

ICMA Standing Delegation to the International Maritime Organisation: Report of Activities

About The International Maritime Organisation (IMO)

The IMO is the UN's specialist organisation tasked with legislating for the safety, security and environmental performance of international shipping. Since its inception in 1948, its primary role has been to create a suitable regulatory framework for the shipping industry. It is made up of 174 Member States, three Associate Members (e.g. Hong Kong) and 64 Intergovernmental Organisations (e.g. Interpol). In addition, the IMO has allowed (to date) 81 Non-Governmental Organisations whose role is to monitor and inform the debate of Member States. ICMA has been an NGO in Consultative Status since the mid-Nineties.

The IMO facilitates three international campaigns in which ICMA Members regularly take part:

- **Day of the Seafarer** (June 25) seeks to promote the importance of seafarers to the world. Ports will often hold celebrations and seafarers' centres will open their doors to the public.
- **World Maritime Day** (September 27) promotes the importance of the shipping industry. Usually held in September this is largely an online campaign.
- **IMO Awards** offer two prizes focusing on seafarers' bravery and a prize for contribution to shipping.

The ICMA Standing Delegation

The ICMA ExCom appointed Ben Bailey (Head of Delegation), Douglas Stevenson (Deputy Head of Delegation), Jaakko Lasso, Martin Foley and Sandra Welch to the ICMA Standing Delegation at its last meeting in 2017. Under the IMO Standing Delegation Terms of Reference, generating an ICMA response to maritime issues has been delegated to the group, thus allowing for a fluid approach to debate within the chamber. In December of 2017, a meeting was held to discuss which of the debates ICMA would attend and/or monitor. Due to the travel required, both Douglas Stevenson and Jaakko Lasso opted to monitor debate online via the IMO Docs Website which provides access to debate audio and relevant papers. To date, Ben Bailey has been the only representative of ICMA to physically attend IMO in 2018.

The ICMA Delegation monitors a wide range of topics, but focus is given to:

Marine Environment Protection Committee (MEPC): One of the main IMO Committees dealing with issues such as the reduction of greenhouse gases and emissions from vessels.

Legal Committee (LEG): Devising suitable regulatory frameworks to enable the maritime industry to function, such as the ISPS and ISM Codes

Maritime Safety Committee (MSC): One of the "parent" committees, dealing with the work of the various sub-committees

Facilitation Committee (FAL): Issues to do with the Convention on Facilitation of International Maritime Traffic, such as standardisation measures for dealing with types of cargo.

Sub-Committee on Human Element, Training and Watchkeeping (HTW): Issues such as fatigue and measures to enhance maritime security.

Since your last meeting, the most important development to come out of IMO has been the revised IMO Guidelines on Fatigue, which were reviewed at the recent HTW meeting. These guidelines were last issued in 2001 and take in to account the latest research to promote seafarers taking adequate rest. These Guidelines will be sent to the MSC Committee in December of this year for approval. Once approved and issued, maritime administrations will be obliged to promulgate them throughout the industry and encourage them to be used as a basis for training materials.

Opportunities to Engage

Debate

Under the IMO Rules of Procedure, NGOs may ask for the floor once during each debate. Much of the work is therefore done during the coffee and lunch breaks where networking with Member States is key. Since its acceptance to IMO, ICMA has (to my knowledge) only made one intervention and submitted one paper. In time, I would like us to consider providing more of an input in debate and into the life of IMO. ICMA has a unique viewpoint, but that requires ICMA members to share data and information so that a joined-up view can be expressed.

Advocacy

The Secretary General of the IMO, Mr Kitak Lim, has expressed a desire to use his tenure to highlight and promote seafarer issues. An informal NGO group has been established to work in the margins of IMO meetings on these issues. The group includes representatives from the unions, industry bodies and ICMA. Annexed to this paper is the group's terms of reference for your information. As the group develops, IMO Member States will be invited to join to seek views and support. Given the technical nature of IMO (as opposed to the labour issues discussed at ILO), it remains to be seen what impact this group will have, but ICMA will ensure full representation at the meetings and input accordingly.

BEN BAILEY
Head of Delegation, ICMA
19 August 2018

ANNEX

Terms of Reference for IMO/NGO Human Element Industry Group

Aim

The Human Element Industry Group is established to emphasise the importance of the Human Element and enhance existing coordination and cooperation in engagement with the issues at the IMO. [A greater understanding of the human element will ensure that it is adequately and appropriately considered and addressed in all aspects of future work of the IMO.]

Membership

This group is an industry group initially comprising Non-Governmental Organisations (NGOs) accredited to IMO which have interests in the Human Element. Further expansion of the group will be encouraged as activities commence. Membership may be extended to Flag states in order to further the work of the group.

Terms of Reference

To promote consideration of the Human Element within the IMO, and in particular: -

1. Promote consideration of the wider scope of the Human Element as reflected in IMO Resolution A974 (23) 'Human Element Vision, Principles and Goals for the Organization'.
2. Encourage appropriate use of the standing agenda item on the "Human Element" at HTW.
3. Promote understanding of the Human Element through training and education.
4. Promote understanding of fatigue and the factors that influence fatigue.
5. Consider organisational factors that may affect safety and lead to incidents.
6. Consider the Human Element in the context of increasing levels of automation of ship systems, equipment and operations

Current Members

The Nautical Institute (Chair)

ICMA (International Christian Maritime Association)

IFSMA (International Federation of Shipmasters' Association)

IMPA (International Maritime Pilots' Association)

INTERMANAGER

ITF (International Transport Workers' Federation)

IMarEST (Institute of Marine Engineering, Science & Technology)

ICS (International Chamber of Shipping)

IMO (International Maritime Organisation)