

Annex 21 Resolution Mepc 295 71 Adopted On 7 July 2017

This Manual provides practical information to Governments and competent (port) authorities, in particular those in developing countries, as well as the shipping industry, agencies and waste contractors seeking guidance when implementing MARPOL. It also provides guidance on how to deal with possible inadequacies, as, in order to comply fully with MARPOL, a party State has to ensure the provision of adequate port reception facilities meeting the needs of ships using their ports, without causing undue delay to the ships.

The Common Concern of Humankind today is central to efforts to bring about enhanced international cooperation in fields including, but not limited to, climate change. This book explores the expression's potential as a future legal principle. It sets out the origins of Common Concern, its differences to other common interest legal principles, and expounds the potential normative structure and effects of the principle, applying an approach of carrots and sticks in realizing goals defined as a Common Concern. Individual chapters test the principle in different legal fields, including climate technology diffusion, marine plastic pollution, human rights enforcement, economic inequality, migration, and monetary and financial stability. They confirm that basic obligations under the principle of 'Common Concern of Humankind' comprise not only that of international cooperation and duties to negotiate, but also of unilateral duties to act to enhance the potential of public international law to produce appropriate public goods.

Now in a third, revised edition, *Excessive Maritime Claims* by J. Ashley Roach and Robert W. Smith is designed for law of the sea and maritime law specialists. Coverage includes current affairs in maritime law such as submarine cables, polar areas, environmental protection, sovereign immunity and sunken ships, and maritime law enforcement, maritime security, proliferation of weapons of mass destruction by sea, piracy, and protection of underwater cultural heritage.

This Yearbook brings together information concerning Spanish legal practice and a bibliography over the period of one year and makes it available to an international readership. It deals with both private and public international law, taken in a broad sense to include summary treatment of international organizations of which Spain is a member.

U.S. COAST GUARD MARINE ENVIRONMENTAL RESPONSE and PREPAREDNESS MANUAL COMDTINST M16000.14A

Marine debris is a serious environmental problem. To do its part, the United States has agreed to abide by the international treaty for garbage control at sea, known as MARPOL 73/78 Annex V. *Clean Ships, Clean Ports, Clean Oceans* explores the challenge of translating Annex V into workable laws and regulations for all kinds of ships and boats, from cruise ships to fishing crafts and recreational

boats. The volume examines how existing resources can be leveraged into a comprehensive strategy for compliance, including integrated waste management systems and effective enforcement. Clean Ships, Clean Ports, Clean Oceans describes both progress toward and obstacles to Annex V compliance. The book covers How shipborne garbage originates and what happens to garbage discharged into the seas. Effects of discharge on human health, wildlife safety, and aesthetics. Differences in perspective among military, industrial, and recreational seafarers and shoreside facilities. Clean Ships, Clean Ports, Clean Oceans will be important to marine policymakers, port administrators, ship operations officers, maritime engineers, and marine ecologists.

Access to frequent and reliable shipping services is key for developing countries' trade with overseas markets. Firms cannot export competitively and participate global value chains without adequate transport connectivity, and maritime transport continues to be the dominant mode of shipping goods. Seaborne trade accounts for about 80 per cent of global trade volumes, with an even higher share for most developing countries. As in previous issues since 1968, the 2015 Review of Maritime Transport contains a wealth of analysis and unique data. The Review is the renowned United Nations source of statistics and analysis on seaborne trade, the world fleet, freight costs, port traffic and the latest trends in the legal and regulatory environment for international maritime transport. This year's Review includes a special focus on maritime transport and sustainable development.

In *Regulating Vessel Discharges on the International and EU Level*, Alexander Proelss and Valentin J. Schatz use the examples of scrubber washwater, sewage and ballast water to offer a detailed analysis of the regulation of marine and freshwater pollution caused by discharges from vessels.

The Marine Environment Protection Committee (MEPC) of IMO, at its sixty-second session in July 2011, adopted the Revised MARPOL Annex V, concerning Regulations for the prevention of pollution by garbage from ships, which enters into force on 1 January 2013. The associated guidelines which assist States and industry in the implementation of MARPOL Annex V have been reviewed and updated and two Guidelines were adopted in March 2012 at MEPC's sixty-third session. The 2012 edition of this publication contains: the 2012 Guidelines for the implementation of MARPOL Annex V (resolution MEPC.219(63)); the 2012 Guidelines for the development of garbage management plans (resolution MEPC.220(63)); and the Revised MARPOL Annex V (resolution MEPC.201(62)).

