



The Company of Master Mariners of Canada

will host an International Conference

“Security of Ships, Ports and Coasts”

22nd and 23rd September, 2005

Holiday Inn Harbourview, Dartmouth, N.S., Canada

Papers will be presented on:

- Ship and Port Facility Security – is the ISPS Code a Benefit or a Burden – Should it be Amended?
- ISPS Experience of Flag States, Shipping Companies, Seafarers, Port Authorities, Port Workers and Maritime Security Agencies
- Maritime Boundary Security and Homeland Defence Strategies
- Places of Refuge and Detained Seafarers; Security, Political, and Legal Issues

Presentations from the Following Organizations Confirmed:

- International Maritime Organization (IMO), London, UK
- The Nautical Institute, London, UK
- American Bureau of Shipping, Houston, Texas, USA
- Shipping Federation of Canada, Montreal, Canada
- Halifax Port Authority, Halifax, Canada
- Unitech Inc., Centreville, VA, USA
- Transport Canada, Ottawa, Canada
- International Chamber of Shipping, London, UK
- Centre for Seafarers' Rights, Seamen's Church Institute, NY/NJ, USA
- Canadian Navy
- United States Coast Guard
- Comité Maritime International, Advisory Group to IMO/ILO, London, UK
- Lloyd's Register North America Inc.
- Teekay Shipping Corporation, Vancouver, Canada
- Royal Caribbean Cruise Lines
- Canadian Border Services Agency
- Canadian Coast Guard
- International Federation of Ship Masters Associations
- World Maritime University

On-line registration <https://www.compartevents.com/mastermariners/default.asp> or contact:

Compart Event Management, 5554 Sullivan St., Halifax, NS, Canada B3K 1X7

Phone: 1- 877-313-0333 or 902-454-4714 Fax: 902-454-4930

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The Company of Master Mariners of Canada

INTERNATIONAL CONFERENCE ON SECURITY OF SHIPS, PORTS AND COASTS

Who We Are

The Company of Master Mariners of Canada was incorporated in 1967 as a professional association for those qualified to command merchant ships. It was established to encourage and maintain high and honourable standards of the nautical profession, further the efficiency of the sea service and uphold the dignity and prestige of Master Mariners. The business of The Company is non political and is carried out without pecuniary gain to its members.

The Company, the membership of which has expertise that covers most fields of the shipping industry at sea and ashore, provides opportunities for study and discussion of Safety of Life at Sea, Navigation and associated systems. Also, The Company fosters Marine Education through scholarships and grants awarded by its Foundation.

Our Previous Conferences

In October 1996, The Company held a conference entitled SAFER SHIPS – COMPETENT CREWS. The conference in Halifax covered topics current at the time, including Safety Issues concerning Ro-Ro Ferries and Bulk Carriers; the ISM Code and the Revised STCW Convention.

In October 2000, in Toronto, our conference entitled STRATEGIES FOR CANADIAN SHIPPING set out to chart the future of Canada's waterborne domestic trade. The conference included workshops on Marketing, Human Resources, Technology, Ship Financing and Taxation.

Our last major conference held in Halifax in October, 2001, was again entitled SAFER SHIPS – COMPETENT CREWS. It reviewed the experience with the ISM Code and the Revised STCW Convention; studied the Enhanced Class Survey of Bulk Carriers, Crew Training for High Technology Vessels in the Oil and Gas Industry and the complex issue of Places of Refuge.

This Year's Conference

Halifax/Dartmouth is again the locale for our conference entitled: **SECURITY OF SHIPS, PORTS AND COASTS**. The ISPS Code, applying to ships and port facilities, was developed by IMO, post 9/11 and after one year's experience, it is time to review and assess it from differing viewpoints. New National Security Policies and regulatory regimes will be assessed; also the new cooperation among the Canadian Navy, the US Coast Guard and related government agencies involved in homeland security. A current IMO/ILO initiative, "Fair Treatment of Seafarers", will be discussed with those involved in this complex, politicized issue at IMO and in the EU

The objective of this year's conference will be to develop recommendations to IMO and national governments. The conference will be of interest to shipping company executives, maritime administrators, seafarers, port authorities and port facility operators, representatives of port workers, security systems and equipment providers. It will also be of interest to Naval and Coast Guard officers and the various government agencies involved in maritime boundary defence against illegal activities.

