

**Contribution from the International Maritime Organization (IMO)
to the Secretary-General's report for
the 2013 Annual Ministerial Review on "Science, technology and innovation,
and the potential of culture, for promoting sustainable development
and achieving the Millenium Development Goals"**

I. Introduction

Due to its close connection to global commerce, international shipping plays a vital role in the facilitation of world trade as the most cost-effective and energy-efficient mode of mass transport, making a significant contribution to global prosperity in both developing and developed countries. Trade and development are closely interlinked, and increased trade to, from and between developing countries are essential for them to prosper and ensure a sustainable future for their peoples. International shipping offers significant employment opportunities in the industry itself, but also in ancillary service industries such as ship building and ports services. Shipping is probably also the most international of all the world's major industries and its global character requires global regulations that apply universally to all ships. IMO, as the United Nation's specialized agency responsible for the regulation of all facets pertaining to international shipping, has a key role in ensuring that lives at sea are not put at risk and that the environment is not polluted by ships' operations – as summed up in IMO's mission statement: **Safe, Secure and Efficient Shipping on Clean Oceans.**

International maritime transport – unlike land-based industries, which are regulated mainly through national legislation – requires global regulations to continue functioning as the principal vehicle for the movement of more than 90% of global trade. The global nature of shipping is well demonstrated by the diversity of stakeholders of all nationalities involved in the design, construction, ownership, operation and crewing of a typical ocean-going merchant vessel, not to mention the classification, finance, insurance and cargo ownership aspects. Ships spend their working lives travelling among different countries, regions and continents, characterised by different legal jurisdictions, very often far away from the country of registry, as they carry the raw materials, foodstuffs, fuel, goods and finished products that underpin the global economy.

II. The nexus between science, technology, innovation and capacity building for sustainable maritime development

In developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping, IMO's highest priority is the safety of human life at sea. To this end great emphasis is accorded, in particular, to ensuring that all systems related to enhancing the safety of human life at sea are adequate, including those concerned with large concentrations of people; enhancing technical, operational and safety management standards; eliminating sub-standard shipping on a continuous basis; and increasing the emphasis on the role of the human element in safe shipping.

IMO seeks to enhance the security of the maritime transport network by reducing piracy and armed robbery against ships and stowaway incidents, by raising awareness of IMO's security measures and promoting their effective implementation.

IMO is also focussed on addressing climate change by reducing and eliminating adverse impacts by shipping on the environment by, among others, identifying and addressing possible adverse impacts, and increasing the emphasis on the role of the human element in environmentally sound shipping. Mandatory measures to reduce GHG emissions from international shipping were adopted in July 2011, representing the first ever compulsory CO₂ regime for an international industry sector. The Energy Efficiency Design Index (EEDI) covers new ships while the Ship Energy Efficiency Management Plan (SEEMP) is required for all ships in operation. The regulations apply to all ships of 400 gross tonnage and above and entered into force internationally on 1 January 2013.

IMO adopts international shipping regulations but it is the responsibility of Governments to implement those regulations. Recognizing that capacity building and technical assistance to administrations without the required resources are essential for any regulations to be effectively implemented and enforced in the world fleet of merchant vessels, IMO's Integrated Technical Co-operation Programme (ITCP) is designed to assist Governments which lack the technical knowledge and resources needed to operate a shipping industry safely and efficiently. ITCP aims to assist in creating permanent self-sustaining legal, policy and institutional arrangements in recipient countries to ensure uniform application of IMO regulations worldwide in pursuit of ever safer and cleaner shipping.

III. Shaping the course of development: the role of STI

IMO's regulatory regime is built on a scientific basis and continuously pushes for technology development and innovation. Many new IMO regulations trigger innovation while others adopt what has already been embraced as best practice in the industry. IMO's regulations on anti-piracy, long range identification and tracking, lifesaving appliances, ballast water treatment, air pollution and energy efficiency are all examples on IMO's ambitious and proactive approach leading to innovation and new technology development.

IMO supports the sustainability of the global economy by ensuring that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping whilst at the same time not compromising safety, security and the protection of the environment. IMO contributes to the achievement of the MDGs and relevant outcomes of UNCSD by meeting the needs of its developing Member States, paying special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDCs) including through the development of activities targeting emerging issues.

While the above constitute some of the key strategic directions of IMO, they are delivered through measured actions, facilitated through a comprehensive and cooperative approach, both among Member States within the Organization, and between IMO and other intergovernmental and non-governmental organizations. IMO as the primary international forum for technical matters of all kinds affecting international shipping and legal matters related thereto, adopts an inclusive and comprehensive approach and actively seeks to reap synergies and avoid duplicating efforts made by other UN agencies such as ILO, FAO, ITU,

IAEA, UNEP and UNDP in shipping matters where possible. Encouraging the utilization of the best available techniques not entailing excessive costs, in all aspects of international shipping, IMO actively engages the various stakeholders in the shipping arena, including Member States, non- governmental organizations, industry organizations, civil society and the public in general, to ensure a more inclusive approach.

