IMO - Specialized UN Agency

- Established as a specialized UN Agency in 1948
- London Headquarters with less than 300 Secretariat staff
- Membership: 171 Member States and 3 Associates
- Currently 78 NGOs and 63 IGOs
- Assembly: Entire Membership meets every 2 years (29th session from 23 November to 4 December 2015)
- Governed by 40 Member Council: meets twice a year
- Budget: £ 30+millions
- World Maritime Day 2016: Shipping, indispensable to the world
Global coverage

- 171 Member States
- All major ship owning nations
- All major coastal states
- IGOs and NGOs
Global Integrated Shipping Information System - GISIS

- IMO regulations with reporting requirements
- Input from providers in various formats (email, fax, hardcopy etc.)
- Data stored in disparate off-line databases...
- ... and manually distributed in circular letters
- Selected reports released via IMO website

Needed: Online, centralized system for data collection, processing, and publishing
Assembly Resolution 1029

• Urges Member States and intergovernmental organizations to use GISIS for the reporting and transfer of data into the system, as consistent with requirements in international instruments,
• With a focus on compliance with mandatory reporting requirements
• Attention to harmonization of all data, including non-mandatory submissions
Assembly Resolution 1074

- Agrees that notification through GISIS is an effective way to fulfil their reporting obligations;
- Urges Member States to use GISIS and to work towards the improvement of the quality of the data being collected;
- Request the Secretary-General to continue developing the system, in close cooperation with international organizations.
System structure

GISI S

Database

Custom import

Data providers

Secure, web-based access

SOAP XML

Data exchange partners

- Public Area
- IMO Members’ Area
- IMO Secretariat Area

G I S I S
GISIS 34 Modules - using UN/LOCODE

Core data
- Countries – Contracting Governments, Territories, Flag Administrations, ISO 3166-3 coded
- Ports – Listing of international ports, UN/LOCODE coded
- File storage – Centralized interface for document management

Live
- Maritime Security
- Port Reception Facilities
- Marine Casualties and Incidents
- Contact Points
- Recognized Organizations
- Pollution Prevention Equipment
- Condition Assessment Scheme
- Piracy and Armed Robbery
- Stowaways and Illegal Migrants
- MARPOL Annex VI
- Communications and SAR
  - LRIT Data Distribution Plan
  - Port State Control
  - Ship Particulars
  - Dangerous Goods Carriage
  (and more...)
Welcome to the Public Area

Ship Particulars
Ship identification and particulars.

Maritime Security
Information communicated under the provisions of SOLAS regulation XI-2/13 (SOLAS chapter XI-2 and the ISPS Code).

Recognized Organizations
Information submitted by Member States under MSC/Circ.1010-MEPC/Circ.382.

Marine Casualties and Incidents
Data on marine casualties and incidents, as defined by circulars MSC-MEPC.3/Circ.3.

Port Reception Facilities
Data on the available port reception facilities for the reception of ship-generated waste.

Contact Points
Electronic database for contact points.

Pollution Prevention Equipment
Pollution prevention equipment required by MARPOL 73/78.

Piracy and Armed Robbery
Reported incidents of piracy and armed robbery.

Facilitation of International Maritime Traffic
Reports on stowaway incidents (FAL.2/Circ.50/Rev.2); Reports on unsafe practices associated with the trafficking or transport of migrants by sea (MSC/Circ.896/Rev.1).

Non-mandatory Instruments
Comprehensive list of non-mandatory IMO instruments relating to safety and security.

Simulators
Information on simulators available for use in maritime training.

Radiocommunications and Search and Rescue
Information on the availability of Search and Rescue (SAR) Services.

Condition Assessment Scheme
Electronic database for the implementation of the Condition Assessment Scheme - Resolution MEPC.94 (46), as amended.

MARPOL Annex VI
Notifications communicated under the provisions of MARPOL Annex VI (Regulations for the Prevention of Air Pollution from Ships).

Evaluation of Hooks
Reports on evaluation of hooks according to the Guidelines for evaluation and replacement of lifeboat release and recovery systems.