International shipping is currently at a crossroads. The decision of the International Maritime Organization (IMO) in April 2018 to adopt an Initial Strategy so as to achieve by 2050 a reduction of at least 50% in maritime greenhouse gas (GHG) emissions vis-à-vis 2008 levels epitomizes the last among a series of recent developments as regards sustainable shipping. It also sets the scene on what may happen in the future. Even though many experts and industry circles believe that the IMO decision is in line with the COP21 climate change agreement in Paris in 2015, others disagree, either on the ground that the target is not ambitious enough, or on the ground that no clear pathway to reach the target is currently visible. This book takes a cross-disciplinary view of the various dimensions of the maritime transportation sustainability problem. "Cross-disciplinary" means that a variety of angles are used to examine the book topics, and these mainly include the technological angle, the economics angle, the logistics

angle, and the environmental angle. The book reviews models that can be used to evaluate decisions, policy alternatives and trade-offs. For sustainable shipping, a spectrum of technical, logistics-based and market based measures are being contemplated. All may have important side-effects as regards the economics and logistics of the maritime supply chain, including ports and hinterland connections. The objective to attain an acceptable environmental performance, while at the same time respecting traditional economic performance criteria so that shipping remains viable, is and is likely to be a central goal for both industry and policy-makers in the years ahead. At the same time, policy fragmentation is likely to create distortions of competition and sub-optimal solutions. This book attempts to address these issues and identify better solutions. /divSustainable Shipping: A Cross-Disciplinary View includes chapters that cover many relevant topics. These include a general view of maritime transport sustainability, green ship technologies, information and communication technologies (ICTs) for sustainable shipping, green tramp ship routing and scheduling, green liner network design and speed optimization. Market based measures, oil pollution, ship recycling, sulphur emissions, ballast water management, alternative fuels and green ports are also covered. The book concludes by discussing prospects for the future, with a focus on the IMO Initial Strategy. "This book contains a unique wealth of information on sustainable shipping. The knowledge it provides is rigorous, complete, and well supported by statistics, technical reports, and scientific references. The treatment of the various topics is not only informative but also analytical and critical." —Gilbert Laporte, Maritime Economics & Logistics (12 May, 2020)

This open access book presents detailed pathways to achieve 100% renewable energy by 2050, globally and across ten geographical regions. Based on state-of-the-art scenario modelling, it provides the vital missing link between renewable energy targets and the measures needed to achieve them. Bringing together the latest research in climate science, renewable energy technology, employment and resource impacts, the book breaks new ground by covering all the elements essential to achieving the ambitious climate mitigation targets set out in the Paris Climate Agreement. For example, sectoral implementation pathways, with special emphasis on differences between developed and developing countries and regional conditions, provide tools to implement the scenarios globally and domestically. Non-energy greenhouse gas mitigation scenarios define a sustainable pathway for land-use change and the agricultural sector. Furthermore, results of the impact of the scenarios on employment and mineral and resource requirements provide vital insight on economic and resource management implications. The book clearly demonstrates that the goals of the Paris Agreement are achievable and feasible with current technology and are beneficial in economic and employment terms. It is essential reading for anyone with responsibility for implementing renewable energy or climate targets internationally or domestically, including climate policy negotiators, policy-makers at all levels of government, businesses with renewable energy commitments, researchers and the renewable energy industry.

The UN Environment Emissions Gap Report assesses the latest scientific studies on current and estimated future greenhouse gas emissions and compares these with the emission levels permissible for the world to progress on a least-cost pathway to achieve the goals of the Paris Agreement. This difference between "where we are likely to be and where we need to be" is known as the 'emissions gap'. The report explores some of the most important options available for countries to bridge the gap.

This publication provides guidance to port State control officers (PSCOs) on the conduct of inspections of foreign ships, in order to promote consistency in the way inspections are carried out worldwide, and to harmonize the criteria for deciding on deficiencies found on board relating to the ship, its equipment or its crew, as well as the application of procedures.

