IMO Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS); IMO dispersant guidelines, the ARPEL Oil Spill Response Planning and Readiness Assessment Manual and Tool (RETOS), and the revised Industry Technical Advisory Committee (ITAC) for oil spill response.</li> <li>• Formed part of the IMO dispersant guideline sub-group which met regularly throughout the week, and provided detailed comments relating to Part III of the dispersant guideline - Operational and technical sheets.</li> <li>• Joined the review group for the IMO document, Guidance on the safe operation of oil pollution combating equipment.</li> </ul> </li> <li>- MEPC 65, 13-17 May 2013 <ul style="list-style-type: none"> <li>• Contributed to the MEPC 65/4/7 Tier III NOx Emission Standards meeting providing specific comments which can be found at MEPC 65/inf.10</li> </ul> </li> <li>-MEPC 66, 31-4 April 2014 <ul style="list-style-type: none"> <li>• Joined the Fuel Availability Correspondence Group and provided comments on the ToR of the Study (round 1)</li> <li>• Made an intervention regarding papers MEPC 66/4/18 and MEPC 66/4/24 at the plenary</li> <li>• Joined the Fuel Quality Correspondence Group and provided comments on the report</li> </ul> </li> <li>-PPR1 Sub-Committee (former BLG), 3-7 February 2014. <ul style="list-style-type: none"> <li>• Joined the Black Carbon Correspondence Group</li> <li>• Joint submittal OCIMF-Liberia a paper PPR1 (PPR1/8/1)</li> </ul> </li> <li>-IMO World Maritime Symposium 2013, 23-27 September 2014 <ul style="list-style-type: none"> <li>• Brian Sullivan, IPIECA's Executive Director made a speech at the event</li> </ul> </li> <li>-MEPC 67, 13-17 October 2014 <ul style="list-style-type: none"> <li>• Provided comments on the ToR of the Fuel Availability Study (round 2)</li> </ul> </li> <li>-PPR2 Sub-Committee, 19-23 January 2015 <ul style="list-style-type: none"> <li>• Made multiple interventions on Black Carbon and Fuel Quality</li> <li>• Participated in the Drafting Group on the OPRC Related Manuals, Guidelines and Guidance, re: IMO Dispersant guidelines.</li> <li>• Joined correspondence groups that will review the OPRC training courses, draft part IV of the IMO Dispersant guidelines, and draft the revised section II of the Manual on Oil Pollution – Contingency Planning.</li> </ul> </li> </ul> <p>Additional activity of relevance during the period of 1 March 2013 till 28 February 2015, was the continuation of the IPIECA-IMO partnership The Global Initiative, including the launch of two new programmes in South East Asia and China; GI SEA, GI China. The GU WACAF continues to build capacity in the region.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IPIECA engages members through its Oil Spill Working Group and Marine Issues Task Force. All submittals/responses/interventions to IMO are reviewed and approved by the appropriate Task Force or Working Group. IPIECA regularly attends MEPC meetings through a delegation. This delegation reports back to the appropriate Task Force or Working Group and shares the related material with members. Additionally, IPIECA keeps members informed on relevant IMO activities by providing updates at its biannual meetings and regular conference calls.</p>

<b>NAME AND ACRONYM:</b>	International Paint and Printing Ink Council (IPPIC)
<b>DATE:</b>	April 17, 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Attendance at: DE-57, MEPC-65, E&amp;T-19, DSC-18, GESAMP Stocktaking Workgroup (Sept. 2013 in London), SDC-1, MEPC-66, PPR-1, MEPC-67, PPR-2 (10 total)</p> <ul style="list-style-type: none"> <li>• Participated in the Polar Code working group and correspondence group.</li> <li>• Participated in “Control &amp; Management of Ship’s Biofouling to Minimize the Transfer of Invasive Species” guidelines working group including IMarEST workshop at MEPC-66</li> <li>• Regular monitoring of MEPC recurring agenda item 13 – Harmful Antifouling Systems (until it was removed)</li> <li>• Participation in the ballast water treatment working group</li> <li>• In cooperation with NACE and GESAMP submitted multiple papers on developing a pass/fail test method for ballast tank coatings used in ballast water treatment systems with active ingredients – adopted by IMO in 15 April 2014 (INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS).</li> <li>• Attended E&amp;T 19 (22-26 April 2013) and DSC 18 (16-20 September 2013); main interest in agenda item 6 ‘Amendments to the IMDG Code and supplements’. Submitted document DSC 18/7/13 (together with CEFIC), and prepared joint oral intervention to CCC 1 (8-12 September 2014) presented by Cefic on behalf of both organisations.</li> </ul>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The IPPIC website maintains pages for three of its committee’s that regularly participate at the IMO (1) The Marine Coatings Technical Committee which is responsible for corrosion issues at the IMO and (2) The Antifouling Coatings Committee which is responsible for harmful antifouling systems and biofouling etc. (3) Transport of Dangerous Goods. These are public websites that explain the work of the group and also have available for download some documents submitted to the IMO. Information on the work of IPPIC committees at the IMO are published in “Coatings Today”, a trade journal that focuses on general coatings issues produced by the American Coatings Association (the IPPIC Secretariat) and also internally for our Board of Directors and other senior level coatings members in our “Government Affairs Report”. ACA also publishes the work of IPPIC committees working at the IMO in its “Annual Report”. Every two years IPPIC holds the Global Marine Coatings Forum which is a two day conference with many IMO issues dominating presentations and discussions. Lastly, very technical issues that the coatings industry are dealing with at the IMO are published in “Coatings Tech”, a technical trade journal. Member associations of IPPIC publish similar information in their various languages to their specific coatings companies’ membership which include the countries of Japan, China, Australia, India, South Africa, Turkey, the EU writ large (CEPE), UK, Germany, France, Canada, Mexico and Brazil (this is the IPPIC membership). <a href="http://www.ippic.org">www.ippic.org</a></p>

<b>NAME AND ACRONYM:</b>	International Parcel Tankers Association (IPTA)
<b>DATE:</b>	20 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IPTA attends IMO meetings in order to contribute to discussions on forthcoming regulatory issues and keep our members updated on issues that are likely to affect them.</p> <p><b>Attendance at:</b> MEPC 65,66,67; MSC 92, 93, 94; PPR 1, 2; ESPH 19, 20; ASSEMBLY 28; World Maritime Day 2014; Symposium on Ship Safety (June 2013);</p> <p><b>Participation in Working Groups:</b> MEPC: WG on Further Operational measures for enhancing the efficiency of international shipping; DG on amendments to mandatory instruments; MSC: DG on Amendments to Mandatory Instruments; PPR: WG on Safety and Pollution Hazards of Liquid Chemicals</p> <p><b>Participation in Correspondence Groups:</b> CG on Data Collection System Energy Efficiency; CG on Fuel Oil Quality; CG on further technical and operational measures for enhancing energy efficiency</p> <p><b>Papers:</b> MEPC 67/2/6; MEPC 67/2/10; MEPC 67/2/13; MEPC 67/4/0; MEPC 67/5 MSC 93/INF.8; PPR 1/3/10; PPR 2/3/2; SSE 1/8/1; III 1/8/1</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IPTA provides regular reports on IMO meetings to its membership, produces a quarterly newsletter summarizing recent developments, and maintains a comprehensive website (<a href="http://www.ipta.org.uk">www.ipta.org.uk</a>)</p> <p>IPTA jointly organizes an annual Chemical and Product Tanker Conference that takes place in London every March. Regulatory developments at IMO form an integral part of the programme and IMO personnel are routinely invited to attend free of charge. In 2014 the Secretary General was invited to give the keynote speech, while the Head of the Maritime Security Section was invited in both 2013 and 2014 to provide updates on the IMO's activities with regard to the suppressing of piracy in the Indian Ocean and Gulf of Guinea. The IPTA General Manager gives an annual update on topics specific to the chemical tanker industry, concentrating on developments within the PPR Sub-Committee and the ESPH Group, and we have further covered ballast water management, means of compliance in ECA's and reduction of greenhouse gas emissions from shipping.</p>

