ESPO conference 2017
"Connecting Ships, Ports and People for sustainable development:
an IMO perspective. "

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The IMO World Maritime Day theme for 2017 – "**IMO - Connecting Ships, Ports and People**" - builds on the 2016 theme - "Shipping: indispensable to the world". It focuses on helping Member States to develop and implement maritime strategies to invest in a joined-up, interagency approach that addresses a wide range of issues, including the facilitation of maritime transport, and increasing efficiency, navigational safety, protection of the marine environment, and maritime security. It encourages Member States, United Nations agencies, other organizations, and industry to work with developed and developing countries, shipping and public- and private-sector ports to identify and promote best practices and to build bridges between the many diverse actors involved in these areas.

Key objectives include improving cooperation between ports and ships and developing a closer partnership between the two sectors; raising global standards and setting norms for the safety, security and efficiency of ports and for port and coastal State authorities; and standardizing port procedures through identifying and developing best practice guidance and training materials.

The global challenge

We live in challenging times. The population of the world exceeds 7 billion and is increasing. The populations of many developing states are set to double by 2050. In addition to population increase the world today faces many, often related challenges: climate change; threats to the environment; unsustainable exploitation of natural resources; threats to food security; societal threats posed by organized criminals and violent extremists; and instability leading to mixed migration. All of these threaten the cohesion of societies and impact on developing countries' ability to trade and to grow.

To address these and other challenges, in September 2015, the 193 Member States of the United Nations unanimously adopted the 2030 Agenda for Sustainable Development, including 17 SDGs and 169 related targets which emphasize the need to consider the social, economic and environmental aspects of sustainable development simultaneously. The 2030 Agenda is supported by other UN strategies such as the prevention of violent extremism, as well as many regional initiatives.

Although some may feel that the maritime contribution to many of the SDGs is peripheral, the truth is that the world relies on international shipping and benefits from its smooth operation, by which food, commodities, raw materials, energy and consumer goods are moved reliably and effectively around the globe at low cost. International shipping is central to the functioning of global trade.

As the SDGs will be implemented principally at the State level, IMO will act to help Member States to develop and formulate innovative policies and strategies to respond to the needs of countries at the national,

regional and global levels. As the IMO Secretary-General, Mr. Kitack Lim, said "Ultimately, more efficient shipping, working in partnership with a port sector supported by governments, will be a major driver towards global stability and sustainable development for the good of all people."

Enhancing efficiency

Ships, crewmembers and the goods and passengers that they carry across borders are subject to a range of government controls, both on arrival and departure.   These controls address a wide range of issues including ensuring public health, revenue protection, security, immigration, enforcing controls on importing and exporting prohibited and restricted items, and sanctions enforcement.

Some of these controls may be specific to the ship itself, some to crewmembers, some to passengers, some to the cargoes carried, and some to more than one of these categories.

As well as the regulatory controls traditionally associated with customs, immigration, law enforcement and security, there are also a range of practical procedures and processes for the enhancement of maritime safety and the provision of general port services to ships. As with the regulatory controls, these may reflect national requirements or are mandated by international conventions and agreements.

All these controls and procedures require provision of information to a range of different agencies and entities, require action to be taken by ships, crews and ports, there are consequences if they are not followed, they take time and, if not coordinated, cost far more money than they need to.

Facilitating maritime traffic

The process by which these myriad regulations, requirements and procedures are harmonized is known as "facilitation".   If every country and every port within each country has different requirements for ships, cargoes and people, chaos and inefficiency ensue.   The need for standardization and cutting of red tape was recognized early on through the development of the Convention on the Facilitation of International Maritime Traffic, 1965, as amended - or FAL Convention - the first international convention developed by the Organization. It entered into force on 5 March 1967 and is currently binding on 118 Contracting Governments. It aims "to promote measures to bring about uniformity and simplicity in the documentary requirements and procedures associated with the arrival, stay and departure of ships engaged in international voyages".

The FAL Convention sets out internationally agreed 'Standards' and 'Recommended Practices' in respect of the arrival, stay and departure of ships, persons and cargoes and includes provisions in respect of stowaways, public health, and quarantine. Put simply, Standards are what Contracting Governments must do, Recommended Practices are what Contracting Governments should do. The FAL Convention also assists in the reduction of red tape through standardized documentation known as 'FAL Forms'.

As with all IMO Conventions, the FAL Convention evolves to take into account new developments and technologies worldwide. A series of amendments to the FAL Convention enter force on 1 January 2018. These include new systems for the electronic exchange of information for the clearance of ships, cargo, crew and passengers by 8 April 2019.