The conference venue is again the **Holiday Inn Harbourview, Dartmouth**, overlooking the Halifax waterfront and it will afford attendees a suitable atmosphere and ample opportunity to mingle and exchange opinions. After each chaired session of three papers, there will be a time allotted for interactive dialogue between the conference attendees and presenters

INTERNATIONAL CONFERENCE
SECURITY OF SHIPS, PORTS AND COASTS

DAY 1 Thursday, September 22, 2005

THEME: Security of Ships

- 0730-1200 Registration**
- 0830 Ceremony of Welcome** by Captain Ian Marr, National Master, The Company of Master Mariners of Canada and Ms. Karen Oldfield, President and Chief Executive Officer, Halifax Port Authority
- 0845 Keynote Address:** by Secretary General Efthimios E. Mitropoulos, International Maritime Organization, (IMO) read by Capt. Hartmut Hesse, Senior Deputy Director, Security and Human Element, Maritime Safety Division, IMO, London
- 0905 1st Session:** Speakers introduced by Session Chairman, Dr. Jack Spencer, Council Member of the Society of Naval Architects and Marine Engineers (SNAME).
- 0915 Paper #1/1: “The ISPS Code; Is it Meeting IMO Goals? Flag and Port State Views”**-- Mr. Tom Allan, Maritime and Coastguard Agency; UK Permanent Representative to IMO, Chairman, Maritime Safety Committee, IMO.
- Paper #1/2: “The ISPS Code, A Shipowner’s View”**
-- Mr. Paul MacGillivray, Security Manager, Teekay Shipping, Vancouver.
- Paper #1/3: “The ISPS Code – Benefit or Burden to Ships?”**
-- Capt. Nick Cooper FNI, VP Nautical Institute & Maersk Line Master.
- 1000 DISCUSSION PERIOD**
- 1015 Refreshment Break:** -- Hosted by *Fednav Limited, Montreal*
- 1040 2nd Session:** Speakers introduced by Dr. Jack Spencer, Session Chairman.
- Paper #2/1: “The Impact of ISPS Code on Seafarers”**
-- Mr. Douglas Stevenson, Centre for Seafarers’ Rights, Seamens’ Church Institute, New York/New Jersey.
- Paper #2/2: “The ISPS Code: Costs to Shipping Companies and Its Effects On Trading Into The Great Lakes”** -- Mr. Michael Broad, President, the Shipping Federation of Canada, Montreal.
- Paper #2/3: “The ISPS Code; Its Effect On Cruise Shipping”**
-- Capt. Howard Newhoff, Manager Security, Royal Caribbean International and Celebrity Cruises, Miami, FL, USA.
- 1130 DISCUSSION PERIOD**
- 1200 LUNCHEON** hosted by **American Bureau of Shipping, (ABS) Houston, TX, USA**
- 1245 Speaker:** VAdm. James C. Card, USCG (Ret.), Senior VP and Chief Technology Officer, ABS, Houston.
Topic: “Role of ABS in ISPS Code Implementation; Predictions For The Future”

THEME: Port Security

- 1335 **3rd Session:** *Speakers introduced by Capt. Hartmut Hesse, Session Chairman.*
- 1340 **Paper #3/1: “A Secure Port: How to Do It, How to Pay For It”**
-- *Mr. Gord Helm, Manager, Marine Security and Cruise Operations, Halifax Port Authority.*
- Paper #3/2: “Security Strategies for Ports”**
-- *R/Adm. Paul J. Pluta, USCG (Ret’d), Senior Vice President, Strategic Programs, Unitech, Washington, DC.*
- Paper #3/3: “Preventing Illegal Entry Through Ports”**
-- *Mr. Barry Mitchell, Director, Canadian Border Services Agency, Atlantic Area.*
- 1430 **DISCUSSION PERIOD**
- 1500 **Refreshment Break** --*Hosted by Fednav Limited, Montreal*
- 1525 **4th Session:** *Speakers introduced by Capt. Hartmut Hesse, Session Chairman*
- 1530 **Paper #4/1: “The International Impact; Achievements and Future Challenges”**
-- *Mr. Bud Streeter, Vice President, Lloyd’s Register North America Inc.*
- Paper #4/2: “Places of Refuge And Security; Political And Legal Issues”**
-- *Professor Aldo Chircop, World Maritime University, Malmo, Sweden.*
- 1615 **DISCUSSION PERIOD** – *Followed by Chairman’s Summation*
- 1645 **End of Sessions - Day 1**
- 1830 **Reception** -- *hosted by Lloyd’s Register North America Inc.*
- 1930 **Nova Scotia Lobster Dinner**