<b>NAME AND ACRONYM:</b>	International Road Transport Union (IRU)
<b>DATE:</b>	19/03/2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The IRU Group of Experts on Dangerous Goods (GEMD) monitors, analyses and makes proposals to various international bodies on the regulation of the transport of dangerous goods (GEMD). The IRU GEMD is involved in all matters concerning transport by road and intermodal road-rail, inland waterways and sea.</p> <p>Some of our IRU Members also act as worldwide logistic service providers for the chemical industry. Our interest in the work on Guidelines regarding the verified gross mass of a container carrying cargo (CCC) is capital and we gave our best contribution.</p> <p>With the support and guidance of the IRU Group of Experts on Intermodal Transport and Logistics, (GETIL), the IRU Secretariat General, serving as Vice-President of the International ILO/IMO/UNECE Expert Group, provided input and worked towards the conclusion of the revision of the IMO/ILO/UNECE Guidelines for Packing of Cargo Transport Units.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The IRU Group of Experts on Dangerous Goods (GEMD) has bi-annual meetings with national member organisations where all subjects concerning transport of dangerous goods are handled (monitor, analyse and make proposals to various international bodies on the regulation of the transport of dangerous goods). All IMO decisions are communicated. The IRU national member organisations disseminate all this IMO information and decisions to their members through newsletters, publications, working group sessions and seminars.</p> <p>The most important IMO subjects were:</p> <ul style="list-style-type: none"> <li>- Verification of container gross mass.</li> <li>- International maritime dangerous goods (IMDG) code 37-14.</li> <li>- Future changes in International maritime dangerous goods (IMDG) code 38-16.</li> </ul> <p>The IRU endorsed the adoption of the ILO/IMO/UNECE Guidelines for Packing of Containers and, following adoption of the Guidelines by the three organisations, the IRU invited its respective Members to communicate the final IMO/ILO/UNECE Guidelines to their transport operators.</p> <p>The IRU regularly updates its Members on the latest IMO regulations which have an impact on intermodal transport operations, such as the IMO's Regulation 14 which defines SOx and PM emissions and related controls on all fuel oil combustion equipment and devices onboard a vessel, including both main and all auxiliary engines and generators. Specifically, IMO's Regulation 14 had a direct impact on the price of tickets for ferry crossings for road transport operators.</p>

<b>NAME AND ACRONYM:</b>	International Sailing Federation (ISAF)
<b>DATE:</b>	15 April 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>During the reporting biennium (010313 – 280215), ISAF has been represented at IMO by Stuart Carruthers (Head of Delegation), David Brunskill (Delegate) and Alan Green (Delegate) in the following IMO meetings: MEPC 65, MSC 92, NAV 59, MEPC 66, MSC 93, NCSR 1, NCSR 2, MEPC 67.</p> <p>ISAF is the world governing body for the sport of sailing and is officially recognised by the International Olympic Committee. Its members include 139 national governing bodies for sailing around the world. It has considerable small craft expertise on matters concerning safety of navigation, manning, training, construction, and its impact on the environment. Its purposes are directly related to the purposes of IMO and are fully in harmony with the spirit and functions of IMO. In particular, ISAF is involved in the work of MSC, MEPC and NCSR,</p> <p>ISAF pays a great deal of attention to all aspects of safety covered by SOLAS, GMDSS, the global SAR plan and COLREG 72, ISAF contributed to MSC.1/Circ.1413 concerning basic safety guidance for yacht races and oceanic voyages by non-regulated craft and is involved in ensuring that safety information and documentation relevant to MRCC's worldwide (basically Offshore Special Regulations) are held as standard texts by member governments.</p> <p>ISAF takes a keen interest in maritime security and piracy matters and the impact of its activities on the environment. ISAF made a significant contribution the development of IMO MSC.1/Circ.1283 and the development of international guidance for minimizing the transfer of invasive aquatic species as biofouling (hull fouling) for recreational craft.</p> <p>Finally and although not mentioned, ISAF consulted with IMCA on the revision of MSC/Circ.645. This kind of cross-delegation informal consultation is one of the most important, though unrecorded, aspects of co-operation at IMO and supports positive outcomes.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>ISAF has clearly demonstrated its ability and intention to promote and disseminate the principles and work of IMO. This is vital for the safety of the sport and the continuing presence of ISAF at IMO Committee meeting enables those present to gain an understanding of recreational sailing.</p> <p>A summary of issues on the agenda of IMO meetings is circulated to members of the ISAF, together with relevant decisions. At the annual November meeting of the ISAF International Regulations Commission the IMO meetings are reviewed.</p> <p>The next ISAF annual conference will be held in Sanya, People's Republic of China from 7 - 14 November 2015 and in regard to IMO Rules of Consultative Status an invitation is made to an IMO representative to attend.</p>



<b>NAME AND ACRONYM:</b>	International Spill Control Organization (ISCO)
<b>DATE:</b>	27 February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>ISCO delegations have attended the following meetings – MEPC 65, 66, 67; MEPC/OPRC-NNS Technical Group 15, 16; MEPC/PPR 1, 2</p> <p>ISCO has submitted the following papers to IMO Meetings – MEPC 68/INF.6. MEPC 67/INF.13, MEPC/OPRC-HNS/TG 15/INF.2; MEPC/OPRC-HNS/TG16/INF.3.</p> <p>ISCO has contributed to the correspondence and drafting groups for the International Offers of Assistance (IOA) project and is currently a member of the drafting group for revision of Section II of IMO's Manual on Oil Pollution.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>ISCO regularly disseminates information on the activities of IMO to members and other readers in 54 countries through its weekly publication “The ISCO Newsletter”. The publication regularly features educational content relating to marine oil spill response.</p> <p>In 2014 ISCO organised an international forum on Group V (Non-buoyant) Oils in Detroit, USA, addressing response to spills of sinking oils.</p> <p>Through its association with the International Spill Accreditation Association (ISAA), ISCO supports annual oil spill response training events and seminars, and the assessment and accreditation of oil spill response contractors with the objective of raising competency levels.</p>

<b>NAME AND ACRONYM:</b>	International Organization for Standardization (ISO)
<b>DATE:</b>	31-03-2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>ISO has been a regular follower, participant, and contributor to IMO meetings over many years, including regular activity with the BLG, CCC, COMSAR, DE, DSC, FAL, FP, MEPC, MSC, NAV, NCSR, SDC, and SSE Subcommittees.</p> <p>ISO (specifically TC8 – the technical committee on Ships and Marine Technology) representatives frequently attend meetings and provide regular updates on International Standards development of interest to the IMO and maritime community. Recent examples include ISO work on important topics such as polar shipping, offshore issues, anti-piracy measures, and speed trials, just to name a few.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>ISO has maintained a close collaborative relationship with IMO, with particular regard to the development of International Standards – this is ISO's primary output/deliverable to the public. ISO receives valuable contributions from IMO members regarding industry need for particular standards, and takes regular input from IMO to create deliverables in a timely manner that are relevant to IMO and the maritime industry.</p> <p>IMO also serves as a liaison organization to several ISO Technical Committees and Subcommittees, which involves collaboration in the areas of shipping, fire safety, freight containers, packaging, water quality, metals, data elements, gas cylinders, and mechanical vibration.</p> <p>As a result of this collaboration, ISO regularly publishes articles and press releases relating to recently-published ISO standards that were supported by IMO in the technical committees. Promotional information is regularly found on the ISO Website – <a href="http://www.iso.org">www.iso.org</a>.</p>

