

**9th Session of the United Nations
Informal Consultative Process on
Oceans and Law of the Sea**

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Presentation by Marc Mes

**Maritime Security and Safety: Enhancing
Cooperation, Coordination and Integration,
and Increasing Capacity-Building**

SLIDE 1

Good morning ladies and gentlemen. I would like to thank our Co-Chairs for their kind invitation to speak to you today. It is a pleasure to be here in New York to participate as a panelist in the 9th Session of the United Nations Informal Consultative Process on Oceans and Law of the Sea. I am pleased to share my views on this year's theme – **“Maritime Safety and Security”** and the topic of today's panel – **“Enhancing Cooperation, Coordination and Integration, and Increasing Capacity-Building”**.

My name is Marc Mes and I am Chief of International Marine Security Policy for the Department of Transport in Canada as well as the Chair of Asia Pacific Economic Cooperation – Maritime Security Experts Sub-Group.

Securing the maritime environment is a major and continuing challenge in our ever-expanding global economy.

Governments must be able to respond effectively to evolving threats and risks. We continue to move to a proactive

approach – an approach that creates an adaptable, flexible and versatile security system able to respond to emerging threats of all kinds.

This approach requires the establishment of robust security partnerships with international partners – relationships based on a shared commitment to strengthen the security of the global maritime transportation system. (NEXT SLIDE PLEASE)

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This morning I would like to briefly outline Canada's international maritime security efforts where the focus has been on establishing international maritime transportation security standards, implementing capacity building initiatives in developing countries, and sharing maritime security best practices. Canada believes that the pursuit and achievement of maritime security requires a coordinated and cooperative international approach.

I will provide a very brief overview of Canada's maritime environment, Canada's international engagement strategy and the approach Canada has taken to enhance international cooperation, coordination and capacity building.

I will also focus on APEC's Maritime Security Sub-Group's collective maritime security efforts in the Asia Pacific region.

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Canada is a nation heavily dependent on international trade for its economic well-being, and the maritime sector plays a vital role in facilitating this facet of Canada's economy.

Maritime and maritime-related activities contribute more than \$9 billion annually to Canada's economy. Maritime transport is the conduit for some 90% of our trade with our global partners.

In light of the commercial nature of ports and the international nature of maritime commerce, Canada's major

trading partners must be satisfied that Canada's maritime sector remains secure. In recent years, Canada has gone to considerable lengths to bolster its maritime transportation system against unlawful interference, terrorist infiltration and attack.

Canada has made major investments in maritime security initiatives since 2001 committing more than \$1 billion for projects to enhance maritime security.

The Government of Canada's response to the modern security environment has been prompt and effective and continues to contribute to the high public confidence of Canadians and our major trading partners in our maritime transportation system. It is in Canada's national interest to contribute to a more secure world. For this reason, Canada has worked in close partnership with its international partners to develop a sustainable maritime transportation system in support of Transport Canada's three priorities:

safety & security, protecting the environment and contributing to a robust economy. (NEXT SLIDE PLEASE)

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Canada has gone to considerable effort to increase the level of protection of Canada's maritime transportation system.

Our security is, however, inextricably linked to that of other states.

Canada recognizes the importance of broadening international consensus in maritime security and has been particularly active in forwarding the maritime security agenda in international fora.

Dynamic participation in international organizations with maritime security interests, through sharing best practices and exchanging information, provides an excellent opportunity to enhance international cooperation, coordination and capacity building and, at the same time, build confidence in each other's capacity.

To this end, Canada created the Counter-Terrorism Capacity Building Program to provide training, funding, equipment, and technical and legal assistance to other states to enable them to prevent and respond to terrorist activity in a manner consistent with international counter-terrorism and human rights norms, standards and obligations. Administered by the Department of Foreign Affairs, the Counter-Terrorism Capacity Building Program lists transportation security among its key investment priority areas.

Transport Canada views the Counter-Terrorism Capacity Building Program as a valued instrument to leverage funds for international maritime security capacity building initiatives. (NEXT SLIDE PLEASE)

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Canada's unique geographic and economic position allows us to participate in many international organizations with an active interest in maritime security including but not limited to

the International Maritime Organization, the G8, the Organization of American States and Asia-Pacific Economic Cooperation. Canada is extremely active in these fora where the focus has been on establishing international transportation security standards, implementing capacity building initiatives in developing countries, and sharing transportation security best practices. (NEXT SLIDE PLEASE)

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The International Maritime Organization remains the main international organization seized with maritime security. Since 2006, Canada has provided more than \$600,000 to the International Maritime Organization's International Marine Security Trust Fund. Canadian assistance funded a range of maritime security technical assistance activities including: sub-regional seminars on maritime security,

national maritime security train-the-trainer courses and regional workshops.