This series contains the decisions of the Court in both the English and French texts.

The "Spanish Yearbook of International Law" brings together information concerning Spanish

legal practice and a bibliography over the period of one year and makes it available to an international readership. It serves as a vehicle for furthering knowledge of Spanish practice in the field of international law among an audience with no knowledge of Spanish. It deals with both private and public international law, taken in a broad sense to include summary treatment of international organizations of which Spain is a member.

Biological invasions are one of the strongest drivers of global environmental change, and invasive species are now often in the public discourse. At the same time, economists have begun to take a real interest in determining how invasive species interact with economic systems, and how invaders should be controlled to optimize societal wealth. Although the work from ecologists and economists have both greatly expanded our understanding of the drivers and impacts of invasions, little integration between the fields has occurred that would allow managers and policy-makers to identify the optimal expenditures on, for example, prevention and control of invasive species. Because the level of effort expended on invasive species management is intricately linked to the costs and projected benefits of that management, there is an urgent need for greater synthesis between ecology and economics. This book brings ecology and economics together in new ways to address how we deal with the dynamics and impacts of invasive species, and is the outcome of many years of collaborative research between a small group of economists and ecologists. The outcome is clear demonstration of the utility of combining ecological and economic models for addressing critical questions in the management of invasive species.

The Arctic, long described as the world's last frontier, is quickly becoming our first frontier—the front line in a world of more diffuse power, sharper geopolitical competition, and deepening interdependencies between people and nature. A space of often-bitter cold, the Arctic is the fastest-warming place on earth. It is humanity's canary in the coal mine—an early warning sign of the world's climate crisis. The Arctic "regime" has pioneered many innovative means of governance among often-contentious state and non-state actors. Instead of being the "last white dot on the map," the Arctic is where the contours of our rapidly evolving world may first be glimpsed. In this book, scholars and practitioners—from Anchorage to Moscow, from Nuuk to Hong Kong—explore the huge political, legal, social, economic, geostrategic and environmental challenges confronting the Arctic regime, and what this means for the future of world order.

This open access book is a result of the Dalhousie-led research project Safe Navigation and Environment Protection, supported by a grant from the Ocean Frontier Institutes the Canada First Research Excellent Fund (CFREF). The book focuses on Arctic shipping and investigates how ocean change and anthropogenic impacts affect our understanding of risk, policy, management and regulation for safe navigation, environment protection, conflict management between ocean uses, and protection of Indigenous peoples interests. A rapidly changing Arctic as a result of climate change and ice loss is rendering the North more accessible, providing new opportunities while producing impacts on the Arctic. The book explores ideas for enhanced governance of Arctic shipping through risk-based planning, marine spatial planning and scaling up shipping standards for safety, environment protection and public health.

The Review of Maritime Transport is an UNCTAD flagship publication, published annually since 1968. It provides an analysis of structural and cyclical changes affecting seaborne trade, ports and shipping, as well as an extensive collection of statistical information. The present edition of the Review of Maritime Transport takes the view that the long-term growth prospects for seaborne trade and maritime businesses are positive, with ample opportunities for developing countries to generate income and employment and help promote foreign trade.

This thoroughly updated and revised second edition of this foundational Handbook combines practical and theoretical analyses to cover a wide array of cutting edge issues in international environmental law (IEL). It provides a comprehensive view of the complexity of IEL, both as a field in its own right, and as part of the wider system of international law.

REVISED MARPOL ANNEX VI - Regulations for the Prevention of AirPollution from Ships- AND NO_x TECHNICAL CODE 2008, 2009 Edition - following three years of extensive work, IMO's Marine Environment Protection Committee adopted in October 2008 the revised regulations for the prevention of air pollution from ships, which enter into force on 1 July 2010. This publication features: the revised MARPOL Annex VI, the revised regulations on prevention of air pollution from ships engaged in international trade, including emissions limits and operational requirements for prevention of harmful emissions of ships' exhaust and cargo vapours. The NO_x Technical Code 2008, which is made mandatory under MARPOL Annex VI for all marine diesel engines with a power output of 130 kW or more and provides the requirements for testing, survey and certification of marine diesel engines. The Standard specification for shipboard incinerators, as well as other relevant information on prevention of air pollution from ships. It also includes a preview of future IMO work by in the field of preventing harmful emissions from ships.