<b>NAME AND ACRONYM:</b>	International Shippers & Services Association (ISSA)
<b>DATE:</b>	5 <sup>th</sup> March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Attendance at all Council and Assembly Meetings during the relevant period. Attendance at Facilitation Committee with intervention on Access to Ships and request (accepted by IMO) that Member States be circulated and reminded that ship suppliers fall under ISPS Code and must be allowed access to ports, terminals and ships. We extend our gratitude to IMO for its support of our position and its action on our request. Participation in the Facilitation Committee's Correspondence Group on revision of signage on ships with expert input from Capt. Andy Goldsmith of Maritime Progress (ISSA Member) to assist with this. We would also like to remind IMO of our financial contribution to the establishment of the IMO/ILO Abandonment Database which we have also continued to support during the biennium.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Our main information provision on IMO and its work is via "The Ship Supplier" magazine which goes to all ISSA Members and ship owners/managers world-wide with more than 12 vessels in their fleet. ISSA also sends the magazine to IMO for its records. Total circulation (as audited by ABC) is 7,500 copies per issue and publication is 4 times per year. In addition we have had IMO Representatives speak at our annual Convention on the Organisation and its work.</p>

<b>NAME AND ACRONYM:</b>	International Salvage Union (ISU)
<b>DATE:</b>	5 <sup>th</sup> February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Attendances:  C110  DSC18  LEG100  MEPC65  DSC18  LEG101  MSC94</p> <p>Joint submission with ICS, IG and IUMI of paper on 'Places of Refuge' (LEG101/11/4).  Verbal interjection on the above at LEG101.</p> <p>Member of IMO Award for Exceptional Bravery at Sea Assessment Panel 2012, 2013 and 2014.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>There are two main routes of communication between the ISU Secretariat and its membership which are used to disseminate information on IMO:</p> <p>1). Quarterly e-publication 'Salvage World'  2). Email circulars</p> <p>In addition, information is disseminated at the Annual General Meeting, Executive Committee meetings (held 4 times a year) and Salvage Sub Committee meetings (held 4 times a year).</p>

<b>NAME AND ACRONYM:</b>	International Transport Workers' Federation, ITF
<b>DATE:</b>	15/04/2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The ITF, and in particular its Maritime sector represent Seafarers and Dockers in global sea trade.  Recently, the ITF decided that in their delegates to IMO, along with ITF Accredited representative there will be, one Representative and at least one Expert, on each and every IMO Committee and Sub-Committee meeting, enabling delegations to participate in most WG and/or DG.  In past biennium, in our work we been focused in activities on issues in regard to;</p> <ul style="list-style-type: none"> <li>- Passenger ships Safety</li> <li>- Human element/Fatigue/Operational manning</li> <li>- Fair treatment of seafarers</li> </ul> <p>However, we been also involved and active on issues regarding;</p> <ul style="list-style-type: none"> <li>- Ballast water management, Implementation</li> <li>- Container Safety, Measurements and certification of container weight</li> <li>- Polar Code, Generally and in particular on crew training</li> <li>- Low flash point fuel, Generally and in particular on crew training</li> <li>- e-navigation, SIP</li> <li>- LSA, Generally and in particular on Lifeboat davit hooks</li> <li>- Lifting appliances and winches, Mandatory requirements and associated guidelines</li> <li>- Guidance on National Security Legislation, Language in line with existing ISPS Code and ISM Code</li> <li>- Implementation of 2010 Manila amendments to STCW, Colour vision and eyesight acuity,</li> </ul> <p>as well as to implementation of other IMO instruments.  The ITF participate on all Committees and Sub-Committees meetings and on most of their Working and Drafting Groups.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The International Transport Workers' Federation (ITF) is an international trade union federation of transport workers' unions.  Around 700 unions representing over 4.5 million transport workers from some 150 countries are members of the ITF.  The ITF's headquarters is located in London and it has offices in Nairobi, Ouagadougou, Tokyo, New Delhi, Rio de Janeiro, Georgetown, Moscow and Brussels.  Within the ITF structure there is the Seafarers' Section Committee, Fair Practice Committee (Seafarers and Dockers) and Maritime Safety Committee. The IMO developments are reported to ITF affiliated members through these committees who gives direction to ITF/IMO delegates for its work in IMO.  Further, the ITF is issuing Circular letters, Leaflets and Press releases on regular base.</p>

<b>NAME:</b>	ITOPF – International Tanker Owners Pollution Federation Limited
<b>DATE:</b>	Tuesday, 31 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>ITOPF's main contribution relates to the activities of PPR (now incorporating areas previously covered by OPRC-HNS Technical Working group). For example, two members staff attended IMO PPR 2 session (19th-23rd January 2015) and made specific contributions to four of the Guidelines which are outputs from PPR2: Guidelines on International Offers of Assistance (where our input highlighted the importance of the international conventions in comparison with regional agreements); Guidelines on Dispersant Use (ITOPF provided a number of images for use in the guide); Contingency Planning Guideline update (ITOPF has reviewed chapter 5); and Oil &amp; Ice Snow Guidelines (input based on our on-site response experience).</p> <p>ITOPF has also supported the 1<sup>st</sup> MSA–IMO OPRC Level III Course in Yantai, China 4-5th September 2014 (under the GI China framework); IMO workshops in Gabon, Ghana and Comoros; and reviewed the new IMO level 3 training material.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p><b>HNS Convention</b> ITOPF has provided technical support to the IMO and IOPC Funds via the HNS Correspondence Group in preparing an 'HNS Made Easy' Guide. This Brochure aims to highlight the position of the HNS Convention in the international maritime compensation regime to senior officials and the general public internationally. ITOPF also provided a presentation on 'Risks and HNS Incidents' at the workshop on the HNS Convention held in Rome, Italy in October 2014.</p> <p><b>Film Series</b> ITOPF worked with IMO as one its key partners in putting together the "Response to Marine Oil Spills" film series. The messages across all seven films echo the key messages on preparedness and response to oil spills disseminated through IMO's own Level 3 training courses. More than 25,400 people in over 120 countries have loaded up the film pages on their web browser. In particular we were delighted that the Secretary General of the IMO Koji Sekimizu was able to provide the introduction to the film on Oil Spill Compensation covering the main international compensation schemes in relation to oil and chemical spills at sea: <a href="http://www.itopf.com/knowledge-resources/library/video-library/video/7oil-spill-compensation/">http://www.itopf.com/knowledge-resources/library/video-library/video/7oil-spill-compensation/</a></p> <p><b>ITOPF Web Site and Publications</b> Our newly redesigned web site lists IMO as the first in the list of our key intergovernmental partners with a link to the IMO home page: <a href="http://www.itopf.com/in-action/partnerships/">http://www.itopf.com/in-action/partnerships/</a> and <a href="http://www.itopf.com/about-us/key-contacts/">http://www.itopf.com/about-us/key-contacts/</a> The spring 2015 edition of our annual newsletter Ocean Orbit has articles on the "HNS Made Easy" Guide and the film series going out to ITOPF's entire membership (comprising over 90% of the world's ocean going fleet).</p>