DAY 2 Friday, September 23, 2005

THEME: Security of Coasts

- 0800 **Registration** (*Open one hour for Day Only Registrants*)
- 0825 **Delegates Welcomed** -- *Captain Alan Knight FNI, Conference Chairman*
- 0830 **5th Session:** *Speakers introduced by Vice Admiral Duncan Miller (Ret’d), former Chief of Staff, Supreme Allied Commander, Atlantic, Session Chairman.*
- 0840 **Paper #5/1: “U.S. Coast Guard’s Role in Marine Aspects of Homeland Security”**
-- *R/Admiral Thomas H. Gilmour, Asst. Commandant, Marine Safety, Security and Environmental Protection, USCG Headquarters, Washington, DC, USA.*

Paper #5/2: “Maritime Boundary Security – Information and Intelligence”

--*Captain (N) D.O.Thamer, Asst. Chief of Staff, Plans and Operations,
Canadian Navy, Maritime Command, Halifax.*

Paper # 5/3: “Canadian Coast Guard’s New Role in Maritime Security”

--*Mr. Gary Sidock, Director Maritime Security, Canadian Coast Guard*

Paper #5/4: “Maritime Security – A National Perspective”

-- *Mr. Gerry Frappier, Director-General, Marine Security and Emergency
Preparedness, Transport Canada, Ottawa.*

0945 DISCUSSION PERIOD

1015 REFRESHMENT BREAK

THEME: Detained Seafarers; Security, Political and Legal Issues

1030 6th Session: *Speakers introduced by Capt. Hartmut Hesse, Session Chairman*

Paper #6/1: “From Fair Treatment to Human Rights”

-- *Capt. Lazlo J. Kovats, International Federation of Shipmasters’ Associations,
London.*

**Paper #6/2 “Initiatives on Fair Treatment of Seafarers by Comite Maritime
International”**

-- *Mr. William Moreira, QC, President, Canadian Maritime Law Association, Halifax.*

1100 DISCUSSION PERIOD

1130 Delegates are bussed from Hotel to the Cruise Ship Terminal, Port of Halifax.

1200 Board “ENCHANTMENT OF THE SEAS” for Luncheon hosted by Royal Caribbean
Cruise Line and Halifax Port Authority.

Lunch Speaker: *Mr. Joe Cox, Chairman, US Chamber of Shipping and Representative
of International Chamber of Shipping in Fair Treatment Issues.*

Title: “Confessions of a Seafaring Criminal”

1415 Delegates convene in the Ship’s Conference Room.

1430 Conference Review by Panel of Session Chairmen.

1500 Delegates participate in drafting Conference Recommendations.

1550 Closing Remarks by Conference Chairman, Capt. Alan Knight, FNI.

1600 Delegates disembark from ship and are bussed back to the hotel.

END OF CONFERENCE

Registration Form

<https://www.compartevents.com/mastermariners/default.asp>

Conference Report

CMMC's SECURITY CONFERENCE

The International Conference on Security of Ships, Ports and Coasts, organised by the Maritimes Division on behalf of The Company and held in Dartmouth on Sept. 22/23 '05 was, by all accounts, a great success. As Capt. Hartmut Hesse, Senior Deputy Director, Maritime Safety Division at IMO, wrote in an e-mail from London; (quote) "It was indeed a pleasure to attend the event which I considered to be well organised and conducted and of great value to its participants. All those I've spoken to afterwards shared these sentiments."(unquote). Capt. Hesse came over to read the Keynote Address by the Secretary General of IMO, Mr. Efthimios E.Mitropoulos and stayed on to chair two of the conference sessions.

ISPS IMPACT ON SHIPS AND PORTS

The Conference was opened by Capt. Ian Marr, National Master and was chaired throughout by, past National Master, Capt. Alan Knight FNI. Support in tangible ways was provided by The Nautical Institute, UK and the Society of Naval Architects and Marine Engineers (SNAME), USA. Delegates were also welcomed by Ms. Karen Oldfield, C.E.O of Halifax Port Authority.

