

IMO; the facilitation and security of maritime transport

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The IMO Convention:

- "to provide machinery for cooperation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade; to encourage and facilitate the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships"

Convention on Facilitation of International Maritime Traffic, 1965, as amended

- The Convention on Facilitation of International Maritime Traffic, 1965, as amended, has so far been accepted by 111 Governments

The purpose of the FAL Convention:

- To facilitate maritime transport by simplifying and minimizing the formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships engaged on international voyages.
- It was originally developed to meet growing international concern about excessive documents required for merchant shipping.

The purpose of the FAL Convention (cont.):

- Traditionally, large numbers of documents are required by customs, immigration, health and other public authorities pertaining to the ship, its crew and passengers, baggage, cargo and mail.
- Unnecessary paperwork is a problem in most industries, but the potential for red tape is probably greater in shipping than in other industries, because of its international nature and the traditional acceptance of formalities and procedures.

The Convention emphasizes:

- The importance of facilitating maritime traffic and demonstrates why authorities and operators concerned with documents should adopt the standardized documentation system developed by IMO and recommended by its Assembly for world-wide use. Contracting Parties to the Convention undertake to bring about uniformity and simplicity in the facilitation of international maritime traffic.

The annex to the Convention:

- Contains Standards and Recommended Practices for simplifying formalities, documentary requirements and procedures on the arrival and departure of ships and, in particular, it reduces to eight the number of declarations which can be required by public authorities;... the General Declaration, Cargo Declaration, Ship's Stores Declaration, Crew's Effects Declaration, Crew List, and Passenger List, as well as two documents required under the Universal Postal Convention and the International Health Regulations. IMO has developed standardized forms for the first six of these.

2005 amendments:

- ... to introduce the concept of risk management for efficient border control, together with systems for the transmission of pre-arrival and pre-departure information thus facilitating the processing of data required for the clearance of ships and allowing their transmission to a single point, commonly known as the 'Single Window' concept.
- ... entered into force in November 2006

Security and facilitation....

- ...high priority given by IMO both to the security of ships and port facilities and to the complementary issue of facilitating international maritime traffic;
- ... continuing need for IMO and the maritime community as a whole, to sustain efforts to enhance and improve security in all aspects of ship and port operations while ensuring that the flow of seaborne trade continues to be smooth and efficient and that the movement by sea of persons is not unduly impeded.

The 2002 SOLAS Conference....

- adopted amendments to SOLAS and the International Ship and Port Facility Code, the first step in establishing an international framework for maritime security
- The special measures to enhance maritime security (i.e. chapter XI-2 of the 1974 SOLAS Convention and the ISPS Code) entered into force on 1 July 2004 and applied at that time to 147 States. On 1 December 2007, they applied to 158 States the combined merchant fleets of which constitute just over 99 % of the gross tonnage of the world's merchant fleet

Conference resolution 9...

- recognizing the inter-modal and international nature of the movement of closed cargo transport units (closed CTU) and the need to ensure security throughout the supply chain also requested the World Customs Organization (WCO) to consider urgently measures to enhance security throughout international movements of closed CTUs.

And also....

- recognized that measures to facilitate international maritime traffic needed to be consistent with relevant security measures
- This resulted in the adoption by WCO of the SAFE Framework of Standards ... to encourage co-operation among Customs and other competent authorities on the basis of common and accepted standards for data exchange and risk profiles to maximize the security and facilitation of the international supply chain.

In this era of globalization...

- ... the establishment and maintenance of safe and secure conditions worldwide, for the transport of goods and for the movement of people, is a key factor in social development and a necessity for economic growth....
- it is imperative for shipping, which carries more than 90 per cent of world trade safely, securely, efficiently and at a fraction of the environmental impact and cost of any other mode of bulk transportation.

● THANK YOU