Through technical assistance such as this, Canada aims to increase the capacity of states to implement international maritime security standards and do so in a way that builds on existing programs and initiatives and strengthens the global maritime security system.

Canada is also very active in the IMO's Maritime Safety Committee and in particular the Maritime Security Working Group. Along with our regional partners from APEC, the G8 and the OAS, we have had a significant impact on policy discussions and have collectively enhanced our collaborative and integrated efforts to strengthen the security of the global maritime system. (NEXT SLIDE PLEASE)

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Canada, along with other G8 members, have focused on developing best practices in maritime security. Many of

these initiatives have been introduced and later adopted by the IMO as voluntary tool to further assist contracting states in the continual implementation of the International Port Facility Security Code, or as we all commonly refer to it – the ISPS Code.

In 2004, the G8 developed the ISPS Code Voluntary Self Assessment Checklist, which was later adopted by the IMO as Circular 1192. Recently, Canada along with Japan and other G8 members developed a series of guidelines on the implementation of national port security audit programs.

These guidelines have recently been introduced to the IMO's Maritime Safety Committee for consideration. (NEXT SLIDE PLEASE)

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Canada has also provided grant funding totalling \$350,000 through the Counter-Terrorism Capacity Building Program to support Asia-Pacific Economic Cooperation's International

Ship and Port Facility Security (ISPS) Code Implementation Program.

This program aims to assist Asia-Pacific Economic Cooperation (APEC) Economies in developing the capacity required to effectively implement the ISPS Code. The program scope encompasses a transfer of knowledge, lessons learned and best practices related to the implementation of the ISPS Code by subject matter experts located in APEC Economies. (International Port Visit Program & Drills and Exercises Manual)

To further facilitate the development of partnerships, a coordinated and integrated approach to maritime security the Maritime Security Experts Sub-Group has also:

1. Developed a Maritime Security Points of Contact List for APEC member Economies;
2. Established, along with the IMO and the Organization of American States (who has five member states in common with APEC), a training catalogue for the Asia

Pacific region to ensure coordination and avoid duplication of training efforts.

3. Developed a comprehensive Maritime Security Drills and Exercises Manual for port facilities in response to the international requirements of the ISPS Code. This initiative has already received significant interest from other international bodies including the IMO. It is expected that this regionally developed tool will be introduced to the IMO for consideration as a voluntary global tool. Another example of a collaborative capacity building effort.
4. Finally, APEC's Maritime Security Experts Sub-Group has also developed and implemented a Port Security Visit Program whereby regional APEC teams along with the Host Economies visit each others ports to identify best practices and future capacity building needs that would then be addressed by APEC's ISPS

Code Implementation Assistance Program. (NEXT
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Canada has also funded a three-year \$1.2 million Canada-Americas Port Security Assistance Program for the Americas. The Canada-Americas Port Security Assistance Program responds to identifiable needs to increase the availability of maritime security related technical assistance in the Americas and to ensure that assistance is better targeted and coordinated. Canada developed this Program in close collaboration with the Organization of American States and in consultation with the United States Coast Guard. Through the Canada-Americas Port Security Assistance Program, Canada is able to fund a range of marine security technical assistance activities, including needs assessments, training programs (workshops and

seminars) at the national and regional levels, and training visits to Canada. (NEXT SLIDE PLEASE)

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In conclusion, I stress that effective maritime security is critical to the safety of all of us, to the security of our maritime transportation system, and our collective societies and economies.

This is both a challenge and an opportunity. As such, it is imperative that we continue to forge effectual and efficient partnerships that will help us overcome continuing challenges and help us achieve our maritime security goals. Partnerships are doubly important in the maritime domain – an environment where overlapping jurisdictions, competitive pressures, and international obligations make such coordination a necessity

Canada will continue to nurture active international maritime security relationships. We must be aware of, react to, and

where possible, shape policy discussion with our partners.

With this in mind, Canada will continue to engage colleagues, with the aim of advancing practical, effective means of strengthening maritime security at home and around the world.

Canada will also continue to work with organizations such as the IMO, the G8, APEC and the OAS, along with other international donors to coordinate and provide assistance to enhance maritime security in developing states.

It has been a pleasure to be here today and to participate in this year's discussions. Thank you very much for the invitation to speak and for your valued attention.