The International Ship and Port Facility Security Code (ISPS Code) was the topic of Day 1. In the morning, interesting and informative presentations were made on the impact of the Code on, Flag States, Shipping Companies, Shipmasters and other Seafarers and the Cruise ship sector.

Two of our members made presentations in this section. Capt. Darryn DeBruyn, Maritimes, Master of a Secunda Marine Services off-shore supply vessel operating in West African waters, was home on leave and did a fine "pinch-hitting" job for Capt. Nicholas Cooper, Vice President of the Nautical Institute, London, a serving master with Maersk and unable to get over in time. Capt. DeBruyn ably fielded questions from his personal experience with the Code. The other member in the limelight was Capt. Ivan Lantz, Montreal Division, Director, Marine Operations with the Shipping Federation of Canada who spoke about the Code's impact on shipping trading into the Great lakes and on the St. Lawrence Seaway System.

In the afternoon of Sept. 22, we heard papers on Port Security in Canada and the US, from Canada Customs now, Canada Border Services Agency and from Lloyd's Register, on cargo security management. The day ended with a thought-provoking paper on Ports of Refuge, a current "hot topic" at IMO, by Dr. Aldo Chircop, Dalhousie University, Halifax and recently teaching at World Maritime University, Malmö, Sweden. In an e-mail to us afterwards, Dr. Chircop described the session he attended as "excellent" and added, "I learned a lot and came out of the meeting with a few more ideas that need further research".

THE SOCIAL SIDE

The luncheon on Day One was hosted by American Bureau of Shipping (ABS) and their Vice President Technology, Vice Admiral Jim Card, USCG (Ret'd), in his address, spoke of the security factor of great significance but often denigrated - the Human Factor. Adm. Card advocated the sharing of the security commitment by ship operators and mariners as team players. That evening, the "Lobster Supper" was attended by 120 delegates and a few guests. Lloyd's Register hosted the pre-dinner reception. This was the venue for our National Master to present Dr. Jack Spencer, a Council Member of SNAME, with his Certificate as an Honorary Member in our Company for his, "friendship and support" of The Company. Dr. Spencer has supported us in our three international conferences; is well-known at IMO and in the USCG. He has influenced a number of high-profile speakers to attend our conferences which indirectly, has benefitted The Company. He was also given a Company's plaque, suitably inscribed.

SECURITY OF COASTS

Day 2, Sept. 23, the 5th session, chaired by Canada's Vice Admiral Duncan Miller (ret'd), opened with a presentation by Rear Admiral Thomas Gilmour, USCG, describing the Coast Guard's maritime strategy for Homeland Security. This was followed by the Canadian Navy's Captain D.O. Thamer, Ass't Chief of Staff, Plans and Operations for Maritime Forces, Atlantic. He spoke of "Domain Awareness", intelligence gathering and the sharing of information among agencies involved in national security. The Canadian Coast Guard has a new security mandate, under the National Security Policy, and Mr. Gary Sidock, CCG's Director, Maritime Security spoke of the new law enforcement patrol boats, crewed by CCG for the RCMP's constabulary duties. Mr. Said Nassif, Director, Marine Security Operations, Transport Canada, spoke on the maritime transport security regime through which Canada implements the ISPS Code and added that future directions include, increased waterside security for shipping in ports, security focus on domestic ferries and the establishment of a Marine Security Operations Centre for the Great Lakes region.

Luncheon on Day Two was a special one as it was enjoyed on board one of Royal Caribbean's super cruise ships, "ENCHANTMENT OF THE SEAS", arranged by Capt. Newhoff, RCCL's Security Manager, Miami, who had

spoken on the impact of the ISPS Code on Cruise Ships. .

