



17th Session

Distributed: 21 March 2016

Outcome Statement

Introduction

1. The Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) forum convened its 17th session from 15 to 17 March 2016 in Queenstown, New Zealand, hosted by Maritime New Zealand (MNZ). The meeting was opened by Mr Keith Manch, Chief Executive Officer, MNZ; and closed by Ms Natalie Perret, Senior Advisor International, Maritime New Zealand.
2. Twenty Members were represented. They were from: Australia; Chile; China; Cook Islands; Fiji; Hong Kong, China; Japan; Kiribati, Republic of Korea; Malaysia; New Caledonia; New Zealand; Niue; Papua New Guinea; Philippines; Singapore; Solomon Islands; Tuvalu; United States; and Vietnam.
3. Five standing Observers were represented. They were: the International Hydrographic Organization (IHO); the International Maritime Organization (IMO); the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA); the Pacific Community (SPC) and the Secretariat of the Pacific Regional Environment Programme (SPREP).

Administrative Arrangements

4. Members thanked the IMO Secretariat for providing funding for a number of delegates to attend this session under the Integrated Technical Cooperation Program. Members welcomed increased participation by women and Pacific Island countries.
5. Intersessional APHoMSA Secretariat papers distributed between the 16th and 17th sessions were noted and the Secretariat thanked Members for their input. These included papers on Regional Cooperation activities in the Asia-Pacific and a minor amendment to the Rules of Procedure to reflect that the Secretariat will provide an update on key outcomes of regional forums at each APHoMSA session.

Regional Cooperation

6. Members noted the Secretariat's annual update of relevant outcomes from key meetings of international and regional organisations relating to the APHoMSA pillars. Members also noted the Secretariat's intention to continue to provide this update at future sessions of APHoMSA, and agreed to notify the Secretariat of any particular outcomes they would like included in the table.

7. Members noted the information provided by the IMO relating to and resulting from the outcome of the work of IMO bodies and the capacity-building efforts under the Integrated Technical Cooperation Program to support countries in the region, particularly Small Island Developing States and Least Developed Countries. The IMO Secretariat encouraged APHoMSA Members to identify early and clearly communicate capacity building needs to the IMO Technical Cooperation Division.
8. Members noted the technical assistance that SPC has provided to Pacific Island Countries (PICs) to prepare for the IMO's Member State Audit Scheme (IMSAS). Members agreed to request development partners to further support SPC to assist PICs with their preparations for IMSAS. Members also agreed to request development partners to consider conducting mock audits upon request by PICs and thereby assist PICs to achieve their targets in their national roadmaps to prepare for IMSAS.
9. Members congratulated SPC on convening the successful 2015 Pacific Transport Officials meeting, and noted the outcomes and decisions of the meeting.
10. Members noted recent regional cooperation activities carried out by the Tokyo MoU in 2015 and planned technical cooperation activities for 2016-2017. Members also showed appreciation for the capacity-building work of the Tokyo MoU and the Nippon Foundation in the Asia-Pacific.
11. Members thanked Maritime New Zealand for holding a workshop on '*Domestic Shipping Safety*' prior to the 17th session of APHoMSA. Members agreed to establish a correspondence group and standing agenda item to consider Domestic Shipping Safety and the associated marine environment protection issues. Terms of reference for this group were agreed by Members (Annex A).
12. Members agreed to further discuss the inclusion of fishing vessels in the Tokyo MoU at the Port State Control Committee in Australia in October. Members noted the importance of reporting pollution incidents through the relevant international reporting mechanisms including the Noumea Convention, the London Convention and Protocol, and MARPOL to ensure appropriate data is being collected on incidents involving fishing vessels. Members will consider ratification and improved implementation of key international instruments on fishing vessel safety, including the 2012 Cape Town Agreement, the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) 2005, and the Work in Fishing Convention (No. 188), noting that the STCW-F is under formal review by IMO. Members also agreed to consider submitting information on incidents in polar waters to the next session of the IMO Maritime Safety Committee, and support ongoing work to develop a phase II of the Polar Code for non-SOLAS vessels, and in particular fishing vessels.
13. Members noted the information provided by IALA regarding their capacity building activity in the Asia-Pacific region. Members also agreed to encourage IALA target States in the APHoMSA region to request 'Stage 2' technical needs assessment missions.

