ORGANIZATION FOR INTERNATIONAL STANDARDIZATION TECHNICAL COMMITTEE TC8 (SHIPS & MARINE TECHNOLOGY)

OCTOBER 2010 **NEWSLETTER** **ISSUE NO. 25**

FROM THE CHAIRMAN

October 2010 marks the 29th Plenary Meetings of ISO/TC8 in Incheon, Korea. We are indeed fortunate that Mike Smith, Secretary to the ISO Technical Management Board and Senior Technical Policy Advisor at ISO Central Secretariat, Geneva, joins us at our meetings in Korea. In addition to conduct of the business meetings, we conduct a technical seminar in cooperation with the Host nation each time we meet.

The theme for this seminar is based on "Green Ship Technology- the next Generation Ship and Eco-friendly vessels". TC8 has an active program in the marine environment and we have had a close coordination with IMO for more than 15 years.

A Memorandum of Agreement has been established between ISO and IMSO. The report of the visit of the Director General, IMSO (CAPT. Esteban Pacha) to the ISO/TC8 Chairman's Strategic Advisory Group (CSAG) meeting in Devon, UK is reported as well as the key focus topics of the CSAG. Active partnership between ISO (ISO/TC8) and IMSO is expected to be of mutual benefit to both organizations and we are especially grateful to CAPT. Pacha for taking time from his very busy schedule to talk with us at the CSAG meeting.

In this Newsletter, progress updates of our two major management systems standards - the ISO 28000 series on security and the ISO 30000 series on ship recycling - are reported. This is good news as our supply chain security standards are being adopted in many sectors and recognized by governments as well. Likewise, the benefits of voluntary industry standards to assist the ship recycling community is recognized.

We have experienced two personnel changes: new IMO Liaison Officer; and a new Technical Officer at the ISO/CS.

Continuously adjusting to meet changing market demands, we will insure that "we stay on course" and "deliver on time".

Charlie Piersall

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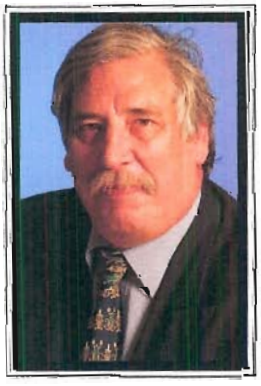
MIKE SMITH ISO SENIOR TECHNICAL POLICY ADVISOR & SECRETARY, ISO TECHNICAL MANAGEMENT BOARD ATTENDS ISO TC8 MEETING AND SEMINAR



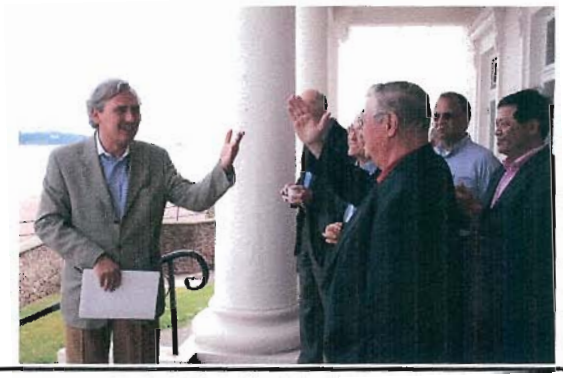
Mike Smith, a Senior Officer at ISO Central Secretariat for many years, long time colleague and facilitator, guidance counselor, and a great friend, attends the ISO/TC8 Meetings and Seminar in Incheon, Korea .

Mike Smith joined ISO in 1978 as a technical editor, and subsequently was the technical officer responsible for the building and civil engineering field from 1984 to 1987, and for the information technology field from 1987 to 1989. In 1989, he was appointed Technical Director of ISO and in 1995 also assumed responsibility of the Standards Production Department and the Secretariat of the ISO Technical Management Board. Currently he is the Senior Advisor Technical Policy and continues as Secretary of the Technical Management Board. Additionally, his responsibilities include technical cooperation with the International Electrotechnical Commission (IEC) and with the European Committee for Standardization (CEN) as well as maintenance of the ISO/IEC Directives.

There are no words adequate to describe Mike Smith's tremendous assistance, support, sharing of knowledge, sensitivity to political matters, appreciation of dealing with regulatory bodies, understanding who is the real customer and what a service organization truly means. ISO, and especially the Leadership Team of ISO/TC8, is fortunate to have him. Cheers! and Thanks for everything, Mike!

