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

Source: Lloyds Register Fairplay
Reduction in major oil spills
Average spills per year over 700 tonnes

![Bar chart showing reduction in major oil spills]

Source: ITOPF

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
A number of OECD nations have a number of national flags and open registers unhelpful in addition to likes of e.g. Norway and UK. 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