Survey and Certification
Exemptions and equivalents, and specimens of certificates.
Example: Maritime Security module

- Data on compliance with the ISPS Code

- Unique “IMO Port facility numbers” generated for each port facility using the UN/LOCODE of the port:

  “GBSTO-0007”
Port Facility Details / United Kingdom

Port: Stornoway (GBSTO)

Facility Details

<table>
<thead>
<tr>
<th>Port facility name:</th>
<th>Ceann a Gharaidh</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMO Port facility number:</td>
<td>GBSTO-0007</td>
</tr>
<tr>
<td>Alternative names for this port facility, if applicable:</td>
<td>IMO Port ID 1638</td>
</tr>
<tr>
<td>Port facility description:</td>
<td>PAX [Passenger]</td>
</tr>
<tr>
<td>Latitude:</td>
<td>0° 00.00’ N</td>
</tr>
<tr>
<td>Longitude:</td>
<td>0° 00.00’ E</td>
</tr>
</tbody>
</table>

Security Plan

<table>
<thead>
<tr>
<th>Port facility has alternative security agreements?</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port facility has approved equivalent security arrangements?</td>
<td>No</td>
</tr>
<tr>
<td>Port facility has approved port facility security plan</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Example: LRIT DDP module

• Central component of the vessel
  *Long-range Identification and Tracking* system
• Member States determine rules of permitted data exchange with other Members
## Locations / United Kingdom

Note: Locations with incorrect or insufficient information for inclusion in the DDP are displayed in grey.

### Ports

<table>
<thead>
<tr>
<th>Name</th>
<th>Subdivision Code</th>
<th>Location</th>
<th>UN/LOCODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberaeron</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBABA</td>
</tr>
<tr>
<td>Aberdaron</td>
<td>GW</td>
<td>52° 48.00' N 4° 43.00' W</td>
<td>GBADDR</td>
</tr>
<tr>
<td>Aberdeen</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBABD</td>
</tr>
<tr>
<td>Aberdour</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBAYD</td>
</tr>
<tr>
<td>Aberdyfi</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GB028</td>
</tr>
<tr>
<td>Aberystwyth</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBAYW</td>
</tr>
<tr>
<td>Aird Ma Ruibe</td>
<td>AG</td>
<td>57° 42.00' N 7° 11.00' W</td>
<td>GBAMR</td>
</tr>
<tr>
<td>Aird Mhor (Ardmhor)</td>
<td>EL</td>
<td>57° 01.00' N 7° 25.00' W</td>
<td>GBADM</td>
</tr>
<tr>
<td>Aldeburgh</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBALB</td>
</tr>
<tr>
<td>Alderney</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBACI</td>
</tr>
<tr>
<td>Alnmouth</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBALM</td>
</tr>
<tr>
<td>Alveley</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBAVL</td>
</tr>
<tr>
<td>Amble</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBAMB</td>
</tr>
<tr>
<td>Ambleside</td>
<td></td>
<td>0° 00.00' N 0° 00.00' W</td>
<td>GBAML</td>
</tr>
<tr>
<td>Anasuria</td>
<td></td>
<td>57° 15.00' N 0° 48.00' E</td>
<td>GBANA</td>
</tr>
</tbody>
</table>
## Use of UN/LOCODE by PSC regimes

<table>
<thead>
<tr>
<th>MoU</th>
<th>Use of UN/LOCODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abuja</td>
<td>Yes</td>
</tr>
<tr>
<td>Black sea</td>
<td>Yes</td>
</tr>
<tr>
<td>Indian Ocean</td>
<td>Yes</td>
</tr>
<tr>
<td>Mediterranean</td>
<td>Yes</td>
</tr>
<tr>
<td>Paris</td>
<td>Yes</td>
</tr>
<tr>
<td>Riyadh</td>
<td>Yes</td>
</tr>
<tr>
<td>Tokyo</td>
<td>Yes</td>
</tr>
<tr>
<td>Viña del Mar Agreement</td>
<td>Yes</td>
</tr>
<tr>
<td>Caribbean</td>
<td>work in progress</td>
</tr>
<tr>
<td>USCG</td>
<td>No</td>
</tr>
</tbody>
</table>
SINGLE WINDOW CONCEPT

EUROPEAN SAFESSEANET EXAMPLE
### FACILITATION OF MARITIME TRAFFIC

- **IMO Compendium on facilitation and electronic business (FAL.5/Circ.40) – UN/EDIFACT**