<b>NAME AND ACRONYM:</b>	International Towing Tank Conference (ITTC)
<b>DATE:</b>	14.04.2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>ITTC is a voluntary association of worldwide organisations that have the responsibility for the prediction of the hydrodynamic performance of ships and marine installations, based on the results of physical and numerical experiments. ITTC has enjoyed the consultative status with IMO since 2005. ITTC presently has 95 members from nearly all continents.</p> <p>During the past biennium, ITTC has participated in the following meetings: SDC 1, MEPC 65, MEPC 66, MEPC 67.</p> <p>In SDC (formerly SLF) ITTC, through its Stability in Waves Committee, is particularly involved in matters relating to manoeuvring, stability, time to capsize and safe return to port.</p> <p>In MEPC, where ITTC is represented by its Chairman of the Advisory Council, ITTC has been very actively involved in the discussions concerning EEDI and verification of EEDI, including the working groups related to this subject. As a result of this work ITTC is now cooperating with ISO on the revision of the ISO standard for sea trials (ISO 15016). ITTC has made five submissions: MEPC65/INF.7, MEPC66/INF.7, MEPC66/4/4, MEPC67/4/7 and MEPC67/4/6.</p> <p>ITTC is constantly looking for activities in IMO, which may be of relevance to our technical committees (e.g. noise emission from ships and marine installations)</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Information about ITTC activities in IMO are disseminated to the members of the Executive Committee and Advisory Council of ITTC in their annual meetings and by e-mail between meetings, to all the members through the ITTC News published on the website twice a year and at the conferences held every three years.</p>

<b>NAME AND ACRONYM:</b>	International Union for Conservation of Nature (IUCN)
<b>DATE:</b>	March 30, 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IUCN has continued to participate in the work of IMO and the London Convention/London Protocol and contributed actively in the relevant IMO and LC/LP meetings, in light of nature conservation issues, such as transfer of invasive species, sensitive and particularly sensitive sea areas, impact of underwater noise, ocean fertilisation and CO2 sequestration of the sub-sea bed (MEPC 64, 65, 66, 67, BLG 17, PPR 1 &amp; 2, LC 35, 36, LC/SG 36, 37, CG Biofouling, CG Underwater Noise, CG revision of BWM G8). IUCN, where appropriate, also submitted documents and Information papers from its expertise. Below an overview of attended meeting and submitted material is given.</p> <p>Recently submitted material:</p> <ul style="list-style-type: none"> <li>-MEPC 65/2/13: Call for ratification of the BWM Convention – ballast water continues to transfer invasive aquatic organisms. Joint Submission: FOEI, IUCN, WWF, CSC (March 2013)</li> <li>-MEPC 68/INF.26: New information on impact of underwater noise from ships on fish and invertebrates (March 2015)</li> <li>-LC/SG 27/INF.28: Underwater noise from anthropogenic sources. Comments on LC/SG 37/INF.4 (by WODA, World Organisation of Dredging Associations) (April 2014).</li> </ul> <p>Off hours during MEPC meetings IUCN also gave presentations on:</p> <ul style="list-style-type: none"> <li>-Confidence and Trust in Ballast Water Management, the role of Transparency (MEPC 64)</li> <li>-Sargasso Sea Alliance and the role of the Sargasso Sea ecosystem in relation to shipping (two consecutive MEPC meetings).</li> </ul>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IUCN disseminates information on its joint collaborations with IMO – the most recent example of this is for the GloBallast Monograph Series No 22 - through its marine website (<a href="http://www.iucn.org/about/work/programmes/marine/marine_resources/marine_publications/">http://www.iucn.org/about/work/programmes/marine/marine_resources/marine_publications/</a>), annual news magazine (<a href="http://www.iucn.org/about/work/programmes/marine/gmp_newsletter/">http://www.iucn.org/about/work/programmes/marine/gmp_newsletter/</a>) and, if it concerns stories of non-specialist public interest, through various social media channels (Twitter, Facebook, LinkedIn, etc). The above mentioned publication will be highlighted in our next magazine later this year. Hard copies are also made available to qualified interested parties.</p> <p>IUCN remains open to the publishing of future web stories about IMO outcomes, where collaboration with IUCN exists.</p>



<b>NAME AND ACRONYM:</b>	International Union of Marine Insurance – IUMI
<b>DATE:</b>	February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IUMI throughout the period of this review has continued to take a keen interest in the work of the IMO which is vital to the worldwide marine insurance community.</p> <p>During 2013 IUMI were represented at the IMO by General Secretary Lars Lange and as alternate representative by Andrew Higgs. IUMI attended the meetings of the major committees and various sub-committee meetings.</p> <p>In September 2013, at the IUMI annual conference held in London, IMO Deputy General Secretary Andrew Winbow gave a key note presentation entitled “The work of the IMO. What is in it for the Insurance Industry?”</p> <p>In December 2013 IUMI President Ole Wikborg, General Secretary Lars Lange met with IMO’s General Secretary Koji Sekimizu and Deputy General Secretary Andrew Winbow to introduce IUMI’s new alternate representative Nicholas Gooding.</p> <p>IUMI, during 2014, attended meeting of the major IMO Committees and some of the Sub-Committee meetings. IUMI were co-sponsors on paper LEG /101/11/4 put forward by the ISU entitled “Places of Refuge for Ships in need of Assistance”. Also IUMI co-sponsored a paper MEPC 67/2/6 on “Measures to be taken facilitate entry into force of the Ballast Water Convention 2014”.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IUMI representatives including the Secretary General, the alternate representative and officers specializing in particular topics are in regular attendance at the IMO Committee and Sub-Committee meetings</p> <p>IUMI representative’s monitor IMODOCS and immediately pass on matters, that impact our membership, to the General Secretary of IUMI for onward distribution.</p> <p>The IUMI representative attending IMO meetings also forwards a report of the IMO meetings to the IUMI President, IUMI General Secretary of and the Chair of the IUMI Political Forum which is distributed, further, as seen appropriate.</p> <p>The IUMI representative then summarises the IMO reports for publication the quarterly IUMI EYE publication available on the IUMI website (www.iumi.com).</p> <p>At the annual IUMI conference held in September, each year, and attended by up to 700 delegates the IUMI representative at the IMO reports on past year in the Political Forum workshop.</p> <p>IUMI deeply values its status as an NGO observer at the IMO and looks forward to continuing to a make a positive contribution to the future work of the Organization.</p>

<b>NAME AND ACRONYM:</b>	International Vessel Operators Dangerous Goods Association, Inc. (IVODGA)
<b>DATE:</b>	March 30, 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>IVODGA, formerly the International Vessel Operators Hazardous Materials Association (VOHMA), is an international organization comprised of representatives of the ocean common carriers of the world, operating under the flags of several nations, dedicated to improving the understanding and uniform application of rules and regulations governing maritime transportation of dangerous goods. Collectively, IVODGA members are responsible for the safe transportation of over 75% of the world's ocean borne container traffic.</p> <p>IVODGA has been an active participant at the IMO DSC (now CCC) and attended all meetings since our acceptance in 2001. Over the course of these meetings we have submitted many papers and participated in several committees and correspondence groups. The most recent being the FAL committee and the Working Group on the rewrite of Part 7 of the IMDG Code. We also participate in the E&amp;T Group sessions.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>IVODGA communicates regulatory activity at least twice per month via an electronic newsletter. Conference calls discussing IMO and UN papers are held prior to participating in the meetings. Major changes impacting customers and other intermodal partners are disseminated through guidance documents and memorandums on our website and to thousands of member contacts through email. IVODGA offers IMDG training to its members and other industry professionals globally and has an on-line university.</p>

