

# Welcome to 2012

## Year of implementation

**W**e have a saying in the UK, which may equally apply in other countries with less than reliable public transport services, 'You wait for a bus for ages and then three come along at once'. The same could apply to shipping regulations coming into force although some may argue that there has been far too steady a stream of them in the last decade or two. Nevertheless, 2012 will indeed see major changes in IMO regulations coming into force, as well as the likelihood that the ILO's Maritime Labour Convention (MLC) 2006 will do so. For the latter to come into force 30 countries representing at least 33% of world tonnage must ratify the Convention. To date 22 countries with 56% of the tonnage have done so. This means it is more than likely that the further eight countries required will soon sign up and this all important Convention, dubbed the Seafarers' Bill of Rights, will become effective very soon.

In the meantime, there is no doubt that STCW 78/95 as amended 2010 (known as the Manila Amendments) will be implemented from 1st January and the first phase of the mandatory carriage of ECDIS (overall timeframe for all categories 2012-2018) under SOLAS amendments will be upon us from 1st July. Is the industry ready for these changes and have you read up on them?

We have certainly published a good many articles on them so we hope the answer to the second part of the question is 'yes' as keeping abreast of regulatory developments is an essential part of your continuing professional development (CPD) – for shoreside managers as well as seafarers.

It is clear from attending conferences and talking to many people from fleet management and training providers that elements of the industry are well aware of the challenges these regulatory changes bring. Equally, it appears from other conversations and input that some industry players are still in denial that the world is rapidly changing around them. There is a serious training need in addition to the purchasing and fitting of new equipment such as ECDIS. Andy Norris' article (see pp 8-10) is, we think, required reading as is his book *ECDIS and Positioning* published by the Institute which should be on every ship and in every fleet office. His article is based on a Keynote Address he gave at the ECDIS Revolution Conference (see report pp 28) at which there was much good advice given about implementing and operating ECDIS on board. The lead time to effectively implement in a fleet is substantial – a coastal operator advised three years minimum as the project team must first assess and buy the

equipment as well as organising the training of all users and the installation on board. The mindset is an important part of this as is the production and effective use of procedures on board (see also pp 11/12) including amendments to the Safety Management System (SMS).

### Governance changes

Proving that the NI is not immune from regulatory change, we have had to review our own governance structure and procedures as the UK laws under which we operate have been substantially revised. The article on pages 4 to 7 is recommended to all members as it sets out the background to the required changes and the structure agreed in principle by Council in December. Further work needs to be done on some of the detail as well as the Articles of Association and Constitution to ensure consistency in all documentation before presentation to Council at the end of March and recommendation to the membership at the AGM which will be on 24th May in York, England. Your feedback on these proposals will be welcome (please email the Chief Executive – cpw@nautinst.org) and we hope you will be able to attend the AGM with its associated Seminar (24th/25th) and Gala Ball (more details next month).

## Features

Captain's column	3	Leadership training	15-16	Membership form	13-14
NI governance review	4-7	Piracy & the monsoon	21-22	MARS	17-20
ECDIS: The ECDIS mindset	8-10	Citadels	23-24	Diary	24
IHO ENC/ ECDIS test	11-12	Conferences	26-29	Nautelex	25
				NI Log	30-32
				Letters	33-34
				People	35-36