ITEMS OF INTEREST

"TWO CAPTAINS EXCHANGE FAREWELLS- MUCHAS GRACIAS, ADIOS"



CAPT. Esteban Pacha, Director General, IMSO (International Mobile Satellite Organization) departs from the ISO TC8 Chairman's Strategic Advisory Group (CSAG) meeting at the Paignton Club, Devon, UK in June 2010. Left is ***CAPT. Estaban Pacha****, and to the right is* ***CAPT. Charles Piersall****, Chairman ISO/TC8*

CAPT. Pacha provided remarks to the CSAG on IMSO, and in particular on the IMO LRIT (Long Range Information Tracking) system for which IMSO is the internationally appointed Coordinator of the LRIT system. The two Captains also discussed possible areas of assistance from ISO during the meeting.

The CSAG meeting discussed major focus areas such as (1) arctic polar operations and environmental impact, plus assisting IMO in developing arctic polar code, (2) protecting the marine ecosystem from underwater irradiated noise (intentional & unintentional), (3) piracy-new construction "design features", existing vessels, etc.- "add-on equip -ment/devices", any amendments to ISO 28000 series or ISO 20858,and (4) emissions from ships & energy efficiency- supporting IMO.

ISO Secretary General and Director General, IMSO signed a Memorandum of Agreement in December 2008 and established a Formal Liaison with the Chairman, ISO/TC8 as ISO Liaison Officer. A signing ceremony took place at IMO, London, UK, between Director General Pacha, IMSO and ISO, with CAPT. Piersall representing the ISO Secretary General.

Following this CSAG meeting, later in the summer, The Chairman, ISO/TC8 represented the ISO Secretary General at the IMSO General Assembly meeting in London. The Secretary Generals of IMO (Admiral Mitropoulos), ITU (Dr. Hamadoun Toure), ICAO (Mr. Raymond Benjamin) and IALA (Dr. Gary Prosser) were in attendance.

HAIL AND FAREWELL IMO LIAISON OFFICERS TO ISO

Congratulations and Farewell to Jack Westwood-Booth, our IMO Liaison Officer to ISO for many years, who has recently been promoted to Senior Deputy Director of the Maritime Safety Division, International Maritime Organization (IMO). He will be in charge of the management of five technical IMO bodies that are responsible for the development of international regulations for ship design, engineering, fire safety and hazardous cargoes.

Mr. Westwood-Booth joined IMO in 1998 as a Senior Technical Officer and specialized in matters related to passenger ship safety and engineering systems. Jack was previously with the U.S. Coast Guard in its Ship Design and Engineering Division, after serving in the U.S. Navy as a Surface Warfare Officer. He holds a B.S. in Marine Engineer -ing from Massachusetts Maritime Academy.

Welcome Aboard to our new IMO Liaison Officer to ISO, Dr. Heike Deggim. Dr. Deggim joined the IMO in 1993, having worked in the naval shipbuilding industry and later in the German maritime administration after completing her M.Sc. in Marine Engineering at Rostock University in 1983. Her duties in IMO included the running of the Subcommittee on Flag State Implementation (FSI) and also implementation of various maritime safety related technical co-operation projects. Later she became Secretary of the Subcommittee on Ship Design and Equipment (DE), which deals mainly with matters such as ship design, hull construction, structure, machinery installations and electrical installations of all types of ships, vessels and craft covered by IMO instruments, life-saving appliances, and survey and certification. In 2010, she was appointed Head of the Marine Technology Section, with overall responsibility for the IMO sub-committees dealing with ship design and equipment (DE), stability, load lines and fishing vessel safety (SLF) and fire protection (FP). She is also responsible for implementation of the goal-based ship construction standards for bulk carriers and oil tankers and the associated verification scheme, which are expected to enter into force on 1 January 2012.

We will miss Jack Booth who has been so instrumental in our mutual success for many years. We wish him great success in his new leadership position. Heike Deggim is well known to us. We look forward to great years of success together and to her future promotions.

In closing, ISO/TC8 has been blessed with the finest of IMO, as each of our Liaison Officers have been promoted to positions of great responsibility in IMO. Our first, Koji Sekimizu, promoted to Director Maritime Safety Division; next, Miguel Palomares, promoted to Director Marine Environment Division; and now, Jack Booth, promoted to Senior Deputy Director of the Maritime Safety Division.

