



10TH CO-OPERATION FORUM STRAITS PROJECT UPDATE

**PROJECT 11 - GUIDELINES ON THE PLACE OF
REFUGE FOR SHIPS IN NEEDS OF ASSISTANCE IN
THE SOMS**

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Introduction

“My principal concern is that the existing measures adopted by IMO are the best measures we could agree on but, in reality, those measures alone might not be effective to resolve actual cases where incidents require Places of Refuge urgently.

In other words, the question appears to be not so much whether the IMO measures are adequate, but rather what more could be done at the operational level including communication and consultation between ship operator and shore authorities and the availability of adequate insurance for compensation for potential damage to the environment and local shore community”.....

H.E. Koji Sekimizu

IMO Secretary-General Opening Remarks at 101st Legal Committee

BACKGROUND

✗ Place of Refuge :-

- ✗ *“A location or place where ship is in distress and needed assistance to find a favourable environment, enabling it to take action to stabilise its condition, protect human life and reduce the hazards to navigation and to the environment;*
- ✗ IMO Res A.949 & A.950;
- ✗ Cases - Erica, Castor, Prestige and Maritime Maisie;

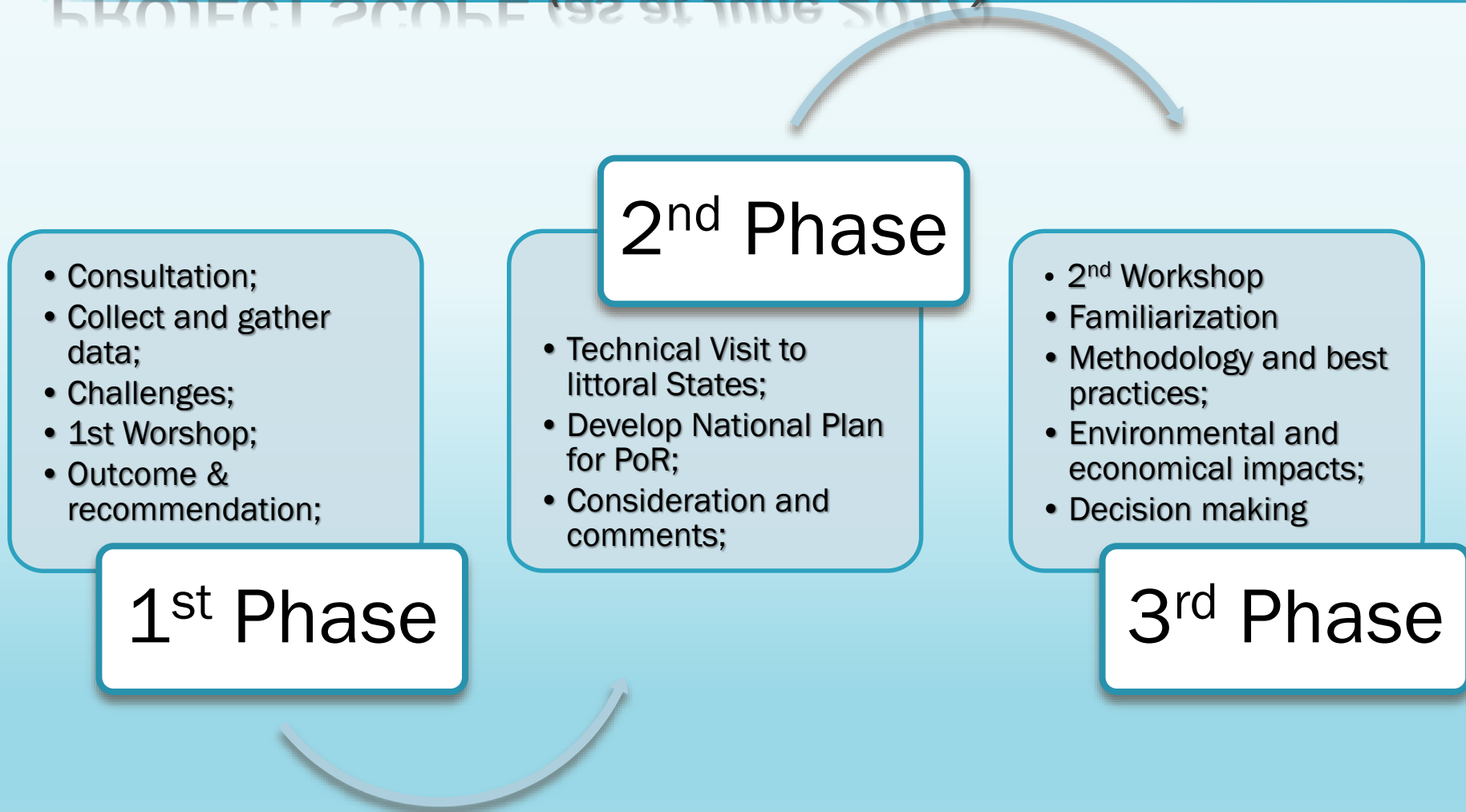


CURRENT STATUS IN THE SOMS

- ✖ Variety products carried on board ships transiting the Straits;
- ✖ Dangerous cargoes such as oil, gas and chemical products;
- ✖ Statistic from 2011 to 2016 shown the increasing of reported vessel from 73,528 to 83,749 [appx; 12% in 5 years]
- ✖ In 2016, there are 83,740 vessels reported to Klang VTS: -
 - ✖ [30.77%] of containers;
 - ✖ [23.25%] of tankers;
 - ✖ [16.57%] of bulk carriers;
 - ✖ [7.13 %] of VLCC / deep draft;



PROJECT SCOPE *(as at June 2017)*



PROJECT SCOPE (as at June 2017)



The Secretary of State's
Representative for Maritime
Salvage & Intervention

- ✕ IMO Experts; **Mr. Hugh Shaw** appointed as a SOSREP since 1st January 2008
- ✕ His first incident; *the 62,677 GT container vessel LT Cortesia aground on the Varne Bank, Dover Strait.*
- ✕ Involved in over 600 incidents; *Msc Napoli, Lt Cortesia, Ice Prince, Riverdance, Yeoman Bontrup, Shell Gannet Pipeline, Petrojarl Banff Fpso, Msc Flaminia, Hoegh Osaka and The Lysblink Seaways.*



OUTCOME (from 1st workshop)

× National Plans

In accordance with UNCLOS there was no evidence of separate national place of refuge plans.

× Decision Making / Competent Authority

States members recognized:

- stake holders involved,*
- expert for independent decision*
- responsible person for decision making to have more expose to the planning, training etc.*

