Building Capacity and Future Directions: IMO Perspective

Submitted by: International Maritime Organization (IMO)
What is IMO?

"IMO: SAFE, SECURE AND EFFICIENT SHIPPING ON CLEAN OCEANS"

Overview

- IMO – who are we?
- Piracy and armed robbery at sea
- Maritime security / SOLAS / ISPS Code
- Resources - GISIS
- Revisions to the SUA Treaties
- IMO activities

Global coverage

- 167 Member States
- All major ship owning nations
- All major coastal states
- IGOs and NGOs

Financed by shipping nations

- Panama £4.1m 18.7%
- Liberia £1.7m 7.7%
- Bahamas £1.1m 5.0%
- UK £1.0m 4.6%
- Greece £0.97m 4.3%
- Singapore £0.90m 4.0%
- Japan £0.84m 3.8%
- Marshall Is. £0.80m 3.6%
- USA £0.77m 3.4%
- China £0.75m 3.34%
Sub-Committees

- Fire Protection (FP)
- Standards of Training and Watchkeeping (STW)
- Flag State Implementation (FSI)
- Safety of Navigation (NAV)
- Audio-Communications and Search and Rescue (COMSAR)
- Carriage of Dangerous Goods, Solid Cargoes and Containers (DSC)
- Standards of Training and Watchkeeping (STW)
- Search and Rescue (COMSAR)
- Ship Design and Equipment (DE)
- Stability and Load Lines (LL)
- Cargo Ships Safety (SLF)
- Radio-communications and Search and Rescue (COMSAR)
- Bullets Liquids and Gas (BLG)
- Flag State Implementation (FSI)
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Progress of regulations at IMO - example

- Proposal to IMO Committee
- Discussion, refer to Sub-Committee, Working Group
- Development of draft Regulation, circular, Code or resolution
- Adoption of new regulation


Application to real ships

- SOLAS 98.79% world tonnage
- Load lines 98.76%
- MARPOL 97.55%
- COLREGS 97.92%
- STCW 98.76%

Application to real ships

- More than 40 IMO Conventions
- Hundreds of codes, guidelines and recommendations
- Almost every aspect of shipping covered:
  - Design
  - Construction
  - Equipment
  - Maintenance
  - Crew
Implementation – whose role?
• Flag States on own ship
  – classification societies
  – voluntary audit scheme
  – first audits 2006
• Port State Control
• IMO – no “policing” mandate

Does it work? – annual casualties
• 1966 - 85: 300+ ships lost annually.
• 1978 and 1979, 938 losses at 6.7 ships per ‘000
  • 1980: losses dip - downward curve ever since.
  • 1990: losses under 200 at 2.4 per ‘000
  • 2000: 167 losses at 1.9 per ‘000 ships

Does it work? – annual casualties

Shipping affects us all
• 90%+ of world trade carried by sea
  – Raw materials and commodities
  – Finished goods
  – Foodstuffs
  – Fuel
• Underpins global economy
• Safe, secure and environmentally friendly transport system

Port State Control agreements around the world

Regional agreements on Port State Control

Port State Control agreements around the world
Piracy & armed robbery at sea

Definition of piracy – Article 101
- Any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship and directed on the high seas, against another ship, or against persons or property on board such ship, or against a ship, persons or property in a place outside the jurisdiction of any State
- Any act of voluntary participation in the operation of a ship with knowledge of facts making it a pirate ship
- Any act of inciting to or of intentionally facilitating such acts

IMO Recommendations
- MSC/Circ.622/Rev.1
- MSC/Circ.623/Rev.3
- MSC/Circ.984 (draft Code)
- Resolution A.922(22) - Code of practice for the investigation and prosecution of the crime of piracy and armed robbery against ships
- Resolution A.923(22) - Measures to prevent registration of phantom ships

Incidents of piracy and armed robbery against ships (1984 to 2006)

Gulf of Aden: Reported Attacks on Yachts
Josephine: 2/3/03
Bambola Quatre: 2/3/03
Saltaire: 5/3/04
Gypsy Days: 9/3/03
Imani: 9/3/03
Nareeva: 9/3/03
Penyllan: 9/3/03
Sea Dove: 9/3/03
Gone Troppo: 27/1/00

Maritime Security
Santa Maria – January 1961

Achille Lauro – October 1985

1988 SUA Convention
- Seizing/control of ships
- Acts of violence against person on board
- Destruction or damage to ship or cargo
- Placement of devices or substances to destroy or damage ship
- Damage/destruction of maritime navigational facilities
- False information

USS Cole – October 2000

Limburg – October 2002

Superferry 14 – February 2004

Superferry 3 – August 2006
11 September 2001

Terrorism & WMD

Sabotage & Arson

Stowaways

Drugs & Weapons Smuggling

Threats: Energy security Oil Theft

Estimated theft of 70,000-300,000 barrels of oil daily

70,000 barrels @ $60 = $1.5 billion annually
Illegal migrants and refugees

Undeclared and/or incorrectly packed dangerous goods

Diplomatic Conference
December 2002

Conference resolution 1
Chapter V
Chapter XI

Chapter XI-1
Special measures to enhance maritime SAFETY

Chapter XI-2
Special measures to enhance maritime SECURITY

Diplomatic Conference
December 2002

Conference resolution 2
International Ship & Port Facility Security Code (ISPS Code)
Part A – Mandatory
Part B - Recommendary