IMO is also working on development of maritime 'single window' systems, in which all the many agencies and authorities involved exchange data via a single point of contact, using harmonized and standardized data reporting formats.

The IMO Facilitation Committee, a body that meets annually, oversees the FAL Convention. For the FAL Committee to function effectively, all stakeholders, both Government and industry, should be represented in national and observer delegations and participate actively in its meetings, exchanging views and best practices on more efficient measures and promoting their harmonization and standardization. It is also important to increase the representation of the port sector, border control authorities and related organizations at other IMO meetings, to foster better understanding of the implications and impact of IMO regulations on the port sector (and vice versa). Examples could include the need for ports to provide efficient and environmentally sound facilities and procedures for disposal of ships' waste, and to develop procedures for complying with the need to verify containers' weight. To that end, we will be holding a special, port focussed event to coincide with next year's meeting of the FAL Committee (FAL 42), on Monday 4 June 2018.

Maritime security

For the connections between ships, ports and people to be sustainable, they must also be secure. IMO helps Member States enhance maritime security, focussing on what the civil maritime industry, both the shipping and port sectors, can do to protect itself and to assist Governments to protect global maritime trade. The emphasis is on preventive security through risk management, deterrence and threat transfer, rather than

countering terrorism *per se*. IMO also has an interest in mixed migration by sea, prevention of drug smuggling, cybersecurity and prevention of stowaways.

In December 2002 IMO adopted amendments to the Safety of Life at Sea Convention (SOLAS), including the new chapter XI-2 on 'Special measures to enhance maritime security' and the International Ship and Port Facility Security Code (ISPS Code), which went into force in 147 States on 1 July 2004 (now 163).

These measures consolidated and added to all the previous IMO guidance on security, prevention of drug smuggling, stowaways, and port State control regimes. Essentially, they were about reassuring the port States that the ships entering their waters did not pose a threat; and reassuring flag States that the ships flying their flag would be protected while in other States' ports and territorial waters.

In terms of the practical implementation of SOLAS chapter XI-2 and the ISPS Code, the main challenges are in the port facilities. Unlike on ships, where an existing safety culture was relatively easy to evolve into a security culture, the security structure in ports is generally far more complex - involving many players from different governmental, law-enforcement and private entities. Many countries view ports as critical infrastructure and their security as a facet of national security. However, without clear national and local legislation, policies and direction coordinating the activities of all key stakeholders, security responses in port facilities are, at best, fragmented.

A well-coordinated, risk based preventive strategy is critical to the success of port and port facility security regimes, be they for protecting port infrastructure against terrorist attack, countering theft and other criminal activity, or preventing access to ships by terrorists, drug smugglers or stowaways.

Emerging issues

The world has changed since 1 July 2004. Ongoing threats to the port and shipping sectors continue to evolve and so does IMO's response. Emerging issues include the fallout from piracy and armed robbery, including challenges posed by the embarkation and carriage of armed guards, their weapons and equipment; cyber threats; more widespread terrorism and violent extremism; the increasingly urgent need to address destructive and unsustainable levels of illegal, unreported and unregulated fishing; trafficking in weapons, drugs, people and illegal wildlife products; and the need to sensitize ports, develop tools and implement programmes for climate change mitigation.

As with facilitation, maritime security needs a multi-agency response. However, it also needs a multi-functional approach to encourage Governments of land-focussed countries to engage. We are therefore focussed on working with other United Nations agencies and international organizations to encourage and help Governments to meet all their responsibilities at sea, as mandated in IMO Conventions and other international instruments.

Our focus for 2017 is to help national Governments develop their national oversight capability for safety and security and promote application of the ISPS Code and ILO/IMO Code of practice on security

in ports. Key to this is promoting the establishment of port security and facilitation advisory committees as vehicles for inter-agency cooperation for wider security – addressing all security-related threats. As an example, in January 2017, States from the western Indian Ocean and Gulf of Aden area amended the Djibouti Code of Conduct, expanding its scope from piracy to addressing maritime crime and maritime governance in general, including in ports. This also supports IMO's role within the wider UN family's efforts to meet the sustainable development goals and to prevent violent extremism and mixed migration by tackling their root causes.

Conclusion

By promoting trade by sea, nurturing national shipping lines and promoting seafaring as a career; by improving port infrastructure and efficiency, by developing and strengthening inter-modal links and hinterland connections; by managing and protecting fisheries, exploring offshore energy production and even by fostering tourism – maritime activity can both drive and support a growing national economy.

Improved economic development, supported by sustainable maritime development and underpinned by good maritime security, will support the Post-2015 Development Agenda and complement United Nations initiatives on the prevention of violent extremism by addressing some of the stress factors that lead to instability, insecurity and uncontrolled mixed migration.