IV. Shaping the course of development: the potential of culture

IMO Secretary-General Mr. Koji Sekimizu launched this year's World Maritime Day theme, **"Sustainable development: IMO's contribution beyond Rio+20"**, calling on Governments and the shipping industry to join together and provide a positive contribution towards formulating sustainable maritime development goals.

Speaking at the launch of the theme in early January 2013, Mr. Sekimizu said that, as the United Nations' international regulatory body for shipping, IMO has been, and continues to be, the focal point for, and the driving force behind, efforts to ensure that the industry becomes greener and cleaner. "I am confident that, through this initiative, the theme chosen by the IMO Council for the 2013 World Maritime Day, – "Sustainable development: IMO's contribution beyond Rio+20" – will be something in which IMO, the shipping industry and all other stakeholders, who are keen to turn the concept of sustainability into a tangible reality, will be able to join together, and make a very positive contribution," he said.

The development of sustainable development goals for the maritime transport sector, will be IMO's own contribution to the United Nations led work on sustainable development goals, following on from the United Nations Conference on Sustainable Development held in Rio de Janeiro (Rio+20), held in June last year. Mr. Sekimizu said that it was his intention to launch consultations on sustainable maritime development goals early this year, with a view to preparing a final policy document, which should include a clear concept of sustainable development for the maritime industries and realistic but ambitious goals.

A task force established by Mr. Sekimizu has started work on eight pillars around which sustainable maritime development goals could be set:

- safety culture and environmental stewardship;
- energy efficiency;
- new technology and innovation;
- maritime education and training;
- maritime security and anti-piracy actions;
- maritime traffic management;
- maritime infrastructure development; and
- global standards at IMO.

"With shipping being so essential to the continued development and future growth of the world economy, IMO must continue to take the lead in supporting the shipping industry with the appropriate global standards and by helping to promote, through technical co-operation, the necessary national maritime transportation policy and institutional frameworks for a sustainable maritime transportation sector," Mr. Sekimizu said.

V. An enabling environment for transformative change in society towards sustainable development through STI and culture

IMO has placed increasing emphasis on the role of the human element including safety and security of seafarers, and safeguarding their human rights. Enhancement of the role of the human element is backstopped by activities mainly related to building capacity among those responsible for the implementation of IMO's regulatory instruments and guidelines, encouraging proper management of ships; promoting and enhancing the availability of, and access to, information; publicizing the vital importance of shipping as a safe, secure and environmentally sound mode of transport for goods and people; identifying, correlating and evaluating the factors, including human interaction on board ships that influence safety, security and environmental culture; developing practical and effective mechanisms to address them; and enhancing public outreach programmes, among them.

Providing effective education, training and relevant guidance plays a key role in IMO's efforts to enhancing the human element in Member States and facilitates the Organization to meet its objectives. Education and training activities are promoted primarily through IMO's Integrated Technical Co-operation Programmes (ITCP), which also caters to the education and training needs related to the various IMO regulatory instruments. Education and training of seafarers, in particular, is provided by IMO within a dedicated section for Maritime Training and Human Element. IMO's education and training efforts are primarily achieved by the development of material and delivery of training courses, seminars, workshops, technical advice and needs assessments missions, based both on Member States' needs and the Organization's biennial thematic priorities.

VI. Toward coherent policy and action frameworks: the role of the ECOSOC System

IMO, in partnership with other stakeholders, is committed to enhancing the quality of international shipping and raise the profile of the safety, security and environmental records of shipping in the eyes of civil society by ensuring that all stakeholders understand and accept their responsibilities regarding safe, secure and environmentally sound shipping by developing a "chain of responsibility concept" among them.

While taking into account the downturn of the global economy, IMO pursues the best approach to ensuring the long-term sustainability of the ITCP by developing capacity-building partnerships with governments, organizations and industry and thereby, contributing to the achievement of the MDGs and relevant outcomes of ECOSOC 2013.

VII. Recommendations

With shipping being so essential to the continued development and future growth of the world economy, IMO must and will continue to take the lead in supporting the global shipping industry with universal standards and by helping to promote, through technical co-operation, the necessary national maritime transportation policy and institutional frameworks for sustainable maritime transport worldwide, but particularly, in developing countries.

The IMO Secretary-General's initiatives on sustainable maritime transport and the theme chosen by the Council for the 2013 World Maritime Day, – **“Sustainable Development: IMO’s contribution beyond Rio+20”** – are opportunities in which IMO, the shipping industry and all other stakeholders who are keen to turn the concept of sustainability into a tangible reality, will be able to join forces and make a positive contribution.

IMO is looking forward to update DESA on the activities and outcomes of the work and progress on the Sustainable Maritime Development Goals planned for this year and beyond.

For further information on IMO’s work and progress on sustainable maritime transport, please go to: www.imo.org