The GHS addresses classification of chemicals by types of hazard and proposes harmonized hazard communication elements, including labels and safety data sheets. It aims at ensuring that information on physical hazards and toxicity from chemicals be available in order to enhance the protection of human health and the environment during the handling, transport and use of these chemicals. The GHS also provides a basis for harmonization of rules and regulations on chemicals at national, regional and worldwide level, an important factor also for trade facilitation. This fifth revised edition of the GHS contains various new or revised provisions concerning, inter alia, new hazard categories for chemically unstable gases and non-flammable aerosols; further rationalization of precautionary statements, and further clarification of some of the criteria to avoid differences in their interpretation.--Publisher's description.

The central aim of this publication is to consider the key elements of a modern, comprehensive, and effective legal framework for successful management of protected areas. They provide practical guidance for all those involved in developing, improving, or reviewing national legislation on protected areas, be they legal drafters and practitioners, protected area managers, interested NGOs, or scholars. These guidelines include fifteen case studies, eight dealing with the protected area legislation of individual countries and six cases dealing with specific sites providing fundamental solutions that stand the test of time.

The International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL Convention), is concerned with preserving the marine environment through the prevention of pollution by oil and other harmful substances and the minimization of accidental discharge of such substances. Its technical content is laid out in six Annexes, the first five of which were in the 1973 Convention, as modified by the 1978 Protocol, and cover pollution of the sea by oil, by noxious liquid substances in bulk, by harmful substances in packaged form, by sewage from ships and by garbage from ships. Annex VI was adopted by the 1997 Protocol and covers air pollution from ships

In common with previous issues, the 2012 Review contains critical analysis and a wealth of unique data, including long-term data series on seaborne trade, fleet capacity, shipping services and port handling activities. This year's Review notes

that world seaborne trade grew by 4 per cent in 2011, whereas the tonnage of the world fleet grew at a greater rate, by almost 10 per cent, as shipowners took delivery of vessels that had been ordered before the economic crisis began. With supply outstripping demand, freight rates fell even further, to unprofitable levels for most shipping companies. For importers and exporters, however, the low freight rates helped to reduce transaction costs, which is important for helping to revive global trade. As freight traffic continues to grow, the question of how to ensure the long-term sustainability of such growth is playing an increasingly important part in the policy debate on globalisation, trade and development, environmental sustainability, energy security and climate change. Reflecting these new realities, this year's Review of Maritime Transport addresses a range of relevant issues in this context and includes a special chapter on sustainable freight transport. This chapter highlights the impacts of freight transport activity, for example on the environment, human health and the climate, and the consequent need to reduce the sector's energy consumption and emissions. If left unchecked, such unsustainable patterns are likely to intensify, increasing the potential for global energy and environmental crises, and risk undermining progress being made on sustainable development and growth. Promoting a shift towards sustainable freight transport will help improve the sector's energy efficiency, reduce its heavy reliance on oil, and limit environmental and climate change impacts. In this context, developing effective policies and measures, including for the purpose of climate change mitigation and adaptation, and ensuring appropriate financing, are major challenges, especially for developing countries

Ballast water management is a complex subject with many issues and still limited knowledge, however, it is building up on new scientific researches and practical experience. The Ballast Water Management Convention is the global legal framework which still needs to be implemented. This book brings together a long-term and newest experience from practical work, scientific research, administration and policy involvements, offering unique insights to readers who would like to learn more about this subject. It also provides recommendations and practical solutions especially important for professionals, administrations and organizations in the process of the implementation of this Ballast Water Management Convention.

In Arctic Ocean Shipping, Donald R. Rothwell assesses contemporary navigation, security and sovereignty issues in the North American Arctic. Multiple issues are raised regarding the existing legal regime and maritime security, including how Canada and the United States will respond to interest being expressed in Arctic shipping by Asian States.