SHIP RECYCLING – UPDATE: The ISO 30000 Series

This article provides the current status of ISO 30000 series standards and informs that nine ship recycling facilities have been certified so far by third party independent auditors, with more than fifty additional facilities in various stages of implementation and certification. **The ISO 30000 series are voluntary, industry standards applicable to ships and facilities regardless of trade, size, or application worldwide-international and domestic.**

IMO is the UN Agency responsible for the setting of requirements by governments for international maritime. IMO adopted the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships in May 2009. This Convention shall apply to ships entitled to fly the flag of a "Party (an IMO Member State who has signed, ratified, acceded or accepted the Convention)" or operating under its authority; and Ship Recycling Facilities operating under the jurisdiction of a "Party". The IMO Convention shall not apply to any warships, naval auxiliary, or other ships owned or operated by a Party and used, for the time being, only on government non-commercial service. However, each Party shall ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such ships owned or operated by it, that such ships act in a manner consistent with this Convention, so far as is reasonable and practicable. Additionally, this Convention shall not apply to ships of less than 500 GT or to ships operating throughout their life only in waters subject to the sovereignty or jurisdiction of the State whose flag the ship is entitled to fly. However, each Party shall ensure, by the adoption of appropriate measures, that such ships act in a manner consistent with this Convention, so far as is reasonable and practicable. With respect to ships entitled to fly the flag of non-Parties to this Convention, Parties shall apply the requirements of this Convention as may be necessary to ensure that no more favourable treatment is given to such ships. The IMO Convention requires that the parties to the Convention have their Ship Recycling Facilities develop a **ship recycling plan**. As has been done routinely, ISO continues its support

of IMO with voluntary industry standards to assist in implementation of IMO requirements. The ISO 30000, which is independently certifiable, may assist those developing the **ship recycling plan** required by the Convention as well as assisting those recycling facilities not under the jurisdiction of the Convention.

♦ **ISO 30000:2009** - Ships and marine technology - Ship recycling management systems - Specifications for management systems for safe and environmentally sound ship recycling facilities - **Published**

♦ **ISO/AWI PAS 30001** - Ship recycling management systems - Best practice for ship recycling facilities - Assessment and plans - **Draft Complete for Voting**

♦ **ISO 30002:2010** - Ships and marine technology - Ship recycling management systems - Guidelines for selection of ship recyclers (and pro forma contract) - **Published**

♦ **ISO 30003:2009** - Ships and marine technology - Ship recycling management systems - Requirements for bodies providing audit and certification of ship recycling management - **Published**

♦ **ISO/AWI PAS 30004** - Ship recycling management systems - Guidelines for implementing ISO 30000 - **Draft Ready for Voting**

♦ **ISO/PAS 30005:2010** - Ships and marine technology - Ship recycling management systems - Information control for hazardous materials in the manufacturing chain of shipbuilding and ship operations - **Published**

♦ **ISO/PAS 30006:2010** - Ship recycling management systems - Diagrams to show the location of hazardous materials onboard ships - **Published**

♦ **ISO/AWI 30008** - Ship recycling management systems - Yachts recycling - **Approved Work Item, Under Development**

SUPPLY CHAIN SECURITY UPDATE
ISO 28000 Series

INTRODUCTION - This article provides some background, examples of implementation and the current status of the ISO 28000 family of standards. Numerous organizations have been certified so far by third party independent auditors. Many sectors, in addition to maritime have certified or are certifying to ISO 28000, e.g. logistics, forwarders, software, pharmaceutical, electronics, IT, etc.

There are many new "buzzwords" being introduced into the topic of "security and security management and the safety and security of the supply chain" and some are coming from sources with no practical experience or understanding of what is needed by participating decision makers in the supply chain. First, let's clarify the "supply chain". It is not a simple, single linking of elements in a chain. It is a complex network of many links and nodes which is tailored to meet the needs of the particular organization, industry and government regulatory requirements. Along with many of these "buzzwords" are often attempts to create additional layering of management systems standards, redefining the security regime and imposing additional certification requirements. This approach not only adds confusion, but additional unwarranted costs to the industry.

ISO 28000 serves as the "umbrella" management system standard which reduces financial burden while enhancing overall security performance by successfully planning for and successfully recovering from any disruptive event. It establishes a management system framework that can be used to cover all aspects of security - assessing risk, emergency preparedness, business continuity, sustainability, recovery, resilience and/or disaster management - relating to terrorism, piracy, cargo theft, fraud, and many other security disruptions. Organizations may tailor an approach compatible with their existing operating systems. Those who have adopted a process approach to management systems may be able to use their existing system as a foundation for a security management system as prescribed in ISO 28000.