<b>NAME AND ACRONYM:</b>	NACE International
<b>DATE:</b>	February 25, 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>NACE International has actively participated at MSC (92, 93,94), MEPC (65, 66, 67) generally with two or more attendees, One in plenary and one attending and contributing to various working groups. Interventions and developed standard on Ballast Water treatment systems impact on protective coatings. Worked with GESAMP to incorporate language that would make it possible for ship owners, builders and other groups to make sure the Ballast Water Treatment Systems do not impact or destroy the protective coatings. Attended SDC (1, 2) to discuss various issues related to PSPC and Corrosion related issues. Also attended PPR1 and SSE1. Actively involved in coating issues as they impact hull roughness and therefore fuel efficiency. Work closely with various administrations on issues related to coatings and corrosion. Also work in supplying corrosion expertise for use in conjunction with IACS, Intertanko, Intertanko, ICS, ISO and Bimco. Active participant and presenter at the Tripartite meeting in 2013 &amp; 2014. In 2014 NACE International agreed to do an exhaustive study of how PSPC was performing and areas where the requirements could be improved. This has been accepted. NACE is working with ISO and acting as the Convenor for the development of a standard for Cathodic Protection of ships. We are also involved and participate/attend many different marine conference and exhibitions. While we serve all industries the Marine Industries is one of our major industries that NACE serves.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>NACE International is a non-profit corrosion and coatings association with 35,000+ members around the world. We disseminate coatings and corrosion training/information via six different monthly technical publications, over 20 conferences we host worldwide (Corrosion is our largest weeklong conference with close to 7,000 attendee). We also train and certify engineers, scientist and technicians in all aspect of coating application, inspection, general coatings, cathodic protection, etc. We train over 17,000 students/year in over 40 countries and have membership and certifications in over 110 countries. We have offices in the US, Saudi Arabia, Malaysia, United Arab Emirates, Colombia, Japan, China, India and Brazil.</p> <p>Information on NACE International is available via our website at <a href="http://www.nace.org">www.nace.org</a></p> <p>Delmar J. Doyle-Chief Global Officer and Lead IMO Representative  NACE International  <a href="mailto:del.doyle@nace.org">del.doyle@nace.org</a>  Telephone +1 502 558-7285</p>

<b>NAME AND ACRONYM:</b>	The Nautical Institute (NI)
<b>DATE:</b>	13 February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The Nautical Institute has attended all Committee meetings and Sub-Committee meetings since becoming an accredited NGO in 2009. (apart from three Technical Co-operation Committee meetings) We have contributed to many working groups and have presented papers, both agenda items and information papers to Committees and Sub-committees.</p> <p>We bring members from around the world with expertise and experience in relevant subjects to attend meetings as advisors and the NI positively supports the work of the International Maritime Organisation (IMO) at every opportunity.</p> <p>We consider it is vitally important that our international membership consisting of people in all aspects of the maritime industry are kept abreast of the work of the IMO and we believe that we have positively contributed to the work and relevant bodies of the IMO since we became an NGO.</p> <p>Our CEO is a member of the Secretary General's advisory panel on appointments to the WMU board of governors and has input advice regularly.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The NI publishes a monthly magazine "Seaways" which is distributed to all members and affiliates world-wide and there are many other non-members who receive this publication. In addition it is seen on many ocean going ships. A quarterly report on the IMO meetings is published along with other frequent articles on IMO workings.</p> <p>The NI attends many conferences and meetings where IMO matters are discussed and promoted. The NI head of delegation whenever possible gives a power point presentation on IMO.</p> <p>The NI has an extensive branch membership which consists of 63 overseas branches and 12 UK branches. Through this branch network the work of the IMO is promoted and discussed.</p> <p>The NI has and actively manages a large Linked in group of maritime professionals (in excess of 13,000) which debates issues pertinent to the IMO's work and this input informs the NI's contribution.</p>

<b>NAME AND ACRONYM:</b>	Oil Companies International Marine Forum OCIMF
<b>DATE:</b>	January, 22 <sup>nd</sup> 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>During the last biennium, OCIMF representatives have attended all the IMO meetings; General Assembly, Councils, Committees, MSC, MEPC, Legal, Facilitation and Technical Cooperation Committees. OCIMF Representatives also attended all the sub-committees meetings, SDC, SSE, HTW, III, NCSR, PPR and CCC. OCIMF Representatives also attended to ESPH working Group meetings. OCIMF representatives participate in a large number of WGs and DGs during the Committees and Sub-committees meetings as well as numerous Correspondence Groups; Fuel availability, Polar Code, etc. OCIMF has regularly submitted and co-sponsored papers, the last one being PPR.1/8/1 on Black Carbon issue. OCIMF represents the majority of the worlds oil companies on matters of marine safety and environmental protection and we are able to draw on expertise from the breadth of our International membership to enhance and inform the debate.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>OCIMF works through a committee structure that includes specialist sub-committees and many groups of members working specific matters of importance. At each meeting the agenda of the relevant Committee present the status of the discussions within IMO structure, mainly on safety matters as well as pollution prevention, and technical matters concerning the design and operation of tankers, terminals and offshore support vessels in which OCIMF has particular expertise.</p> <p>OCIMF has a section on its website, accessible to our members that is dedicated to IMO and the full breadth of subjects being worked. The OCIMF representative attending all IMO meetings produces a briefing for members in advance of meetings and a report on each outcome that is distributed to our member companies. OCIMF membership today accounts for 98, National and International companies covering all continents. Many companies have dedicated staff to work through the OCIMF delegation providing input and disseminating information on matters of high interest to their company.</p> <p>OCIMF also maintains a catalogue of over 50 publications that serve as technical benchmarks and provide valuable guidance to the industry. Several of our publications are referenced in IMO Circulars for example ISGOTT, STS Transfer guide, TMSA, BMP 4 to list just a few.</p> <p>OCIMF is heavily involved in the fight against global Piracy; we are particularly focused on the Maritime Trade Information Sharing Centre of the Gulf of Guinea established in Accra, Ghana in 2014. The project has been delivered through the work of supporting partners including OCIMF, INTERPOL, and the governments of USA, UK, Netherlands, Norway, Ghana, Liberia, Nigeria, Togo, Sierra Leone and Cameroon.</p>

<b>NAME AND ACRONYM:</b>	The International Group of Protection and Indemnity Associations (P & I Clubs)
<b>DATE:</b>	25 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>During the period under review, the International Group has attended and actively participated in the 101<sup>st</sup> session of the IMO Legal Committee, the 1<sup>st</sup> session of the CCC, the 39<sup>th</sup> session of FAL and the 94<sup>th</sup> session of MSC.</p> <p>This includes the submission/co-sponsorship of three papers by the International Group to the 101<sup>st</sup> session of the IMO Legal Committee, and active participation in that Committee's HNS Convention Correspondence Group.</p> <p>Much of the agenda for the IMO Legal Committee is of direct relevance to the International Group given that many of the agenda items relate to compensation and liability matters.</p> <p>The International Group is also involved in work on the FAL Committee agenda related to stowaways, and actively participated in two workshops organised by the IMO in West Africa in 2013 and South Africa in 2014 on this topic.</p> <p>The International Group has also been a key industry organisation that has actively contributed to the work on the agenda of CCC that is related to cargo liquefaction, and the IMSBC Code in this regard.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The International Group supports the work of the Organization in a number of ways, most obviously by underpinning the IMO's liability and compensation Conventions through the issue of the financial guarantees (the so called "blue cards") by the International Group Clubs that allows shipowners to obtain their Convention certificates in order to be able to trade to States Parties, or if they are on the registry of States Parties.</p> <p>This role of the IG Clubs is critical to the functioning of these IMO treaties.</p> <p>The IG Clubs regularly publish circulars/notices to their shipowner entered Members to notify them of new IMO requirements, and provide advice through such circulars/notices to their shipowner Members to ensure compliance with such rules and regulations. This is in addition to the regular ad hoc enquiries that the IG Clubs receive from owners.</p> <p>This service that is provided by the IG Clubs ensures that owners are informed of the need to comply, and the means of doing so, with the IMO's liability and compensation regimes, amongst other channels of information.</p> <p>As mentioned in section 1 with regard to stowaways, the IG and the IG Clubs themselves have participated in various seminars and workshops that have had IMO involvement, as well as GI initiatives such as the GI WACAF workshop in Gabon in November 2014.</p>