OUTCOME (from 1st workshop) – CONT'

✖ EU Guidelines (modified for SOMS area)

General consensus that the work undertaken by the EU States could be modified for use within the SOMS area.

✖ Places of Refuge Competent Authority Co-operation Group

Emphasised the importance of good co-operation and co-ordination. consider the implementation of a Co-operation Group

✖ Participation of Port Authorities / Port of Kuala Sungai Linggi, Malacca

Port of Kuala Sungai Linggi provided an opportunity for additional feedback from the commercial port sector. Potential place of refuge in SOMS.

RECOMMENDATION *(from 1st workshop)*

- ✖ Each States' National Plans to feature procedures for dealing with places of refuge incidents in accordance with IMO Resolution A.949(23).

- ✖ Decision Making / Competent Authority

Each States' National Plans should clearly outline the decision making process and the designated person for the final decision.

- ✖ IMO expert to visit Malaysia, Indonesia and Singapore

Review draft national place of refuge plan and meet key stakeholders within Government and port sector.

RECOMMENDATION (from 1st workshop) – cont'

- ✖ Develop modified EU Operational Guidelines for SOMS area use.
- ✖ Plan and execute TTX to test new SOMS area place of refuge guidelines. Opportunity to engage with industry.

Plan and execute TTX to test new SOMS area place of refuge guidelines. Opportunity to engage with industry.

- ✖ Establish SOMS Area Place of Refuge Co-operation Group

LITTORAL STATES FOCAL PERSON (as agreed in the 40th TTEG Meeting in Singapore)

× Co-ordinator :-

- + Mr. Mohd Fairoz Rozali, Marine Department Malaysia,
e-mail : fairoz@marine.gov.my;

× Focal Person :-

+ Indonesia

- × Mr. Raymond Sianturi, Directorate General of Sea Transportation, Indonesia,
e-mail : indomarinav@yahoo.com

+ Singapore

- × Capt Daknashamoorthy Ganasen, Maritime and Port Authority of Singapore,
e-mail : Daknashamoorthy_GANASEN@mpa.gov.sg

A WAY FORWARD

- ✖ All six recommendations which involved all parties to be prepared/carried out within 6 to 9 months time frame.
- ✖ MDM to present the draft proposal to TTEG and seek for the feedback.

CONCLUSION

“More international instruments will not contribute to further increases of safety at sea, but require more efficient implementation of regimes, enhance and better coordination national, regional and international framework will serve the purpose...”

“Proactive steps to ensure increased cooperation from Users of the Straits under the Cooperative Mechanism on the safety of navigation and environmental protection in the Straits....”