ISO 28000 is the **only** published and certifiable International Standard that takes a holistic, **risk-based approach to managing risks associated with any disruptive incident in the supply chain - before, during and after the event. It suggests how to improve resilience and preparedness performance in a cost effective way based on a plan-do-check-act (PDCA) management system modeled after the proven framework and risk-based approach outlined in ISO 14001.**

IMPLEMENTATION - Some examples of widely diverse industries implementing and certifying to ISO 28000 are:

DP World was **first to certify a marine terminal** and will complete ISO 28000 certifications throughout its network of 48 terminals in 31 countries worldwide by 2012. DP World is the only global marine terminal operator to have achieved simultaneous ISO 28000 certification and C-TPAT membership. Its European terminals were certified as Approved Economic Operators (AEO) by the European Union.

Port of Houston Authority, one of the world's largest ports, was the **first port authority in the world to attain ISO 28000 certification.**

YCH Group, Singapore, is the **first supply chain management (SCM) company to be ISO 28000 certified.** YCH Group is the leading integrated end-to-end supply chain management and logistics partner to some of the world's largest companies including Canon, Dell, Moet-Hennessy, ExxonMobil, B. Braun, LVMH, Royal Friesland Campina and Motorola.

TNT Express' Asia regional head office in Singapore is the **first express integrator to achieve certification to ISO 28000.**

YCH India is certified TAPA 'A-class' and ISO **28000-compliant** for its security systems. YCH India provides customized Supply Chain solutions for Electronics, Consumer Goods, Chemicals/Healthcare and Automotive industries in India. Its clientele includes DELL, ACER, TPV, General Mills, HCL and others.

DB Schenker, the world's **second-largest forwarder**, obtained **ISO 28000 certification for its regional head office for the Asia-Pacific sector** in Singapore last year, along with its local office and operations at Singapore Changi airport. Klaus Eberlin, chief operating officer for the Asia-Pacific, views the **ISO standard as a "kind of umbrella standard that encompasses elements like the TAPA programs. ISO 28000 extends beyond physical aspects of security to elements like information flow and financial data".**

Asian Terminals (first marine terminal in Philippines)

CTS Logistics-China (kitting assembly of turnkey management of consumer electronic, IT and telecommunication products)

Banner Plasticard - Philippines (design and printing of cards, personalization, embossing, encoding, thermal printing, wrapping crating and palletizing).

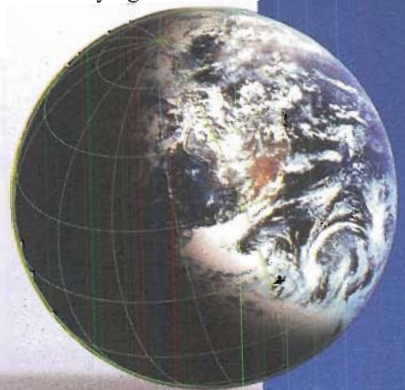
There are also airport, railroad, pharmaceutical, health care, high tech industries and many other global industries certifying to ISO 28000.

Professional training for security and non practitioners using ISO 28000 is being conducted for (1) supply chain business operators and (2) Customs Officers.

ISO 28000 STATUS

♦ **ISO 28000:** Supply chain security management systems – **Published**: the overall "umbrella", certifiable, management systems standard.

♦ **ISO 28001:** Best practices for implementing supply chain security, assessments and plans – **Published:** designed to assist industry meet requirements for Authorized Economic Operator (AEO).



ITEMS OF INTEREST

♦ **ISO 28002,** Resilience in the Supply Chain – Requirements with guidance for use – **PAS Published:** This standard provides additional focus on resilience. It supports the strong demand as firms are looking for assurance that their suppliers and the extended supply chain have planned for steps to prevent and mitigate the threats and hazards to which they are exposed. As part of the ISO 28000 management system, the ISO 28002 standard emphasizes the need for an on-going, interactive process to prevent, respond to and assure continuation of an organization's core operations after a major disruptive event.

♦ **ISO 28003**, Auditing & Certification – guidance for accreditation & certification bodies. **Published**

♦ **ISO 28004**, Guide for implementing ISO 28000 – assist users in implementation. **Published**

♦ **ISO 28004, Addenda:** Additional guidance for adopting & certifying ISO 28000:

Amd1 – for use in medium & small seaport operations (in support of discussions with previous IMO MSWG Chairman) – **PAS voting is concluding**

Amd2 – adopting ISO 28000 for small-medium sized businesses (SME). This Specific guidance supplement will help medium and small businesses develop processes that comply with the general guidance contained in existing ISO 28004.

