

Experiences and Challenges in Maritime Safety

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Introduction

- ⇒ Commitment to safety pervades all deep sea shipping operations
- ⇒ Not least through excellent co-operation with **UN International Maritime Organization**
- ⇒ Industry mantra: 'Global rules for a global industry'



What is ICS?

- ➔ Principal international trade association for shipowners
- ➔ **National shipowners' associations** from 40 nations (all sectors and trades, 75% of world fleet)
- ➔ Representing the industry at international regulatory level – especially IMO
- ➔ Promoting a 'level playing field' of global regulation



Bulk carriers



Tankers



Passenger ships



Container ships

ICS represents all ship types and trades and 75% of world merchant fleet

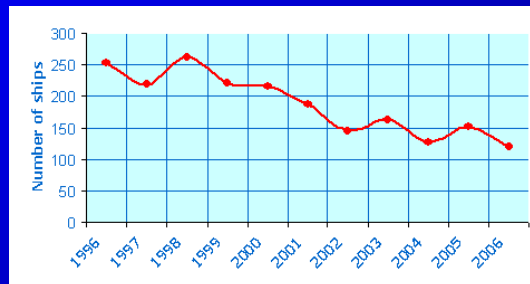
Presentation outline...

- ⇒ IMO rules have successfully reduced accidents and pollution incidents
- ⇒ IMO rules complemented by industry best practice and self regulation
- ⇒ Flag State responsibilities
- ⇒ Vital need for ratification by States of new IMO Conventions



Shipping's improving safety performance

Reduction in ship losses

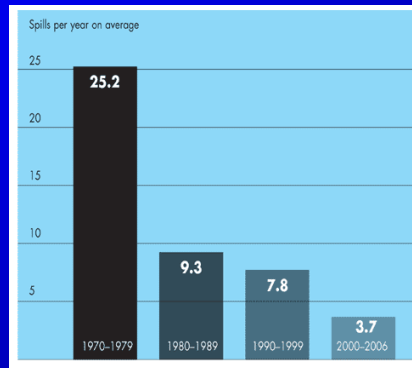


Source: Lloyds Register Fairplay



Reduction in major oil spills

Average spills per year over 700 tonnes



Source: ITO PF



Improved safety coincides with new IMO rules in 1990s/2000s...

- ➔ Refinements to core Conventions: Safety of Life at Sea (SOLAS) and MARPOL (pollution prevention)
- ➔ International Safety Management (ISM) Code) – licence to operate, link between company and ship, safety auditing
- ➔ STCW (seafarers' training) Convention
- ➔ Enhanced survey programme (ESP) for older ships



But industry not complacent

- ⇒ IMO rules complemented by industry best practice and self regulation
- ⇒ Commitment to 'continuous improvement' of industry best practice
- ⇒ ICS guidance (e.g. Bridge Procedures Guide and Tanker Safety Guides) carried on almost every ship
- ⇒ ISM (safety management) Code – derived from industry guidance, IMO STCW (training) revision was industry initiative...



Future safety issues

- ⇒ Balance between proscriptive rules and self regulation
- ⇒ Too much regulation, audits and paperwork can be counterproductive – seafarers overburdened
- ⇒ Still a need to improve/inculcate genuine safety culture (failure to follow procedures)
- ⇒ The goal remains zero accidents...



Flag State responsibilities

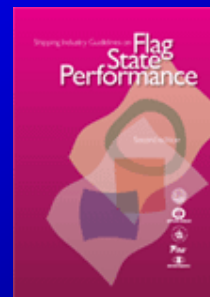
- ➔ Shipping industry has first responsibility for safety of ships and crews
- ➔ But **flag states** must enforce the rules (assisted by Port State Control) as required by IMO and UNCLOS
- ➔ IMO **Voluntary Member State Audit Scheme** crucial development, complemented by **Shipping Industry Guidelines on Flag State Performance**



Shipping Industry Guidelines

Sets out what a shipowner should reasonably expect of a responsible Flag State

Includes flag performance table updated annually



Download free from www.marisec.org/flag-performance

Industry Flag State Table...

- ⇒ Includes information in public domain eg:
- ⇒ Ratification of key IMO safety Conventions
- ⇒ Enforcement (from Port State Control inspection/ship detention records)
- ⇒ Use of Recognised survey organisations
- ⇒ IMO 'white list' on seafarer training standards



Industry Flag State Table...

- ⇒ Important principle: distinction between national flags and open registers unhelpful
- ⇒ Top performing flags include Bahamas, Cyprus, Liberia and Marshall Islands, in addition to likes of e.g. Norway and UK
- ⇒ A number of OECD nations have a number of negative indicators
- ⇒ Worst flags include likes of Cambodia and Mongolia (simply taking registration fees)



Industry Maritime Convention Ratification Campaign



- ⇒ Promotion of recent IMO Conventions which need ratification to enter into force globally
- ⇒ Otherwise a danger of **unilateral** or **regional** rules at variance to IMO rules – leading to chaos and inefficiency
- ⇒ Shipping needs global rules – which IMO provides impressively and effectively.



Conclusion

- ⇒ 90% of world trade is carried by sea, the most carbon efficient form of commercial transport
- ⇒ Shipping industry takes safety seriously – apart from protecting life at sea, ships are multi-million dollar assets faced with billion dollar liabilities for oil spills
- ⇒ But, despite improvements in the industry's safety performance, always more that can be done in co-operation with UN and IMO



Thank you

- For more information visit www.marisec.org and www.shippingfacts.com

See also

www.marisec.org/flag-performance
www.marisec.org/ratification