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14. Members agreed to participate in a correspondence group on implementation of IMO Conventions and IMSAS, and to terms of reference for this group (Annex A). Members also agreed to work together to contribute to the consistent and effective implementation of IMO instruments globally and to work together to contribute to the continuous improvement of IMSAS.
 15. Members noted Hong Kong, China's experience in implementing Vessel Traffic Services (VTS) data sharing with neighbouring ports. Members also agreed to consider including VTS data sharing capability in the planning phase for new VTS Systems.
 16. Members noted an update from the Australian Maritime College on the International Association of Maritime Universities (IAMU) and that this year's IAMU Annual General Assembly will be hosted by the Vietnam Maritime University in Haiphong on 26 to 29 October 2016.
 17. Members noted the planned changes to the Global Maritime Education and Training (GlobalMET) secretariat and that a Maritime Education and Training seminar, in conjunction with a board meeting, will be held on 6 to 7 April 2016 at the Guangzhou Maritime Institute.
 18. Members noted the opportunities presented by increased use of web-based information portals as outlined by Australia.

Protecting the Marine Environment

19. Members noted a report and its recommendations on marine pollution from fishing vessels presented by SPREP. Members agreed to actively implement the recommendations in the report within their own mandate and capacity; and to coordinate with the Regional Fisheries Management Organisations in the region to address pollution violations from distant water fishing nations through an education program about disposal of garbage, wastes and pollution types generated onboard fishing vessels.
20. Members noted that Papua New Guinea submitted an information paper to the 69th session of the IMO's Marine Environment Protection Committee (MEPC) regarding establishment of a Particularly Sensitive Sea Area for the Jomard Entrance Louisiade Archipelago; and agreed to support the full submission to the 70th session of MEPC.
21. Members noted the procedures for port and flag State control established by the Chilean Maritime Authority and noted the importance of robust inspection procedures to ensure the quality of shipping operations in the Asia-Pacific region.
22. Members noted issues raised by the IHO, and agreed they would make best efforts to ensure a national Maritime Safety Information coordinator is appointed, trained and supported to fulfil the requirements of the International Convention for the Safety of Life at Sea (SOLAS) regulation V/4; that appropriate arrangements are in place to provide hydrographic services in accordance with the requirements of regulation V/9 (SOLAS); and that effective liaison is maintained between the National Maritime Administration and the national hydrographic authority.



Members also noted the difficulties for some Pacific Islands in meeting these requirements, and the IHO agreed to provide further analysis of the gaps and requirements for compliance if requested. Members agreed these issues should continue to be addressed strategically by the IMO.

Safety at Sea, Including Seafarer Welfare

23. Members agreed to participate in a correspondence group on safe carriage of cargo, as proposed by China, and to terms of reference for this group (Annex A). Members agreed to work together to contribute to the consistent and effective implementation of IMO instruments globally, and to ensure the safe carriage of cargoes.
24. Members noted New Zealand's paper on their implementation of amendments to Regulation VI/2 of SOLAS regarding container weight verification, and agreed to continue engagement on the implementation of the amendments through the correspondence group on Safe Carriage of Cargoes.
25. Members noted Singapore's Safety@Sea initiative and particularly that Safety@Sea week would be held from 29 August to 2 September 2016.
26. Members noted that Singapore is working on the concept of the Maritime Single Window, aiming to simplify reporting formalities for ships calling at the port of Singapore and to reduce the administrative burden on shipmasters.
27. Members noted the proposal by Republic of Korea to establish an e-navigation Underway Asia-Pacific Conference as a regional version of the e-Navigation Underway conference series. Australia and China have offered to assist the Republic of Korea to prepare for this conference. Members agreed to support Republic of Korea hosting the first conference in 2017, noting consideration should be given to supporting attendance of Pacific Islands countries.
28. Members noted the Guidelines on the safe operation of coastal and inter-island passenger ships not engaged in international voyages, which were developed by the IMO; and agreed to seek technical assistance available through the IMO on matters relating to the safe operation of ships carrying passengers on non-international voyages.
29. Members noted the recommendations outlined in the United States' paper on Domestic Ferry Safety and agreed to further discuss the results of the domestic vessel safety surveys, and assess current domestic ferry safety programs, through the APHoMSA Domestic Vessel Safety correspondence group. Members agreed to note outcomes relating to Mass Rescue Operation response strategies from the Pacific Regional Maritime Search and Rescue Workshop.
30. Members noted the information provided by New Caledonia regarding its Maritime Administration, and agreed to provide New Caledonia with information as requested. The APHoMSA Secretariat will be pleased to provide the appropriate contact details on request.

31. Members congratulated Solomon Islands Maritime Safety Administration on their progress towards autonomy.
32. Members noted the New Zealand review of safety of navigation in its coastal (territorial) waters and the offer by New Zealand to provide further information on the outcomes of the review if requested.
33. Members noted the outcomes provided by SPC on the Regional Workshop on the Pacific Memorandum of Understanding on Flag State Implementation and Port State Control, and thanked SPC for providing a comprehensive overview of the outcomes of the workshop and status of this project.

