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- 1 Before I come to substantial Safety Issues, I would

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1 In the beginning of the 1980s, SOLAS 74 came into force. The significance of this is that now safety regulations are regularly and constantly updated under the so-called “Tacit Acceptance Procedure” for amendments.

2

10 In the maritime safety field, throughout the history of 50 years'

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- 1 Over the next two slides, I would like to indicate how the scope of IMO's safety measures has been expanded, over the last 20 years.
- 2 Under SOLAS 74:
 - We have adopted the ISM Code dealing with management in companies;
 - Measures for Recognized Organizations such as classification societies;
 - Requirements for IMO ship number;
 - Measures for High Speed Craft;
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- 1 We are very pleased with comments by Member Governments and the Industry that “IMO has an efficient mechanism”
- 2 In this slide, I indicated a number of factors which allowed IMO to be recognized by many as an efficient forum to hand

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Challenges for the development of new measures.

Goal Based Standards is:

- A new approach to rule making; and
- Developed based on the discussion of structural requirements under

E-Navigation

This is an emerging concept for:

- Making use of new communication/IT technologies;
- Making use of Electronic Navigational Charts:
- ECDIS; and
- AIS (which is a radar transponder to transmit general information on ships).

E-navigation will:

- Support decision-making by ships' masters; and
- E-Navigation Strategy is under preparation for approval by MSC 85.

Comprehensive review of STCW Convention

- Last major amendments were in 1995;
- We are aiming to hold a Diplomatic Conference in 2010;
- All Chapters of the STCW Code will be reviewed; and
- Amendments will come into force in 2012 and provide a basis for training requirements for 2010s until future opportunity and needs for major revision may arise.

According to the most recent study, we will encounter a shortage of seafarers to the order of 27,000 in 2015.

We must find people to work in the future in international shipping. In this context, we must debate at IMO fatigue and working hours, living conditions on present and future shipping and, on top of these, we must discuss how to ensure that seafarers careers at sea would provide a positive basis for seafarers to work, after their time at sea, on shore. These issues may go beyond the scope of the STCW Convention, but it is important to recognize them as the most fundamental issues surrounding the Convention. The ILO Maritime Labour Convention of 2006 should be supported and this must also be taken into account in the process of the comprehensive review of the STCW Convention.

Formal Safety Assessment

This methodology has been successful in nuclear and offshore industries and IMO is following this.

This is in essence:

- Risk management technology; and
- A scientific, casualty-date dependent approach.

Ships Routing

- NAV Sub-Committee will continue to provide a forum to assess the need for future ship routing measures and to report to MSC for adoption under the provisions of UNCLOS.

Casualty database for Risk Based Approach

- Essential for future regulatory activities;
- We must start now in constructing a solid database for the future.

Casualty investigation mechanism

- New Code of Casualty Investigation was adopted by MSC 84;
- IMO intends to establish a global system of casualty investigation with the harmonized procedures.

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Challenges for Implementation

Voluntary IMO Member States Audit Scheme

- IMO started this scheme 3 years ago;
- Experience of 2 years with 20 Member Governments among 167 States have been audited;
- It is expected that 40 Member Governments will be audited by 2009 and, according to responses from already audited Governments;
- The audit is beneficial for any IMO Member States acting in the capacity of:
 - o Flag State;
 - o Port State; or
 - o Coastal State,

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Challenges: Regional/Sub-Regional/Sub-Regional Developments and Capacity Building

PSC Regional MOUs:

- currently 9 Regional MOUs have been established;
- harmonization of PSC procedures is a challenge.

IMO is supporting African countries to establish Maritime Rescue Co-ordination Centres (MRCCs):

- 2006 Mombassa MRCC
- 2007 Cape Town MRCC
- 2008 Lagos MRCC
- work in progress for Liberia and Morocco.

A hydrographic capability for ENC's is essential to cover all coasts of the world by ENC's.

Marine Electronic Highway Project:

- with a grant of 8 million dollars from GEF, World Bank, the Demonstration Project has started implementation;
- with a view to drawing up a blueprint for the future full-scale MEH Project which may cost tens of millions of dollars for the Malacca and Singapore Straits.

Regional mechanism to fight against piracy:

IMO is promoting a regional mechanism and appreciates Asian countries for the establishment of ReCAAP.

As I informed yesterday, the IMO Assembly, by its resolution A.1002(25), called upon a Regional Mechanism of Co-operation and to conclude a regional Memorandum of Understanding and we organized a sub-regional meeting in Tanzania in April which prepared the draft MoU.

With the positive outcome of the Tanzania meeting, the IMO Council last

The IMO Secretariat is considering holding this high-level meeting in Autumn this year.

- IMO has been working on the issue of Piracy over 20 years;
- We encouraged Member Governments to establish a mechanism of co-operation;
- Having seen positive developments through IMO-sponsored

- Hundreds of people **annually** have lost their lives off the Bangladeshi/Indonesian and African coasts;
- Safety of domestic ferries is still high on the agenda of IMO; and
- We need to put more efforts into **helping** those countries which are suffering to improve their safety systems for the operation of domestic ferries.