This volume explores options for a sustainable maritime domain, including maritime transportation, such as, Maritime Spatial Planning (MSP), maritime education and training, maritime traffic and advisory systems, maritime security. Other activities in the maritime domain covered in the book include small-scale

fisheries and sustainable fisheries, and greening the blue economy. The book aims to provide the building blocks needed for a framework for good ocean governance; a framework that will serve through the next decade and, and hopefully, well beyond the 2030 milestone of the UN Agenda for Sustainable Development. In short, this book brings together the problems of the current world and sustainable solutions that are in the development process and will eventually materialize in the not so distant future. Additionally, the book presents a trans-disciplinary analysis of integral sustainable maritime transportation solutions and crucial issues relevant to good ocean governance that have recently been discussed at different national, regional and international fora, highlighting ongoing work to develop and support governance systems that facilitate industry requirements, and meet the needs of coastal states and indigenous peoples, of researchers, of spatial planners, and of other sectors dependent on the oceans. The book will be of interest to researchers across many disciplines, especially those that are engaged in cross-sectoral research and developments in the maritime transport sector and across the wider maritime domain. To this end, the book covers areas including natural and social sciences, geographical studies, spatial planning, maritime security and gender studies, as they relate to transport and the wider maritime sector. In addition, the book explores frameworks for sustainable ocean governance being developed under the UN's Agenda for Sustainable Development to 2030. It will also look beyond the 2030 milestone under that Agenda, and will be of use to national and international policymakers and practitioners, government actors at the EU and other regional and national levels and to researchers of ocean governance, sustainability and management, and maritime transport.

This publication provides useful practical information to Governments, particularly those of developing countries, administrations, shipowners, port state control authorities, environmental agencies and other stakeholders on the implications of ratifying, implementing and enforcing the Ballast Water Management Convention. The aim is to encourage the further ratification and proper implementation and enforcement of the Convention. However, it should be noted that, the legal purposes, the authentic text of the Convention should always be consulted. The Review of Maritime Transport is an UNCTAD flagship publication, published annually since 1968 with 2018 marking the 50 year anniversary. Around 80 per cent of the volume of international trade in goods is carried by sea, and the percentage is even higher for most developing countries. The Review of Maritime Transport provides an analysis of structural and cyclical changes affecting seaborne trade, ports and shipping, as well as an extensive collection of statistical information.

This book focuses on the interaction between shipping and the natural environment and how shipping can strive to become more sustainable. Readers are guided in marine environmental awareness, environmental regulations and abatement technologies to assist in decisions on strategy, policy and investments. You will get familiar with possible paths to improve environmental performance and, in the long term, to a sustainable shipping sector, based on an understanding of the sources and mechanisms of common impacts. You will also gain knowledge on emissions and discharges from ships, prevention measures, environmental regulations, and methods and tools for environmental assessment. In addition, the book includes a chapter on the background to regulating pollution from ships. It is intended as a

source of information for professionals connected to maritime activities as well as policy makers and interested public. It is also intended as a textbook in higher education academic programmes.

Considers the Arctic to shed light on generic questions pertaining to international cooperation as well as evaluating the prospects for international cooperation in the Arctic.

The oceans cover more than seventy per cent of the surface of the planet and they provide many vital ecosystem services. However, the health of the world's oceans has been deteriorating over the past decades and the protection of the marine environment has emerged as one of the most pressing legal and political challenges for the international community. An effective solution depends upon the cooperation of all states towards achieving agreed objectives. This book provides a critical assessment of the role that international law plays in this process, by explaining and evaluating the various legal instruments that have been negotiated in this area, as well as key trends in global ocean governance. Starting with a detailed analysis of the United Nations Convention on the Law of the Sea, the book considers the main treaties and other legal texts that seeks to prevent, reduce, and control damage to the marine environment caused by navigation, seabed exploitation, fishing, dumping, and land-based activities, as well as emerging pressures such as ocean noise and climate change. The book demonstrates how international institutions have expanded their mandates to address a broader range of marine environmental issues, beyond basic problems of pollution control to include the conservation of marine biological diversity and an ecosystems approach to regulation. It also discusses the development of diverse regulatory tools to address anthropogenic impacts on the marine environment and the extent to which states have adopted a precautionary approach in different maritime sectors. Whilst many advances have been made in these matters, this book highlights the need for greater coordination between international institutions, as well as the desirability of developing stronger enforcement mechanisms for international environmental rules.

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