Amd3 – for security requirements for Authorized Economic Operator – to provide specific guidance to organizations seeking to incorporate requirements contained in ISO 28001 for Authorized Economic Operators into their implementation of ISO 28000. The security best practices contained in ISO 28001 were carefully developed in liaison with WCO – **ISO/PAS 28004-3:2010 Published**

♦ **ISO 28005**, Computer applications – Electronic port clearance (EPC) provides for computer-to-computer data transmission. The details of this standard development have been briefed to IMO and WCO. **NOTE: ISO briefed IMO/FAL 36 (**6-10 Sep 2010**) and requested FAL members to participate** in the further development of ISO 28005-1.

To expedite the development, ISO 28005 has been broken into two parts:

♦ **ISO 28005-1**: Single window implementation – **Approved Work Item.** Project leader from Republic of Korea (KATS)

♦ **ISO 28005-2**: Core data elements – **PAS Published; DIS approved. 2010-05-14** Project Leader from Norway (MARINTEK e-Maritime)

♦ **ISO 28006**, Security management of RO-RO passenger ferries – **Under development**: best practices for application of security measures

♦ **ISO 20858**, Uniform implementation of IMO's ISPS Code – **Published**

CHANGE OF THE WATCH

TECHNICAL PROGRAM MANAGER (TPM) - TRANSPORT, ISO CENTRAL SECRETARIAT, GENEVA

ISO/TC8 "welcomes aboard" **Andy Dryden** as our new ISO TPM and "bids farewell" to **Tyler Messa.**

Andy Dryden joined ISO in September 2010 and has relieved Tyler Messa as our TPM for ISO/TC8. Mr. Dryden is also the TPM for 12 other transport related ISO TCs. He is already actively engaged in assisting ISO/TC8 in meeting our goals and "on time" deliveries.

Mr. Dryden previously worked as Staff Director, International Standards at the Telecommunications Industry Association (TIA) in Arlington, VA, USA from 2001-2010. In addition to his role as Staff Director at TIA, he performed Secretariat duties for ISO/TC204 (Intelligent Transport Systems). From August 2000-January 2001 he was the Program Officer, Middle East and South Asia, Foreign Press Center at the U.S. Department of State in Washington, DC. He holds a Masters of Arts degree in International Commerce and Policy, George Mason University and a Bachelor of Arts degree in Mass Communication, Louisiana State University. Andy is proficient in Spanish and Elementary Chinese. **We welcome Andy to the TC8 Family and look forward to future successes together as we maintain our course and full speed ahead approach!**

It is always a sad occasion to say "farewell" to a "family member". Tyler Messa is returning to be the Secretary for ISO/TC204. Though Tyler has only been with us since February 2009, we have accomplished much together. Tyler truly understood what a "service organization" does for its customers. He helped immeasurably in satisfying stakeholder needs on time!! **Good luck in the future, Dear Shipmate, from all of TC8.**

WORLD STANDARDS DAY OCTOBER 14 2010

STANDARDS MAKE THE WORLD ACCESSIBLE FOR ALL

Mr. Jacques Regis
IEC President

Dr. Hamadoun Toure'
ITU Secretary General

Dr. Alan Morrison
ISO President

"At least 650 million people globally are affected by some kind of disability; one quarter of all citizens in developed countries are 60 or older and, by 2050, most developing countries will have caught up.

Accessibility is increasingly an issue as the world population ages and people with disabilities demand equal access to social, political and economic life. For them, as well as for the able-bodied, access to information and communication is as important as is the ability to use an elevator, enter a building, travel, or safely turn on and use a device.

But accessibility is not only an issue for the elderly or disabled. Anybody at any stage in life can experience temporarily reduced accessibility. When that happens, simple, everyday activities can become very complicated. International standards give manufacturers and service providers the guidelines on how to design products accessible for all.

- A well designed wheelchair ramp conforming to an international standard may turn out to be really useful for a new mother with a baby carriage
- A device with a large switch may make things easier for someone with an injured hand
- A sensor stopping doors from closing can prevent accidents when a back injury impairs movement
- The little dot on the number 5 on a phone keypad makes it easier to find numbers – a boon in the first days after an eye operation.

International standards facilitate everybody's access to products, structures and services. They include safety considerations, ergonomics and harmonized test methods all geared to increase accessibility. Standards also provide a platform for the dissemination of technological innovations both in developed and developing countries. They help markets to grow faster and increase global trade.

IEC, ISO and ITU coordinate their work and offer a system of standardization that helps designers, manufacturers and policy makers to make the world safer and more accessible for all, today and tomorrow."