<b>NAME AND ACRONYM:</b>	Pacific Environment (PE)
<b>DATE:</b>	March 31, 2015
<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Over the past biennium Pacific Environment has worked to support adoption of the Polar Code through our strong involvement in all relevant committees, subcommittees, as well as working and correspondence groups. We also have supported the adoption of the Ballast Water Convention to prevent the introduction of invasive species to fragile marine environments, particularly in the Arctic.</p> <p>During this last biennium, we attended: MSC 94 (submitted MSC 94/3/17 &amp; MSC 94/3/20 (where we used our experience with Voyage Planning and the development and the application of the Code to Category C ships); MEPC 67 (submitted MEPC 67/9/9); MEPC 66 (submitted MEPC 66/6/16); SDC 1 (SDC 1/3/23 &amp; SDC 1/3/15 (where we have contributed our expertise on the need for reception facilities for oil and oily mixtures); and MEPC 65 (submitted MEPC 65/11/5 &amp; MEPC 65/2/13). PE has regularly attended Polar Code intersessional meetings (e.g., MEPC 67-WP.8); correspondence group (e.g., MEPC 67/9), and working group (e.g., MSC 94-WP.7). We have strived to use our expertise throughout the Arctic (especially in Alaska, the Russian Far East and Canada) in shaping decisions leading up to finalization of the Polar Code. For example, we used our specific expertise with indigenous groups and the Arctic marine environment to draft a provision to protect wildlife concentrations in route planning. In addition, we have been working to explain IMO processes to outside groups, such as routing measures, Areas To Be Avoided (ATBAs) and protective measures such as Particularly Sensitive Sea Areas (PSSAs) to those groups involved in domestic policy making in several Arctic nations.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Pacific Environment disseminates information of our IMO involvement to our thousands supporters throughout the world via regular emails, articles and social media. Our website is located at <a href="http://www.pacificenvironment.org">www.pacificenvironment.org</a>. We serve as a secretariat for coordinating regular teleconferences between all the environmental NGOs which participate at IMO. In addition, in the Arctic we coordinate the Arctic Vessel Traffic Network, a diverse coalition of groups who largely have no consultative status with IMO but are nonetheless interested in IMO processes and decisions.</p> <p>PE also has unique expertise in working with indigenous groups around the world, but most especially in the Arctic. Over the past biennium we have conducted numerous seminars and workshops for these and other geographically based groups. We have also produced publications and fact sheets explaining IMO governance processes as well as the Polar Code. PE regularly make itself available to journalists and, toward this end, last year we hired a communications director solely for the purpose of responding to shipping issues both at IMO and in other venues. Over the last year we have been reported on in over twenty-five shipping stories in publications throughout the world, including leading maritime trade publications.</p>

<b>NAME AND ACRONYM:</b>	Tom McKay, PIANC International
<b>DATE:</b>	10/02/2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>In general, my approach for PIANC representation has been to monitor the upcoming programmes of meetings and to attend as an observer where appropriate with regard to those specific areas of IMO activity (Environment, Pollution, Navigation and Safety/Security) which are most relevant to PIANC Members engaged on the planning and design of ports, harbours, waterways and marine facilities.</p> <p>I have attended selected sessions of Council Meetings, Marine Environment Protection Committee (MEPC) Meetings and Consultative Meetings related to the London Convention 1972 and the London Protocol 1996. I have also found it useful to visit the Maritime Knowledge Centre (MKC) to spend time going through recently published documents and updated documentation.</p> <p>The main technical work of IMO is carried out by the Maritime Safety, Marine Environment Protection, Legal, Technical Co-operation and Facilitation Committees. The Marine Environment Protection Committee (MEPC) is IMO's senior technical body on marine pollution related matters. It is aided in its work by a number of IMO's Sub-Committees.</p> <p>Keeping up to date with these activities is probably of most relevance to PIANC. A programme of meetings to be held in London is published by IMO year by year. I have found Session Meetings of MEPC, and Consultative Meetings – London Convention (LC72) and London Protocol 1996 to be of most significant relevance over the past 3 years.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>I have reported to PIANC UK Committee and prepared input for the UKC Newsletter with the aim of providing useful guidance to PIANC Members on IMO issues. These reports are passed on to PIANC International HQ in Brussels. My contact with IMO has been via the External Relations Office particularly Mrs Andrea Garcia and the MKC.</p> <p>I have found that most sessions of IMO General Council Meetings cover administrative, procedural and budgetary issues of relevance to Member States but of lesser interest to PIANC. My aim, therefore, has been to focus on the pre-meeting published agenda which give an indication where consideration may be given to the most recent reports of the Marine Environment Protection Committee (MEPC) or other technical groups which may be of more relevance to PIANC Members.</p>



<b>NAME AND ACRONYM:</b>	The Royal Institution of Naval Architects RINA
<b>DATE:</b>	25 February 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>Attended MSC, MEPC, SDC, SSE, III, Council and Assembly. All aspects of ship design, building, stability, casualty investigation and environmental matters. Actively participated at working groups on relevant matters at these committees/sub-committee's. We are members of Correspondence groups - Intact stability, SDS, LSA, lifting appliances, EEDI, Casualty analysis, and innovative technologies.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The Institution considers that it holds its Consultative Status on behalf of the international naval architecture profession. It has therefore formed an IMO Naval Architectural Group of those professional institutions and societies which represent the global naval architecture profession, and wish their views to be represented at the IMO. Through this informal grouping, the Institution informs and represents the consensus view of its 26 member organisations.</p> <p>The Institution informs members of the international maritime community of its activities at the IMO through its dedicated page on the Institution's website, through its eNewsletters and international journals and through its groups on online professional networks..</p>

<b>NAME AND ACRONYM:</b>	Society of International Gas Tanker and Terminal Operators Limited (SIGTTO)
<b>DATE:</b>	26 February 2015 (for period: 1 Mar 2013 - 28 Feb 2015)