Maritime Incident Response

34. Members noted SPREP's paper regarding the Pacific Ocean Pollution Prevention Programme (PACPOL) Strategy 2015-2020 and the estimated workplan and budget to assist in the reduction of the environmental impacts of shipping.
35. Members noted that Australia's Medium-altitude Earth Orbit Search and Rescue (MEOSAR) Local User Terminal and central processing equipment has been installed, and that the Early Operational phase of the MEOSAR satellite beacon detection system will commence in 2016. APHoMSA noted that a number of Members are building MEOSAR capability and agreed to share experiences on this issue.
36. Members noted the development of Australia's Level Two Hazardous and Noxious Substances Response Capability, and noted Australia's offer to provide further information to interested Members on request.
37. Members noted the introduction of BEIDOU-EPIRB by China and its application in maritime search and rescue.
38. Members noted the actions taken by the Japan Coast Guard to reduce maritime accidents and congratulated Japan on this initiative. Members noted that traffic advisory rules by VTS in the Bay of Tokyo are expected to change due to the safety enhancement measures and VTS system renovations in the area from late 2017. Members discussed initiatives to monitor domestic ships and small craft without overloading the AIS system and agreed to consider providing further discussion papers at the 18th session of APHoMSA in 2017.

Other Business

39. Members agreed to the Work Plan which was tabled in support of the APHoMSA Strategy 2014-2020.
40. Members agreed that Chile would host the 19th session of APHoMSA to be held in 2018, and Republic of Korea would host the 20th session of APHoMSA to be held in 2019.



41. Members noted the information provided by Malaysia on the 18th session of APHoMSA to be held at the Mahsuri International Exhibition Centre in Langkawi from 21-24 March 2017.
42. Members and Observers thanked the Host nation, New Zealand, for the excellent arrangements and choice of venue for the 17th session of APHoMSA.

Terms of reference for the Correspondence Group on Domestic Shipping Safety

1. The Correspondence Group is for maritime administrations to share information, research and regulatory developments for domestic shipping to improve maritime safety outcomes and protect the marine environment.
2. The outputs of this Correspondence Group will be to report to future sessions of APHoMSA under a new standing item as part of the third pillar of APHoMSA, *Safety at Sea, including seafarer welfare* and the APHoMSA Secretariat will ensure that this item is reflected in the APHoMSA report to the IMO Technical Cooperation Committee.
3. The Correspondence Group will be led by CAPT Lee Boone from United States for 2016.
4. Participation in the Correspondence Group is open to all APHoMSA Members. Members who wish to participate in the correspondence group may register with aphomsa@amsa.gov.au.

Terms of Reference for the Correspondence Group on Implementation of IMO Conventions and the IMO Member State Audit Scheme

1. The Correspondence Group is for maritime administrations to share experiences, discuss difficulties and develop solutions relating to the implementation of IMO instruments and preparation for the IMO Member State Audit Scheme.
2. The outputs of the Correspondence Group will include:
 - a. Providing a report to each session of APHoMSA, and intersessional updates where required, proposing solutions, including regional solutions, to IMO Convention implementation issues faced by APHoMSA Members; and
 - b. Developing draft submissions to IMO for consideration and possible co-sponsorship by APHoMSA Members.
3. If the Correspondence Group proposes to develop a submission to an IMO committee or sub-committee, an intersessional update will be provided to APHoMSA Members to allow states the opportunity to consider commenting on or co-sponsoring the proposed submission.
4. The Correspondence Group will be led by Ms Chen Xianghua from China for 2016.
5. Participation in the Correspondence Group is open to all APHoMSA Members and Observers. Members who wish to participate in the correspondence group may register with audit@msa.gov.cn.



Proposed Terms of Reference for the Correspondence Group on Safe Carriage of Cargo

1. The Correspondence Group is for maritime administrations to:
 - a. Share views on the carriage of cargoes, which may include dangerous goods, solid bulk cargoes and containers including shared experiences on implementation of the IMO's container weight verification requirements;
 - b. Identify and discuss questions and difficulties implementing IMO requirements on carriage of cargoes, and provide proposed solutions to these issues;
 - c. Discuss arrangements for the carriage of new cargoes (those not listed under the IMSBC Code); and
2. The outputs of the Correspondence Group will include:
 - a. Submitting intersessional papers and submissions to each meeting of APHoMSA proposing regional arrangements and solutions for safe carriage of cargo;
 - b. Where desirable, developing draft submissions to the Carriage of Cargoes and Containers sub-committee for consideration and possible co-sponsorship by APHoMSA Members; and
 - c. Developing tripartite agreements for the carriage of cargoes not listed under the IMSBC Code.
3. The Correspondence Group will distribute an intersessional update to APHoMSA prior to the cut-off for papers and submissions to CCC each session.
4. The correspondence group will be led by Mr Dong Leyi from China for 2016.
5. Participation in the Correspondence Group is open to all APHoMSA Members. Members who wish to participate in the Correspondence Group may register with contactpoint_china@msa.gov.cn.