<table>
<thead>
<tr>
<th>2 Port of Arrival/Departure</th>
<th>SG3</th>
<th>LOC</th>
<th>3227=60 (POA) or 5 (POD)</th>
<th>C517: 3225 (UN/LOCODE)</th>
<th>3224 (location name)</th>
<th>UNECE/Rec.16</th>
</tr>
</thead>
<tbody>
<tr>
<td>11. Position in port (berth or station)</td>
<td>-</td>
<td>LOC</td>
<td>3227=164 (Berth)</td>
<td>C517:3225 (UN/LOCODE)</td>
<td>C519 (Related location one id.): 3223 &amp;/or 3222 (location name)</td>
<td>3223 (First related location id.) may be Local code,</td>
</tr>
<tr>
<td>6. Last port of call/Next port of call</td>
<td>-</td>
<td>LOC</td>
<td>3227=125 (last port of call), 94=Previous port of call, 61=next port</td>
<td>C517: 3225 (UN/LOCODE)</td>
<td>3224 (location name)</td>
<td>UNECE/Rec.16 For Arrival declaration, 3227= 125 or 94.</td>
</tr>
<tr>
<td>3 Date and time of arrival/departure</td>
<td>-</td>
<td>DTM</td>
<td>C507: 2005=132 (ETA) 133 (ETD)</td>
<td>C507:2380 in CCYYMMDDHHMM format</td>
<td>2379 = 203 (CCYYMMDDHHMM)</td>
<td>2005=136 (TD), 178 (TA)</td>
</tr>
<tr>
<td>7.3 Certificate of Registry: number</td>
<td>SG4</td>
<td>DOC</td>
<td>-</td>
<td>C002:1001= 798 (Certificate of Registry)</td>
<td>C002:1000 (document name) C503:1004 (document id.)</td>
<td>-</td>
</tr>
<tr>
<td>7.2 Certificate of Registry: date</td>
<td>-</td>
<td>DTM</td>
<td>C507: 2005=259 (Conveyance reg. date)</td>
<td>C507:2380 in CCYYMMDD format</td>
<td>2379 = 102 (CCYYMMDD)</td>
<td>-</td>
</tr>
<tr>
<td>7.1 Certificate of Registry: port</td>
<td>-</td>
<td>LOC</td>
<td>3227=89 (Place of registration)</td>
<td>C517: 3225 (UN/LOCODE)</td>
<td>3224 (location name)</td>
<td>UNECE/Rec.16</td>
</tr>
</tbody>
</table>
NEXT STEPS

• “Medium-term: Automatic updating from UN/LOCODE”: UN/LOCODE database exposed via a queryable interface (such as SOAP-based web services, using XML, or similar.)
NEXT STEPS Continued...

• “Long-term: Deep integration”
  IMO Member States would be able to make changes to the UN/LOCODE database which would be reflected in real-time within GISIS.
Suggestions for improvement

• Further harmonization among UN agencies:
  ▫ **FAO** for the Global record for fishing vessels
  ▫ **ILO** for the reporting under the Maritime Labour Convention and the Work in Fishing Convention.
Suggestions for improvement

- Partnership for single window concept using UN/LOCODE (Facilitation of maritime traffic)
- Comprehensive harmonization of data, e.g. latitude/longitude coordinates
Suggestions for improvement

From the marine environment protection standpoint, UN/LOCODE could be applied to the following:

- Ports (existing)
- Emission Control Area (ECA) (Special Area MARPOL Annex VI)
- Sulphur Emission Control Area (SECA)
- Particularly Sensitive Sea Areas (PSSAs)
Suggestions for improvement

Continued...

- Ship recycling sites
- Ballast water exchange area
- Special Area under MARPOL Annexes I, IV and V
- Polar Waters – Antarctic Area; Arctic Water
Suggestions for improvement

Continued...

• Potential users have to be convinced about the utility of such codes for different purposes such as search & rescue; monitoring, conservation; incident response, mapping/routing, environmental protection, etc., which could be encoded into a database, DSS, GIS, sensitivity maps, ENCs., satellite imageries.
www.imo.org

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Facebook:  http://www.facebook.com/imohq

Twitter:  http://twitter.com/imohq you can also find us:  @imohq
Thank you