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>SIGTTO, the international organisation through which the marine transportation industry for liquefied gas share best practices and standards, focuses primarily on gas-specific issues at IMO, while supporting other NGOs on general petroleum tanker-related issues (LSAs, etc). For the subject period, SIGTTO participated in:</p> <p><b>A. Revised IGC Code:</b> Supported approval/adoption of the Revised Code. Active in MSC93 SOLAS Amendments Drafting Group (DG); Damage Stability amendments to EGC, GC, and 1993 IGC Codes; STCW Correspondence Group (CG) / Working Group (WG) reviewing the Basic and Advanced Gas Model Courses.</p> <p><b>B. IGF Code development:</b> Active at BLG/CCC CGs and WGs, as well as SDC, SSE, and MSC WGs. Both Phase 1 (LNG) and Phase 2 (methyl-ethyl alcohol, low-flash diesel, fuel cells). Includes active participation in the STW/HTW CG/WGs developing STCW amendments and Interim Guidelines for training requirements associated with Low-Flash fuels.</p> <p><b>C. Energy Efficiency of Ships (EEDI):</b> Active participation, and co-sponsor of papers, in the MEPC CG/WGs developing MARPOL Annex VI Amendments for application of EEDI to gas carriers with non-conventional propulsion systems; Verification Guidelines; IACS PR38 JWG updating the IACS Procedure (PR38); and the EEDI Review CG.</p> <p><b>D. Air Pollution from Ships (NOx and SOx):</b> Active participation in the MEPC and PPR WGs and DGs developing amendments to MARPOL Annex VI and the NTC.</p> <p><b>E. UIs:</b> Active on DG for UI GC12 for gas carrier secondary barrier testing.</p> <p><b>F. Prohibition on Blending of Cargoes during Sea Voyages:</b> Active in PPR discussions regarding Amendments to SOLAS regulation VI/5-2.</p> <p><b>G. Inert Gas Systems:</b> Participation in the MSC93 discussion on SOLAS II-2 amendments regarding Inert Gas System requirements on new vessels.</p> <p><b>H. LSA:</b> Active in the review of the LSA Code and DE57 DG guidelines relating to design, operation, and maintenance of lifeboat release and retrieval systems, control arrangements, etc.</p> <p><b>I. FSA:</b> Co-sponsored paper MSC93/15/2 on reporting of accidents and incidents. Participated in the FSA Training Course provided during III1.</p> <p><b>J. GOBTC Workshop:</b> Active at Global On-Board Training Center workshop held at HTW2.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>Information regarding IMO is disseminated to SIGTTO members through:</p> <ol style="list-style-type: none"> <li>a. semi-annual reports to both the SIGTTO Board and General Purposes Committee;</li> <li>b. the Society's periodic newsletter (free public download at <a href="http://www.sigtto.org">www.sigtto.org</a>);</li> <li>c. regular regional member Forums and Panels; and</li> <li>d. presentations at industry conferences (EEDI for Gas Carriers GasTech2014 in Seoul).</li> </ol>

<b>NAME AND ACRONYM:</b>	Superyacht Builders Association (SYBAss)
<b>DATE:</b>	22 March 2015

<b>1</b>	<p><b>Brief outline of SYBAss' interest in and contribution to the work of the relevant bodies of IMO in the biennium 1 March 2013 to 28 February 2015</b></p> <p><b>SYBAss delegations attended the following meetings:</b> DE57, MEPC65, A28, SDC1, PPR1, SSE1, MEPC66, MEPC67, MSC94, PPR2, SDC2.</p> <p><b>SYBAss participated in the following Working / Drafting Groups:</b></p> <ul style="list-style-type: none"> <li>• Intact Stability: SDC1/WP.5, SDC2/WP.4.</li> <li>• Air Pollution and Energy Efficiency: MEPC65/WP.10, MEPC67/WP.12.</li> <li>• Uniform Implementation of the 1969 TM Convention: SDC1/WP.7.</li> </ul> <p><b>SYBAss participated in the following Correspondence Groups:</b></p> <ul style="list-style-type: none"> <li>• Second generation intact stability criteria: SDC1/5/3, SDC1/INF.8, SDC2/5, SDC2/INF.10.</li> <li>• EEDI Review Group: MEPC68/3/15, MEPC68/3/16, MEPC68/3/17, MEPC68/INF.31, MEPC68/INF.38.</li> <li>• Uniform Implementation of the 1969 TM Convention: SDC1/4, SDC1/INF.4.</li> </ul> <p><b>Documents submitted or co-sponsored by SYBAss:</b></p> <ul style="list-style-type: none"> <li>• MEPC65-4-8, MEPC65-4-32, MEPC65-INF.15, SDC1/5/8, SSE2/13</li> </ul>
<b>2</b>	<p><b>Brief outline how SYBAss disseminates information on and promotes the work of the Organization to its membership and beyond</b></p> <p>Following on the IMO committee meetings attended by SYBAss updated information on relevant regulatory developments was sent to the 26 member shipyards around the world. SYBAss has also endeavoured to increase timely awareness and appreciation of forthcoming international maritime legislation within the wider superyacht industry - owners, designers, naval architects, non-member shipyards, suppliers - through presentations at seminars and publications in technical magazines, e.g.</p> <ul style="list-style-type: none"> <li>• <i>IMO and SYBAss</i>, SYBAss Seminar 2013;</li> <li>• <i>Challenges for reduction of emissions from superyachts</i>, Europort 2013;</li> <li>• <i>2<sup>nd</sup> Generation Intact Stability Requirements Level 2</i>, SWZ Maritime 2014;</li> <li>• <i>The Polar Code is coming!</i>, The Superyacht Report 2014;</li> <li>• <i>Increasing regulations for superyachts</i>, HISWA 2014 Symposium;</li> <li>• <i>Evolving IMO regulations for Megayachts</i>, Azimut Benetti Yachtmaster 2015;</li> <li>• <i>Hong Kong Convention – Survey of IHM Services</i>, SYBAss report circulated to all SYBAss members and to other associations in the sector.</li> </ul> <p>Copies of the above presentations / articles can be made available on request.</p> <p>When a more collective approach was considered useful SYBAss has worked closely together with other associations in the sector. In addition SYBAss has assisted journalists of superyacht magazines by providing them with relevant IMO information and peer reviewing their IMO related articles.</p>

<b>NAME AND ACRONYM:</b>	World Nuclear Transport Institute - WNTI
<b>DATE:</b>	17/03/2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The maritime transport of radioactive materials is essential to the wellbeing of mankind. The WNTI recognises that dangerous goods are one element of interest to the IMO and class 7 is a small sub-set of dangerous goods. However, the issues of concern for the transport of radioactive materials touches many Committees and Sub-Committees of the IMO and the WNTI values the observer status provided by the IMO. The WNTI has attended the majority of meetings in the period under review to track developments in the safety standards applicable to the transports of radioactive materials. As always the WNTI offers its service and experience of the WNTI membership to assist the IMO Member States in any way relating to issues of the transport of radioactive materials.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>The WNTI reports on all issues that may have an impact on the WNTI member's activities through a member's area of our website.</p> <p>On the open side of the WNTI website the WNTI has provided freely available software to assist those transporting radioactive materials on how to label, placard and complete the IMDG Code multi dangerous goods form. These two programmes are based on the latest edition of the IMDG Code and were developed to alleviate issues relating to denial and delays to shipments of radioactive materials as addressed by the IMO.</p>

<b>NAME AND ACRONYM:</b>	World Shipping Council (WSC)
<b>DATE:</b>	12 March 2015

<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p>The World Shipping Council (WSC) is a non-profit trade association that represents the liner shipping industry, primarily operators of containerships, vehicle carriers, and roll-on/roll-off vessels. Together, WSC members carry over 90% of the world's containerized trade. WSC Member companies are based in Asia, Europe, North and South America, the Middle East and across the globe. WSC offices are located in Brussels and Washington, DC.</p> <p>WSC is engaged in the work of IMO's Marine Safety, Environment Protection and Facilitation Committees, specific sub-committees, working groups, correspondence groups, and expert groups formed by the Secretary General on air pollution and more recently on GHGs. WSC has participated in all meetings of the MEPC and MSC since receiving consultative status in 2009 and is a regular participant at the FAL meetings. WSC representatives in the MEPC, MSC and FAL and specific sub-committees (Bryan Wood-Thomas, Lars Kjaer, and Doug Schneider) possess a long history of involvement at the IMO, including in the development of MARPOL Annex VI, the AFS Treaty, BWM Treaty, amendments to SOLAS and to the FAL Convention that are of particular relevance to the liner shipping industry. In addition, WSC is actively engaged on issues at the WCO, the ISO and in other fora that also are before the IMO, e.g., the CTU Code, counterfeit refrigerants, container lashing and other equipment, and reporting requirements of relevance to FAL. WSC actively participates in discussions at the Committee, workgroup, drafting group and correspondence group level and has made ten submittals to the IMO at the Committee and Sub-Committee level during the most recent biennium.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p>WSC regularly disseminates information concerning the work of IMO through issue specific updates to members, quarterly reports, brochures, presentations, speaking engagements, media interviews, press releases and social media postings. Moreover, WSC disseminates a wide range of information on IMO-related issues through the WSC website that offers current and historical information on a range of specific regulatory issues that are of central concern to the liner shipping industry and the public at large.</p>

