

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

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

Reduction in major oil spills

- Average spills per year over 700 tonnes

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