FAIR TREATMENT OF SEAFARERS

This is another current topic at IMO, also at the ILO and in the European Commission. There have been several nasty cases recently where seafarers, mainly masters, have been criminalised and detained without even an inquiry to prove their involvement in accidents resulting in pollution. The International Federation of Shipmasters' Associations (IFSMA), sent Capt. Kovats from London to state their case on behalf of seafarers. IFSMA has consultative status at IMO. Another major paper on this topic was by Capt. Edgar Gold, QC, FNI, a former full member of CMMC and now an Honorary Member of the Maritimes Division he helped to found. He has retired to Brisbane, was unable to attend, but his paper was read by Mr. William Moreira, QC, President of the Canadian Maritime Law Association. In the final paper on this topic, the conference heard the shipowners' point of view from the President of the US Chamber of Shipping, Mr Cox, who is the spokesman for the International Chamber of Shipping on "Fair Treatment". A separate article, summarising these papers on "FAIR TREATMENT OF SEAFARERS" will appear in the next issue of "FROM THE BRIDGE". CMMC should be informed and take a position on this matter.

CONFERENCE PROCEEDINGS

The complete conference proceedings are on a CD. Members may obtain a CD by sending a request by e-mail to Capt. Don MacAlpine, <don.macalpine@ns.sympatico.ca> and send a cheque made payable to "Security of Ships, Ports and Coasts" in the amount of ten dollars to Maritimes Division, P.O. Box 315, Dartmouth, NS, B2Y 3Y5.

Conference Recommendations

1. Manning levels (as per Minimum Safe Manning Cert.) to be reviewed due to burden of duties additional to ship's normal operations.

(Cooper and MacGillivray mentioned this as did IMO's Secretary-General (S-G) in his Keynote address. The Safety aspect has to be considered; also hours of rest and fatigue, matters which have been put forward by IMO. SOLAS V/14 applies.)

2. Denial of Shore Leave for Seafarers in Ports to be addressed at IMO/ILO level.

(Cooper & MacGillivray stated that denial of shore leave was a negative effect of Code. S-G stated that crews should not be penalised by denial of shore leave. Stevenson mentioned Res. 11 of the Code which recognises the right of shore leave as important. Gold also refers to this issue in his paper on Fair Treatment of Seafarers.)

3. Seafarers' Biometric I.D. to be accepted internationally.

(This has been developed by IMO/ILO and it is hoped that it will be internationally accepted at the ILO Convention on Maritime Standards in 2006. The S-G suggests that if this I.D. is accepted maybe there will be no need for visas.)

4. Waterside Security for Ships in Ports and Screening of non-SOLAS service craft which interface with shipping to receive some priority in ports under the ISPS Code.

(Newhoff and Card see this as a weakness in the Code. Allan admits this is a security gap and expects that in the future the Code may be extended to domestic operators.)

5. Seafarers, pilots, fishermen and port workers to be treated as partners in security.

(S-G notes fewer thefts and stowaways since Code in force. Seafarers more security conscious; Vinette (Customs) pleased to get tips from port workers or fishermen who spot unusual activities; Stevenson notes that seafarers observe security threats, report to officers and cause counter measures to be taken. Seafarers have felt a duty to secure their ships for a long time. Pluta and Card in favour of including the mariner in security; Hesse refers to this in his human element talk.)

6. Ship Security Alert Systems to be installed in all ships to which the ISPS Code applies.

(MacGillivray spoke of this as did Gilmour. This is subject of IMO Circular #1155. It is linked with Long Range Ship's Identification and Tracking (LRIT). IMO has a Maritime Security Working Group (WG) on this subject and

there is a proposed draft regulation to establish a mechanism for the collection from ships LRIT information for Security.)

7. Cruise ships to Liaise with S.A.R. Authorities in their Cruising Areas.

(How will SAR authorities deal with a major cruise ship casualty at sea? IMO has the Passenger Ship Safety sub-committees reporting to the Maritime Safety Committee (MSC); National Rescue Coordination Centres (RCC) to review their capability for such an event.)

8. Fair Treatment of Seafarers: IMO to consider IFSMA's Guidelines - 3rd Draft.19/08/05

(Governments and Shipping Industry to cooperate in ensuring fair treatment for seafarers whose ships have been involved in a maritime accident and also during the normal service of the seafarer. (See papers presented by Kovats of IFSMA and Gold of CMI's WG to IMO.)

9. Places of Refuge. IMO should urge member states to follow up on the December 2003 adoption of the resolution to establish a Maritime Assistance Service which provide a framework by which governments will be able to assess each request for a Place of Refuge on its merits and make the appropriate decisions.