Ship Security Measures

…to detect & deter acts that threaten security
Port Facility Security Measures

Rationale
- Risk management activity
- Appropriate security measures
- Threat assessment
- Standard framework of functional security requirements for ships and port facilities
  - change security level
  - change vulnerability of ships / port facilities

Will the ISPS Code work?
- Consider the wider picture
- Government responsibility
- National legislation and programmes
- Co-ordinated response
- Threat assessment
- Training and guidance

Compliance
SOLAS regulation XI-2/13 on Communication of information
ISPS Code database (now part of GISIS)
http://gisis.imo.org
www.imo.org
**UNCLOS**


![Diagram of Maritime Zones](image-url)
IMO Conventions

Co-operation IMO/ILO

Seafarers Identity Documents (Revised) Convention (No. 185)

ILO/IMO Code of practice on security in ports

Co-operation IMO / WCO

WCO ‘SAFE’ Framework of Standards

- Customs to Customs Pillar (11 Standards)
- Customs to Business Pillar (6 Standards)
- Seal integrity programme
- AEO guidelines

www.wcoomd.org

Revision of SUA Convention

Revision of SUA Convention:
Article 3 bis Offences

- Terrorism offenses on board or against ships or platforms
- Non-proliferation offenses
- Transporting terrorist fugitives
- Threats, conspiracy, attempts

Current agendas and emerging initiatives on maritime security

Frank Wall and Associates

Revision of SUA Convention

- Terrorism offenses on board or against ships or platforms
- Non-proliferation offenses
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Revision of SUA Convention: Article 8bis Boarding provisions

Revision of SUA Convention: Article 8bis

- Requirement to cooperate to the fullest extent possible (¶ 1)
- Process & options for making, receiving, and responding to boarding requests (¶¶ 27-28)
- Allocation & preservation of enforcement jurisdiction (¶¶ 8, 11 & Article 9)
- Conduct of boarding & disposition operations (¶¶ 6, 9, 10, 14 and Article 8)
- Recourse for damage, harm, or loss (¶ 10(b))
- Further implementation (¶¶ 12-13)

IMO Maritime Security Programme

- Phase 1 (2002) promote awareness of the new maritime security regime
- Phase 2 (2003-2005)
  - explain SOLAS chapter XI-2 and ISPS Code;
  - train instructors to use IMO model courses (Train-the-Trainer courses); and
  - promote regional or sub-regional collaboration on maritime security
  - develop tools

IMO Guidance Tools

- IMO model courses for CSO, SSO, PFSO
- Model course for port State security control being developed
- MSC Circulars on self assessment for ships, port facilities and companies

Audio-visual Materials

Videotel & IMO developed:
- “Know Your Port”
- “5 x Security Videos”
- Multimedia self study training package for PFSOs

IMO Maritime Security Programme

- 156 technical co-operation security-related events:
  - 48 regional or sub-regional
  - 67 national
  - 41 needs assessment and advisory missions
- Some 6,000 people have been trained in the process.
IMO Maritime Security Programme

**Train-the-Trainer** programme

17 Regional events including:
- Republic of Korea (2004),
- Singapore (2004)
- Hong Kong China (2005)

National events including
- Philippines (2005)
- Indonesia (2005)

“Cascade” training (20,000+ worldwide)

- Phase 3 (2006 →) Focus on:
  - implementation and needs assessment
  - continued promotion of regional or sub-regional collaboration on maritime security
  - new SOLAS Contracting Governments
  - SUA Treaties (e.g. seminars in Philippines September 2006 and Thailand in April 2007)
  - UN Security Council CTED visits
  - Multi agency, multi disciplinary approach

Integrated Coastguard Network

- Feasibility study for the establishment of an Integrated coastguard network for the West and Central African Region

- Mission conducted to Senegal, Cote D’Ivoire, Ghana, Nigeria and Angola from 9 to 30 January 2006

IMO / MOWCA Forum

Dakar, 23 to 25 October 2006

A multi-disciplinary approach

22 MOWCA States discussed:

- Maritime security
- Implementing national legislation on countering terrorism
- National legislation on maritime security & piracy
- Combating organized crime
- Inter agency co-operation at national level
22 MOWCA States discussed:

- Search and rescue
- UNCLOS and the EEZ
- Establishing a coast guard
- Development of EEZ and sustainable fisheries

22 MOWCA States discussed:

- Monitoring, control and surveillance of fisheries
- Policing the EEZ
- Fisheries Management
- Humanitarian issues
- Naval issues

22 MOWCA States agreed:

- A far-reaching resolution with 22 operative paragraphs addressing aspects of establishing an integrated coastguard function network for MOWCA States and forming the basis for action plans
- Resolution forwarded to MOWCA General assembly of Ministers for consideration and adoption

Conclusion

- Implementation of IMO regulations and guidelines will enhance national and international security
- Transnational problem requires international effort
- Multi-agency approach: Co-ordination, Co-operation, Communication

QUESTIONS?

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