<b>NAME AND ACRONYM:</b>	World Wide Fund For Nature, WWF-International
<b>DATE:</b>	27/3/15
<b>1</b>	<p><b>Briefly outline your organization's interest in and contribution to the work of the relevant bodies of IMO in the past biennium</b></p> <p><b>WWF has the following interests and to highlight this have included examples of our inputs into the relevant bodies of IMO in the past biennium.</b>  <b>Ballast water</b>, Attendance/interventions MEPC 65-67, Papers submitted MEPC 65/2/13, MEPC 65/2/17. <b>PSSA's</b>, attendance/interventions MEPC 65-67 submitted, MEPC 65/9, MEPC 66/6/16, NOX tier III stds. <b>IMO Number for Fishing Vessels</b> Adoption of Assembly Resolution A.1078(28) in December 2013  WWF submission of FSI 21-13, WWF Co-sponsorship of MSC 92-12-1, WWF attendance at FSI 21, MSC 92, Assembly 28, <u>Inclusion of the IMO Numbering Scheme in the 3<sup>rd</sup> Joint IMO/FAO Working Group on IUU Fishing</u>, WWF submission of MSC 94-10-2, WWF attendance at III 1, MSC 94  Promotion of the use of the IMO Number by Flag States, RFMOs and its use in the <u>FAO Global Record</u>, Joint WWF/PEW Letter to Flag States &amp; Fisheries Authorities promoting the take up of IMO Numbers by fishing vessel owners, Jan 2014. WWF attendance at RFMO Meetings to promote adoption of the IMO Number in Authorised Lists of fishing vessels, WWF attendance at FAO COFI 31, June 2014  WWF attendance at the FAO Open-ended Technical and Advisory Working Group of the Global Record of Fishing Vessels, February 2015  <b>Adoption of the Cape Town Agreement</b> WWF attendance at the Diplomatic Meeting to Adopt an Agreement to Amend the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, Cape Town October 2012, WWF Attendance at SLF 55, MSC 92.  <b>Polar Code</b> Attendance/papers/interventions relevant DE/SDC/MEPC/MSC. MEPC 65/11/5, MEPC 67/9/9, WWF Participation at MEPC 66/67 (13-17 Oct. 2015) including joint submission of NGO papers, WWF Participation at MSC 94 ( 17<sup>th</sup> to 21<sup>st</sup> Nov), DE 57/11/11,13,14, 20, 23, SDC 1/3/15,23.  London Convention/Protocol attendance and interventions on ocean fertilisation/deep-sea mining plume mitigation/regulation.</p>
<b>2</b>	<p><b>Briefly outline how your organization disseminates information on and promotes the work of the Organization to its membership and/or beyond</b></p> <p><b>WWF is recognised as the leading conservation organisation globally, employing over 5400 staff in more than 100 countries and with more than 5 million supporters across the world. WWF has communicated information to its membership/civil society and to the public at large regarding issues being dealt with under the auspices of IMO, this includes blogs/articles/reports/media work and to highlight this have included some examples of such dissemination covering the past biennium. WWF Blogs &amp; Articles:</b>  "Number scheme can help beat illegal fishing" IHS Fairplay, 17<sup>th</sup> October 2013  "Starting Point for Greater Transparency in the Fishing Industry" WWF Blog, 8<sup>th</sup> Jan 2014  "The Cape Town Agreement on Fishing Vessel Safety should be ratified", WWF blog, 5<sup>th</sup> March 2014  "Championing development of a transparent Global Record of fishing vessels", WWF blog, May 7<sup>th</sup> 2014  "Fishing fleet transparency nears", IHS Maritime Fairplay, July 10<sup>th</sup> 2014  "Fisheries Governance Roundup" WWF blog, September 3<sup>rd</sup> 2014  <a href="http://blogs.wwf.org.uk/blog/climate-energy/antarctic-ships-stuck-in-ice-signals-the-urgency-of-a-new-polar-code/">http://blogs.wwf.org.uk/blog/climate-energy/antarctic-ships-stuck-in-ice-signals-the-urgency-of-a-new-polar-code/</a>  <a href="http://wwf.panda.org/what_we_do/how_we_work/conservation/marine/sustainable_use/shipping/standards/">http://wwf.panda.org/what_we_do/how_we_work/conservation/marine/sustainable_use/shipping/standards/</a>  Shipping accidents report, <a href="http://www.wwf.org.uk/wwf_articles.cfm?unewsid=6633">http://www.wwf.org.uk/wwf_articles.cfm?unewsid=6633</a>  <a href="http://wwf.fi/wwf-suomi/viestinta/julkaisut/">http://wwf.fi/wwf-suomi/viestinta/julkaisut/</a> Baltic PSSA report.  <b>House of Lords Select Committee on the Arctic</b> <u>House of Lords Select Committee on the Arctic: Responding to a Changing Arctic (2015) : Para 316 (Pg 86)</u>  <b>Media</b>  <a href="http://www.dailymail.co.uk/sciencetech/article-2708256/Would-climate-change-CRUISE-Ship-tour-melted-Arctic-tourists-polar-bears-theres-no-mention-environmental-impact.html">http://www.dailymail.co.uk/sciencetech/article-2708256/Would-climate-change-CRUISE-Ship-tour-melted-Arctic-tourists-polar-bears-theres-no-mention-environmental-impact.html</a>  <a href="http://www.sustainablesshipping.com/news/WWF-uses-online-platform-to-map-future-Arctic-oil-spills-131127">http://www.sustainablesshipping.com/news/WWF-uses-online-platform-to-map-future-Arctic-oil-spills-131127</a>  <a href="http://www.sustainablesshipping.com/news/WWF-Arctic-oil-spill-could-spread-more-than-1-000-km-130918">http://www.sustainablesshipping.com/news/WWF-Arctic-oil-spill-could-spread-more-than-1-000-km-130918</a>  <a href="http://www.sustainablesshipping.com/news/WWF-Ballast-water-comparable-to-climate-change-122395">http://www.sustainablesshipping.com/news/WWF-Ballast-water-comparable-to-climate-change-122395</a>  <a href="http://www.sustainablesshipping.com/news/DNV-and-WWF-target-marine-waste-122301">http://www.sustainablesshipping.com/news/DNV-and-WWF-target-marine-waste-122301</a>  <a href="http://www.sustainablesshipping.com/news/Arctic-states-should-step-up-to-strengthen-Polar-Code-132648">http://www.sustainablesshipping.com/news/Arctic-states-should-step-up-to-strengthen-Polar-Code-132648</a>  <a href="http://www.theguardian.com/environment/2014/nov/21/polar-code-agreed-to-prevent-arctic-environmental-disasters">http://www.theguardian.com/environment/2014/nov/21/polar-code-agreed-to-prevent-arctic-environmental-disasters</a>  <a href="http://www.ibtimes.com/worlds-most-dangerous-oceans-shipping-identified-1297745">http://www.ibtimes.com/worlds-most-dangerous-oceans-shipping-identified-1297745</a>  Additionally WWF have promoted the work of IMO through presentations on High seas MPA's and shipping, through the Sargasso Sea Alliance's work, through the Sustainable Shipping Initiative (of which WWF was a founder member) and in other bodies such as OSPAR/HELCOM/Arctic Council/RFMO's/FAO/ISA/UNGA to encourage joined up thinking/joint working with other sea users.</p>